

## Anu Talus

Chair of the European Data Protection Board

Mr. Moritz Körner MEP  
European Parliament  
Rue Wiertz 60  
B-1047 Brussels  
Belgium

Brussels, 5 May 2025

*by e-mail only*

***Subject: Response to your Inquiry Regarding the Data Protection Assessment of In-Car Video Cameras and Dashcams and GDPR Requirements***

Dear Mr. Körner,

I refer to your letter dated 19 February 2025 outlining your concerns in relation to the use of dashcams and cameras by cars and charging infrastructure for electric vehicles in the EU. Thank you very much for raising questions as to whether such a use is compliant with the General Data Protection Regulation (GDPR). The EDPB is aware of the growing use of cameras and dashcams. The EDPB noted that this matter is subject to different specific requirements provided for by national law and for that reason, it is more complex to reach full consistency<sup>1</sup>.

Different general sets of guidelines adopted by the EDPB are relevant to this matter.

In particular, the EDPB developed guidelines on processing of personal data through video devices<sup>2</sup>. Among other GDPR obligations, these guidelines explain transparency obligations<sup>3</sup> and the principles of data protection by design and by default in the context of video cameras. Lastly, in the specific case where cameras in vehicles are used in a processing that qualifies as a solely automated decision-making process, as defined in Article 22 GDPR<sup>4</sup>, the EDPB would refer to its guidelines on automated

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<sup>1</sup> See paragraph 35 of the EDPB Guidelines 01/2020 on processing personal data in the context of connected vehicles and mobility related applications, version 2.0, adopted on 9 March 2021.

<sup>2</sup> EDPB Guidelines 3/2019 on processing of personal data through video devices, version 2.0, adopted on 29 January 2020.

<sup>3</sup> In that regard, specific requirements in national legislation might apply.

<sup>4</sup> “Solely” means a decision-making process without any human intervention. This does not include cases where a decision is made by a human with help from a machine, as, for example, in the case referred to in the Commission Delegated Regulation (EU) 2023/2590 of 13 July 2023 on advanced driver distraction warning systems available at [https://eur-lex.europa.eu/eli/reg\\_del/2023/2590/oj/eng](https://eur-lex.europa.eu/eli/reg_del/2023/2590/oj/eng).

individual decision-making and profiling, which explain on which legal bases automated decision-making can rely<sup>5</sup>.

In addition, several national data protection authorities have adopted guidance or communication on this topic<sup>6</sup>.

Against this background and notwithstanding the need to respect stricter specific national legal regimes, the EDPB believes that organisations who are processing personal data through dashcams or in-car cameras should carefully assess their role under the GDPR, based on the circumstances of the processing, evaluate the risks arising from their processing activities and ensure compliance with the GDPR principles and obligations, including in terms of ensuring transparency and the rights of data subjects.

We remain available should you wish to discuss further any of the above.

Yours sincerely

Anu Talus  
Chair of the EDPB

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<sup>5</sup> Article 29 Data Protection Working Party Guidelines on Automated individual decision-making and Profiling for the purposes of Regulation 2016/679, WP251rev.01, adopted on 3 October 2017, as last revised and adopted on 6 February 2018, endorsed by the EDPB during its first plenary meeting.

<sup>6</sup>For example the following national-level guidance or communication were adopted by the AT SA (<https://dsb.gv.at/faqs/foto-video>), IE SA (<https://www.dataprotection.ie/en/dpc-guidance/guidance-drivers-use-dash-cams>), LU SA (<https://cnpd.public.lu/fr/dossiers-thematiques/surveillance/dashcams.html>), the DE SAs' Conference DSK ([https://www.datenschutzkonferenz-online.de/media/oh/20190128\\_oh\\_positionspapier\\_dashcam.pdf](https://www.datenschutzkonferenz-online.de/media/oh/20190128_oh_positionspapier_dashcam.pdf)) and FR SA (<https://www.cnil.fr/fr/club-conformite-vehicules-connectes-programme-de-travail-2025-cnil>).