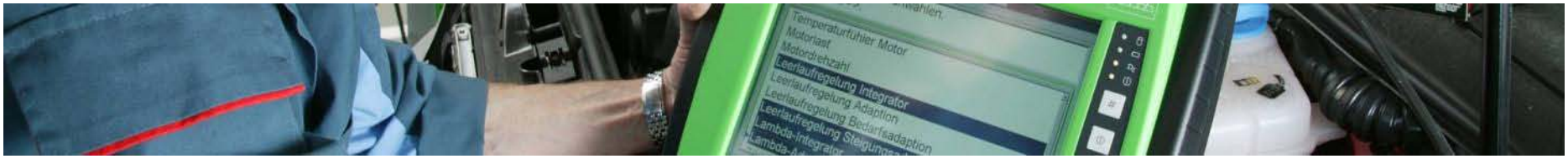
Combined EGEA WG2/AFCAR Meeting Conclusions

(confidential for EGEA WG2 Members, not for circulation)

18th of July Frankfurt (ADAC)



VSG

New ISO Project: ISO/TC22/SC3/WG1 – ISO/TC 204/WG17 “Vehicle Station Gateway”

VSG: Background

Background:

A project has been established to consider a secure access to a vehicle's electronic systems using either telematics or existing standardised physical connection (OBD), where only pre-authenticated communication and operators would be permissible, based on pre-defined use cases.

"The VSG primary focus is to protect the in-vehicle networks to unauthorized access via internally (IVI) and externally connected test equipment."

VSG: Goal of this meeting – developing a strategy

OPPORTUNITIES

- Influence of AFCAR, if AFCAR is member of the Registration Authority

For FIA:

- Remote roadside assistance/diagnostics
- Fleet management standard (FMS)

VSG: EGEA & AFCAR assessment

THREATS

•Registration Authority controlled by VMs? Even an equal representation of VMs 50/IAM 50 situation could block decisions (Data registry)

• Complete change of our business model (more diagnostic inside the car, the only way is to buy the information)

• Access for independent tools only if these are registered

•Privacy issue is out, consumer choice not mentioned (where is the data/to whom is the call directed to) – where is the cloud, who controls the cloud?

• Restricted information access

• Restriction on innovation (design tools)

• Higher (dissuasive) cost throughout the complete value chain

• Rigid use cases are restricting current practices

• How can access to the same data set (as the VM has) be ensured?

• Access to the same information in the same way than the VM

VSG: EGEA & AFCAR Assessment

- The VSG concept introduces a communication firewall. The OBD port could be closed. The project will define how diagnostics tools will register and communicate with the vehicle.
- The VSG will de-couple the link between external/internal test equipment and in-vehicle communication.
- Reverse engineering could be blocked.
- All information will be defined in pre-determined use cases.
- “Registration Authority”: although probably independent, the VMs still decide what functionality is acceptable (beyond defined use cases) as “unauthorised” tools will not be allowed without a validated certificate.
- No legal basis for this ISO-project, meaning the rights of the IOs might be compromised.

VSG: EGEA & AFCAR Assessment

Further threats deriving from the planned telematics communication

- Scope of data which will be decided by the predetermined use cases, but for any additional function, by the VM.
- Open question: IO's can create an APP, which if acceptable, must be implemented by the VM for the standardised use case, but this could be subject to a B2B contract if VSG configurations are needed for use case specific APPs.
- In this concept, there is a threat that IO's will be pushed into peripheral devices, whilst the VM will still be able to access all vehicle data via telematics.