DHS S&T/CSD “IMPACT” and “DETER” programs, provide good access to needed research infrastructure, by smaller companies and startups

- Tendency is for larger companies to squeeze out innovation
- The NASA prize experience where a non-traditional source provided key technology/operational breakthrough to a major NASA challenge

The community needs to be able to look across the natural data groupings

- Time, vehicle purpose, location, etc.
- Related to the ongoing challenge of complex cyber T&E, context, confidence
- Difficulties of data training sets, semantics, interfaces, data logistics

The DHS-specific perspective

- Its own vehicles (CBP, USCG, FEMA, USSS/national events, etc.)
- First Responder vehicles (police, fire, medical), decentralized across the nation
- Linked with the “encryption debate” that continues today
ACSAC “Neutral Vehicle” Panel: Some DHS S&T/CSD observations (2)

- The lagging of law and subsequent practice/doctrine, for many government elements of this operating domain

- Uncertain architecture and complex/competing interests
  - 16, 46 and 86 year old operators; personal versus commercial operators
  - Safety versus security
  - Vehicle versus payload considerations
  - Risk and insurance evaluations
  - States/US, versus Europe and Asia and other practice choices
  - Criminality and the usage of vehicles; consider the commercial business model of Palantir and others

- Smart Cities Security & Privacy
  - NIST and governmental/industrial standards
  - What works in complex deployments
  - ROI and sustainability