

# Towards a privacy-respectful telematic verification system for vehicle & driver authorizations

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**1.** Current enforcement of vehicle & driver authzs.

## **P1:** Improved credential model

Gender IDESP

Vehicle Type

Date of This Technical Inspection

Date of First Registration + Date

External Sign of Successfu Vehicle Technical Inspection

Semantic meaning		Credential	Holder	Issuer	Expiration date	Revocability	Verified facts and attribute	
Authorizes the vehicle (VIN/ Registration Number) to circulate	Authorizes the vehicle to circulate from a technical point of view	Technical inspection card	Vehicle	Manufacturer / Regional Industry Department	Never	No. Compulsory	Holdership, authenticity, authorized issuer.	
		Technical inspection report, record (in technical inspection card) and sticker	Vehicle	Technical Inspection Station	Specific number of years	renewal if attributes change	Holdership, authenticity, authorized issuer, up-to-date.	
	Authorizes the vehicle to circulate from an administrative point of view	Vehicle registration certificate and registration plate	Vehicle & Keeper	Road Traffic Authority	Never	Yes (documents are usually retained)	Holdership, authenticity, authorized issuer, not revoked.	
		Proof of tax payment	Vehicle & Keeper	Local Tax Administration / Bank	Annuity Payment		Holdership, authenticity, authorized issuer, up-to-date.	
		Proof of compulsory insurance payment	Vehicle & Owner / Keeper	Insurance Company / Bank	Annuity Payment	No	Holdership, authenticity, authorized issuer, up to date.	
Authorizes a person (ID) to drive a vehicle	Authorizes the driver to circulate with a certain type of vehicle	Driving license	Person	Road Traffic Authority	Specific number of years	Yes	Holdership, authenticity, authorized issuer, up to date, not revoked.	

to decrease the number or the seriousness of traffic fatalities is related to the intensity of controls.

2. Enforcement systems built on electronic credentials and Intelligent Transportation Systems (ITS) technologies would enable a more convinient, frequent and effective enforcement.

Some problems must be overcome:

P1. The current set of driver and vehicle authorizations constitutes an innefficient and complex data model to operate with, in the digital world.

P2. Critical privacy issues arise concerning the traceability and surveillance of drivers and vehicles.

> **P3.** The restrictions imposed by ITS environments must be considered.

2. Proposed privacy-respectful telematic verification system for vehicle & driver authzs.

## **P2:** Analysis of privacy-aware digital credential systems



An anonymous digital credential will allow to verify the holder's set of attributes without knowing their actual



	Brands	Kwon	Chameleon	Camenish	Verheul
	[2]	[4]	[5]	[3]	[6]
No. of Certificates	$\alpha\delta$	$\alpha\delta$	1	$\alpha$	$\alpha$
Workload	$O(\beta)$	$O(\beta)$	$O(\beta)$	O(eta)	$O(\beta)$
Accept Non Predefined Control Policies?	$\checkmark$	$\checkmark$	$\checkmark$	×	×
Commercial Implementation	U-prove	X	×	Idemix	×
Unlinkability (Pseudonyms Changes)	×	X	×	×	$\checkmark$
PKI Standard Compliance	×	$\checkmark$	$\checkmark$	×	×
Anonymous Credential Acquirance	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$

#### ONE PASS CREDENTIALS: Consecutive uses of the same anonymous credential are linkable.

in the certification

x<sub>1</sub>, x<sub>2</sub>, x<sub>3</sub>

Do your certified

attributes satisfy

φ<sub>i</sub> (x<sub>1</sub>, x<sub>2</sub>, x<sub>3</sub>)=1 ?

the formula

- Brand's Credentials The holder can proof that the set of attributes specified in the credential satisfy a Boolean formula. without disclosing the attributes' actual values.
- Kwon's Credentials Different authorities certify different attributes belonging to the same Zero Knowledge proo credential such that, each authority only sees the redential such that the certified attributes actual value of the set of within satisfy φ<sub>i</sub>(x<sub>1</sub>, x<sub>2</sub>, x<sub>3</sub>)=1 attributes it is certifying.



#### MULTI-SHOW CREDENTIALS: Consecutive uses of the same anonymous credential are NOT linkable.





# **P3:** Restrictions of ITS environments



Feasibility of deploying the proposed system on ITS environments will strongly depend on:

• the specific scheme selected to implement the designed set of credentials.

 the computational capacity of the involved platforms, and

• the responsiveness required for safety-related services.

Holdership verification process of a Camenisch credential is said to take around 10,45s in a Java card [1].

A vehicle (circulating at 120 km/h) covers the RSU's range (1 km) in 30s. If other communication networks are used, other possibilities arise.

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## **Acknowledgments & Contact Information**

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