

115TH CONGRESS
1ST SESSION

H. R. 701

To direct the Administrator of the National Highway Traffic Safety Administration to conduct a study to determine appropriate cybersecurity standards for motor vehicles, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 24, 2017

Mr. WILSON of South Carolina (for himself and Mr. TED LIEU of California) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To direct the Administrator of the National Highway Traffic Safety Administration to conduct a study to determine appropriate cybersecurity standards for motor vehicles, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Security and Privacy
5 in Your Car Study Act of 2017” or the “SPY Car Study
6 Act of 2017”.

1 **SEC. 2. STUDY ON CYBERSECURITY STANDARDS FOR**
2 **MOTOR VEHICLES.**

3 (a) STUDY REQUIRED.—The Administrator of the
4 National Highway Traffic Safety Administration, in con-
5 sultation with the Federal Trade Commission, the Direc-
6 tor of the National Institute of Standards and Technology,
7 the Secretary of Defense, the Automotive Information
8 Sharing and Analysis Center, SAE International, manu-
9 facturers of motor vehicles, manufacturers of original
10 motor vehicle equipment, and relevant academic institu-
11 tions, shall conduct a study to determine appropriate
12 standards for the regulation of the cybersecurity of motor
13 vehicles manufactured or imported for sale in the United
14 States that should be adopted by the Administration and
15 any other appropriate Federal agencies. The study shall
16 include an identification of—

17 (1) the isolation measures that are necessary to
18 separate critical software systems from other soft-
19 ware systems;

20 (2) the measures that are necessary to detect
21 and prevent or minimize in the software systems of
22 motor vehicles anomalous codes associated with ma-
23 licious behavior;

24 (3) the techniques that are necessary to detect
25 and prevent, discourage, or mitigate intrusions into
26 the software systems of motor vehicles and other cy-

1 bersecurity risks in motor vehicles, such as contin-
2 uous penetration testing and on-demand risk assess-
3 ments;

4 (4) best practices to secure driving data col-
5 lected by the electronic systems of motor vehicles
6 while such data are stored onboard the vehicle, in
7 transit from the vehicle to another location, in
8 offboard storage, and in long-term storage (whether
9 onboard or offboard the vehicle); and

10 (5) a timeline for implementing systems and
11 software that reflect the measures, techniques, and
12 best practices identified under paragraphs (1)
13 through (4).

14 (b) REPORTS TO CONGRESS.—

15 (1) PRELIMINARY REPORT.—Not later than 1
16 year after the date of the enactment of this Act, the
17 Administrator shall submit to the Committee on En-
18 ergy and Commerce of the House of Representatives
19 and the Committee on Commerce, Science, and
20 Transportation of the Senate a report containing the
21 preliminary findings of the study conducted under
22 subsection (a).

23 (2) FINAL REPORT.—Not later than 6 months
24 after the submission of the report under paragraph
25 (1), the Administrator shall submit to the commit-

tees described in such paragraph a report containing the complete findings of the study conducted under subsection (a), including recommended dates for the adoption and effectiveness of the standards determined to be appropriate in such study and recommendations for any legislation that may be necessary to authorize the adoption of such standards.

(3) FORM OF REPORT.—The report required by paragraph (2) shall be submitted in unclassified form but may contain a classified annex.

(c) DEFINITIONS.—In this section:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the National Highway Traffic Safety Administration.

(2) CRITICAL SOFTWARE SYSTEM.—The term “critical software system” means a software system of a motor vehicle that can affect the driver’s control of the movement of the vehicle.

(3) DRIVING DATA.—The term “driving data” includes any electronic information collected about—

(A) a vehicle’s status, including its location

or speed; or

(B) any owner, lessee, driver, or passenger

of a vehicle.

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