



GFIA guiding principles for the future of mobility and motor insurance

Automated vehicles will change motor insurance underwriting, pricing, sales, distribution and claims management. To prepare for this change, insurance associations from around the world are focusing their public policy and advocacy efforts in four areas:

1. Ensuring the highest safety standards are maintained for all vehicles and, as necessary, updating vehicle safety standards to reflect the technology used to operate the vehicles.
2. Determining coverage for new risks, such as cyber incidents.
3. Ensuring access to vehicle data for underwriting, rating, claims and fraud-fighting purposes, as well as for devising more innovative services around the vehicle.
4. Addressing liability considerations to ensure claims proceed smoothly.

GFIA has developed a set of guiding principles to help steer the discussion with governments and regulators on the public policy implications of automated vehicles for the insurance market.

Vehicle safety

- Vehicle regulations should include safety standards for the interface between the technology, which will operate the vehicle in certain instances, and the human, who will operate the vehicle in others.
- Vehicle manufacturers should publish a detailed definition of the conditions in which automated driving is safe. The vehicle should be able to identify when all conditions are met and allow automated driving only under those conditions.
- Vehicle systems should be designed, developed and maintained over the lifetime of the vehicle to minimise the vulnerabilities to and consequences of a cyber incident.
- The automated driving and emergency collision avoidance systems should be designed to maintain the same functional performance over a life of at least 10 years. Vehicle manufacturers should release the diagnostics needed to support safe repair and certification of the safety of repairs.
- Vehicle manufacturers and providers of ride- or vehicle-sharing services involving automated vehicles should disclose the vehicle's capabilities and limits to customers. Vehicles should ensure that users understand their obligations before they are able to use the vehicle in automated mode.

Insurance coverage

- Insurance regulators should encourage the development of an open and competitive market for coverage for new risks associated with operating a vehicle, such as cyber incidents.
- Auto insurers should be able to limit coverage to reasonable use and proper maintenance/updates. Automated driving should not be available if any safety-critical software updates are not installed.

Vehicle data

- Third parties should be able to access vehicle data through an open platform that is not controlled through a proprietary model of a single stakeholder. Vehicle data should be available on fair, reasonable and non-discriminatory terms that enable fair competition among service providers.
- In the event of a collision involving an automated vehicle, insurers should have access to sufficient data to establish whether the automated driving system was in control leading up to the incident. All collision and emergency system intervention events should trigger a data transmission.

Liability laws

- Insurance and liability laws should reflect local preferences pertaining to auto insurance coverage.

GFIA contacts

- Steve Simchak, chair of the GFIA Cyber Risks Working Group (steve.simchak@apci.org)
- Don Forgeron, chair of the GFIA Disruptive Technology Working Group (dforgeron@ibc.ca)
- James Padgett, GFIA secretariat (secretariat@gfiainsurance.org)

About GFIA

Through its 40 member associations and 1 observer association, the Global Federation of Insurance Associations (GFIA) represents the interests of insurers and reinsurers in 64 countries. These companies account for around 89% of total insurance premiums worldwide. GFIA is incorporated in Switzerland and its secretariat is based in Brussels.