

114TH CONGRESS  
1ST SESSION

# H. R. 3994

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.

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## IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 5, 2015

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

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## 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 2015” or the “SPY Car Study  
6 Act of 2015”.

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; and

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, and in  
8 offboard storage.

9 (b) REPORTS TO CONGRESS.—

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

18 (2) FINAL REPORT.—Not later than 6 months  
19 after the submission of the report under paragraph  
20 (1), the Administrator shall submit to the commit-  
21 tees described in such paragraph a report containing  
22 the complete findings of the study conducted under  
23 subsection (a), including recommended dates for the  
24 adoption and effectiveness of the standards deter-  
25 mined to be appropriate in such study and rec-

1 ommendations for any legislation that may be nec-  
2 essary to authorize the adoption of such standards.

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

6 (c) DEFINITIONS.—In this section:

7 (1) ADMINISTRATOR.—The term “Adminis-  
8 trator” means the Administrator of the National  
9 Highway Traffic Safety Administration.

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

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

16 (A) a vehicle’s status, including its location  
17 or speed; or

18 (B) any owner, lessee, driver, or passenger  
19 of a vehicle.

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