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POLICY WATCH

July 2019 | Monthly Edition | Issue 6

A newsletter that highlights policies, plans, programs and progress in the global geospatial community.

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Foreword

The July issue of Policy Watch highlights an effort undertaken at the recent G-20 Summit (Tokyo, Japan) where guidelines were formulated for commercial construction and utilization of Artificial Intelligence (AI). This issue also provides an overview of the six Global Navigation Satellite Systems (GNSS), and continues to highlight advances being made with regulations of Drones and Unmanned Aerial Vehicles (UAVs) in three countries (Argentina, Kenya, and the U.S.), and data privacy in India.



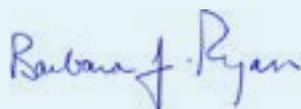
With the G-20 Summit just concluding, it is exciting to learn that an issue that is at the forefront of our community was discussed by world leaders. Though the AI guidelines that were developed are non-binding, they do, however, bring more transparency to AI practices globally. Governments were asked to, among other things, consider long-term investment and encourage private-sector investment in AI; support smooth transitions from Research to Operations (R2O); and ensure access to training programs and other job opportunities for people impacted by AI.

The second global topic discussed in this issue is that of Positioning, Navigation and Timing – the three pillars of Global Navigation Satellite Systems (GNSS). More than 100 satellites comprise the five largest GNSS¹, which are operated by Europe (EGNOS), India (GAGAN), Japan (MTSAT/MSAS), the Russian Federation (SDCM) and the US (WAAS). With assistance from the International Committee on Global Navigation Satellite Systems (ICG), both the operators and users of these systems come together to encourage and facilitate compatibility, interoperability, and transparency among the systems, and to promote and protect the use of their open service applications. Also described herein is Australia's related effort to create a national Satellite Based Augmentation System (SBAS) that will permit greater accuracy, integrity and reliability of the data accessed from one of the global GNSS¹.

Lastly, under the topic of Drones and UAVs, there have been several interesting developments. Argentina has released a draft regulation, that in addition to registering UAVs according to weight and size, intended use (commercial, experimental, or recreational) will be required. In Kenya, the Civil Aviation Authority is again submitting a draft regulation to legalize the use of drones, currently illegal in Kenya. And in the U.S. the Federal Aviation Authority (FAA) has withdrawn its request for Remote Identification (ID) of Drones. While the FAA argued that Remote ID would provide increased accountability for drone operations, delays in passing the regulation brought complaints from aviation organizations, chambers of commerce and pilot associations. FAA is expected to reissue the ruling in September.

So, as we move into the northern hemisphere summer months, and out of the southern hemisphere winter months, one can see that it has been an active time for policies related to geospatial technologies. Whether it is the G-20 discussing AI, or India drafting a Data Protection Bill so that individuals can better protect their personal data, the geospatial community and its technologies, market, policies and information are making an impact on every person, every day.

Please join me in reviewing the advancements described herein.



Barbara J. Ryan

**ARTIFICIAL
INTELLIGENCE**

World – G-20 launch AI guidelines

At the G-20 Summit in Japan (June 2019), representatives of the 20 major economies across the world formulated a set of guidelines for commercial construction and utilization of AI. These 20 economies include: Argentina, Australia, Brazil, Britain, Canada, China, France, Germany, India, Indonesia, Italy, Japan, Mexico, Russia, Saudi Arabia, South Africa, South Korea, Turkey, the United States, and the European Union.

Though the guidelines are non-binding, the annex is intended to ensure safety, and requires transparency and responsible disclosure.

Highlights of the guidelines, as published by the G-20 are:

Users and developers of AI should:

- Respect the rule of law and values, including privacy, equality, diversity, and internationally recognized labor rights.
- Commit to transparency and responsible disclosure regarding AI.
- Ensure that AI systems are robust, secure, and safe so that they do not pose unreasonable safety risks.

Governments should:

- Consider long-term public investment and encourage private investment in research and development of AI.
- Support an agile transition from the research and development stage to the deployment and operation stage of AI.
- Ensure a fair transition for workers through training programs and access to new job opportunities.



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**DATA
PRIVACY**

India – Data Protection Bill Finalized

The Indian Data Protection Bill, which includes the Geospatial Data Bill, was finalized. The Bill underwent four rounds of consultation and changes, before it was rolled out in June 2019..

This Bill focuses on personal data and how individuals can control their data, what limits to access exist,, and how the same data has to be processed by all government and private entities both nationally and across borders.

The Bill also includes data security and the need for data anonymity. These factors, in combination, according to the Minister-in-charge, Minister Prasad, will lead to data availability, utility, innovation, and localization.

The Bill has yet to be finalized, and has, therefore, not reached the Cabinet. It is likely to be referred to the yet-to-be-formed standing committee on information technology before finalization, expected this winter.



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DRONES

Argentina – New Drone Regulation Draft Rolled Out

The Argentinean department responsible for aircraft, the National Administration of Civil Aviation has rolled out a new project for regulating Unmanned Aerial Vehicles (UAVs) and Unmanned Aerial Systems.

This new regulation is currently in draft form and still open for comment from any entity before releasing the final bill. This document adds significantly to the original regulation released in 2015, as it recategorizes UAVs according to their aimed use:

- Recreational;
- Commercial; and
- Experimental.

The new regulation has further categorized the UAVs by weight and size. Thus, requiring different actions for registration and operation in each category, as well as creating different corridors for use for each category.

DRONES

Kenya – Revises Drone Regulations

Currently, in Kenya, the operation of drones is illegal. This situation has been particularly problematic for tourists who may not know they are illegal, resulting in, large numbers of UAVs having been confiscated at airports and docks, leading to a decrease in the tourism ratings of the country.

