

**Questions for the Record from Senator Charles E. Grassley
Hearing on “Federal Support for Preventing and Responding to Carjackings”
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1. How does the Alliance for Automotive Innovation work with law enforcement within the confines of existing privacy laws? How do you work to preserve the privacy of Americans while assisting law enforcement in emergencies? How does the automotive industry currently work to expedite law enforcement requests for information in emergencies?

As I highlighted in my written testimony, the sharing of a vehicle’s location information – with anyone, including law enforcement – needs to be appropriately balanced against an automaker’s obligations to protect the privacy of its customers. The auto industry respects the importance of protecting consumer data and, in 2014, came together to commit to a first-of-its-kind set of Privacy Principles. The members of our association made individual commitments to be Participating Members and abide by these Principles, which are enforceable by the Federal Trade Commission. The Principles prohibit a Participating Member from sharing vehicle location information with any unaffiliated third party without the affirmative consent of the vehicle owner. The Principles also specifically permit the sharing of vehicle location information with law enforcement in the absence of affirmative consent if law enforcement has obtained a warrant or other court order to access that location information or in exigent circumstances.

I am not in a position to speak to how individual automakers respond to law enforcement in emergencies, but I can tell you that our member companies have carefully examined this issue and have made a decision about how the company can best balance the needs of law enforcement with the privacy of their customers.

The industry remains committed to identifying additional opportunities to improve collaboration on this important topic without undermining the commitment to consumer privacy.

2. How has the self-regulation of the automotive industry worked in the past to advance rules or guidelines beyond what the government has regulated?

In this era of rapid innovation, technology often outpaces the regulatory process. The auto industry has long recognized the importance of identifying potential trends and demonstrating leadership to keep pace with technological innovation. As vehicles started to become more connected, the industry committed to a first-of-its-kind set of Privacy Principles. Likewise, we came together as an industry and in collaboration with government to proactively establish an Information Sharing and Analysis Center (ISAC) to stay abreast of potential cyber threats within

the automotive ecosystem. The industry also recently finalized an international standard for vehicle cybersecurity, covering the entire lifecycle of the vehicle.

The industry has also launched initiatives to accelerate adoption of innovative safety technologies, including for Automatic Emergency Braking (AEB) and rear-seat reminders to combat pediatric heatstroke resulting from children left in hot cars. These voluntary commitments offer the industry opportunity to innovate and compete on ever-advancing technologies, many of which ultimately serve as the basis for regulation.

3. Where is there room for improvement in the cooperation of the automotive industry, law enforcement, and all other involved entities, such as community violence initiatives?

We welcome the opportunity to work with all stakeholders in support of broader efforts to address the rise in carjackings and other issues impacting the safety of our roadways.

4. How effective would having industry recovery standards be in preventing carjackings?

While the auto industry is certainly exploring ways in which we can contribute to the broader efforts to address this challenge, I believe a law enforcement witness may be better suited to address this question.

5. How do varying state privacy laws impair the ability of automotive manufacturers to cooperate with state and federal law enforcement officers? What kinds of federal action or engagement could help auto manufacturers aid law enforcement?

The patchwork of state privacy laws is complex and challenging for companies across all sectors, including automakers. That is why Auto Innovators supports the enactment of a comprehensive federal privacy law to establish clear expectations regarding consumer privacy. Absent a clear federal privacy law, companies must remain concerned how compliance with individual state legislation could conflict with laws in other parts of the country.

Questions from Senator Thom Tillis for Mr. John Bozzella

1. Mr. Bozzella do you believe that car industries need to do more in preventing carjackings?

We remain committed to developing constructive recommendations in support of continued collaboration with law enforcement and policymakers on carjackings

2. What is your thought about implementing tracking systems in vehicles to help law enforcement solve car thefts?

This is a complex issue, one we take seriously. We remain committed to developing constructive recommendations in support of continued collaboration with law enforcement and policymakers on carjackings

3. What are the privacy concerns which come from implementing tracking systems? How does AAI recommend that its members address these privacy concerns while finding ways to best cooperate with law enforcement?

As I highlighted in my written testimony, the sharing of a vehicle's location information – with anyone, including law enforcement – needs to be appropriately balanced against an automaker's obligations to protect the privacy of its customers. The auto industry respects the importance of protecting consumer data and, in 2014, came together to commit to a first-of-its-kind set of [Privacy Principles](#). The members of our association made individual commitments to be Participating Members and abide by these Principles, which are enforceable by the Federal Trade Commission. The Principles prohibit a Participating Member from sharing vehicle location information with any unaffiliated third party without the affirmative consent of the vehicle owner. The Principles also

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4. Do you agree that more law enforcement resources and keeping criminals accountable will drive the spike in carjackings down?

While the auto industry is certainly exploring ways in which we can contribute to the broader efforts to address this challenge, I must defer to others on the panel with more experience to answer this question.