In June 2019, for the second time, the Kenyan Civil Aviation Agency (KCAA) has presented a draft regulation for drones to the Senate.

The KCAA published a similar regulation in 2018 that legalized the use of drones. Many inconsistencies and faults in several provisions of the 2018 regulation, however, resulted in the Parliament of Kenya annulling the regulation.

The new document was published, taking into consideration all comments for governance structures and other sources, such as public and private entities and consumers. The new (?) bill also addresses safety, security and any breach of personal property that may occur. Once launched, it will immediately bring Kenyan Aviation back on track.



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DRONES

USA – Remote-ID for Drones Requirement Withdrawn

In May 2019, at the Senate Commerce Committee, UAVs were the focal point for discussion with the agenda to incorporate unusual aircraft into the National Aircraft System (NAS).

For a few months, the Federal Aviation Agency (FAA) has advocated for remote identification of drones, claiming that unmanned vehicles provide users with a large degree of anonymity that could lead to a lack of accountability. This policy update, however, has not been well-received. The counter argument states that remote identification reveals private information about the user that cannot be protected.

A letter, signed by manned and unmanned aviation organizations, chambers of commerce, industry advocates and pilots' associations – indeed a large part of the aerospace industry — was sent directly to Congress expressing concern with the delay of the rulemaking effort. See below for an excerpt of the letter.

Though a large part of the aerospace industry has vocalized opposition to such a policy, many others support it, and see it as necessary to create a safer environment for all aerial vehicles post the incorporation of UAVs in NAS. Given these differing views, the impacts, intended or unintended, of such a policy cannot be predicted with accuracy.

“

As leading industry associations, aviation stakeholders, and labor unions, we all have significant concerns pertaining to the continued delay of the remote identification rulemaking and the adverse implications of that delay on the safety and security of airspace as well as on the future of the unmanned aircraft systems (UAS) industry. We urge the Administration to convene key federal agency stakeholders including the FAA, the Department of Defense, the Department of Homeland Security, and the Department of Justice to collaborate on publishing a rule on remote identification without further delay,

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Letter to Congress

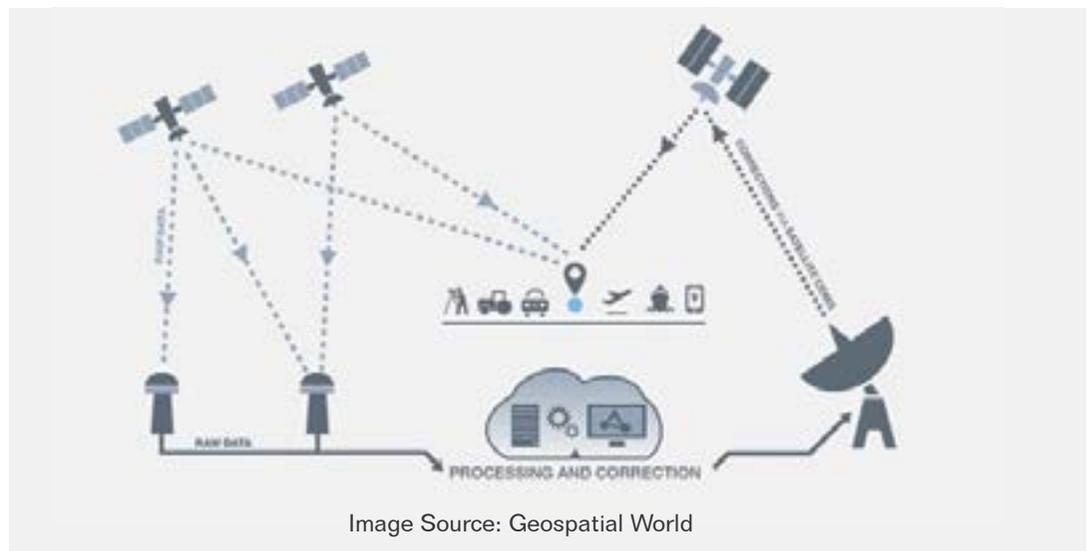
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SPACE

Australia – Government Project on Satellite Based Augmentation System

The Australian Government has embarked upon a project to create a national Satellite Based Augmentation System (SBAS), with commercial participation from private organizations. This initiative has been in the pipeline since 2015, and has so far obtained AUS \$160.9 Million (US \$112.12 Million) from the federal budget. The project has the following goals:

- To enhance the positioning of global navigation satellite services (GNSS);
- To directly impact industries like agriculture and mining; and
- To include New Zealand in its coverage.



SPACE

Navigation and Positioning Market

Positioning, Navigation, and Timing are the three main pillars of Global Navigation Satellite Systems (GNSS). This includes Earth-observation satellite constellations that are used in industries like mining, road transit, agriculture, and many others.

There are six functional GNSS' across the world, which together constitute over 100 satellites in different constellations.



In addition to these, there are also many countries that have developed or are developing their own Satellite Based Augmentation Systems (SBAS). The introduction of an SBAS in a country's space economy permits increased accuracy, integrity and reliability of the data accessed.

The largest SBAS in the world are:

- United States Wide-Area Augmentation System (WAAS);
- Indian GPS Aided Geo Augmented Navigation (GAGAN);
- European Geostationary Navigation Overlay Service (EGNOS);
- Japanese Multi-functional Transport Satellite (MTSAT) Satellite-based Augmentation Systems (MSAS); and
- Russian System of Differential Correction and Monitoring (SDCM).

The global GNSS' collate under the International Committee on Global Navigation Satellite Systems (ICG) – a UN Committee for international coordination and collaboration. The established ICG represents all stakeholders in the value chain of GNSS.



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World Geospatial Industry Council