3rd escar USA – Embedded Security in Cars Workshop

May 27 – 28, 2015
Ann Arbor Marriott Ypsilanti at Eagle Crest, MI, USA

www.escar.info

Important Dates

Submission deadline:
February 27th, 2015
Acceptance notification:
April 1st, 2014
Final paper due:
May 15th, 2014

Conference Organization

Steering Committee

Tom Forest, General Motors, tom.m.forest@GM.com
Kevin Harnett, DOT/VOLPE, kevin.harnett@dot.gov
Christof Paar, Ruhr Univ. Bochum and Univ. of Massachusetts Amherst, christof.paar@rub.de
André Weimerskirch, UMTRI, andrewmk@umich.edu
Lars Wolleschensky, ESCRYPT,
lars.wolleschensky@escrypt.com

Program Committee

Brian Anderson, *SwRI, USA*
Lisa Boran, *Ford, USA*
Mark Brooks, *SwRI, USA*
Ryan Gerdes, *Utah State University, USA*
Jorge Guajardo, *Robert Bosch Research and Technology Center, USA*
Thorsten Hehn, *Volkswagen of America, USA*
Karl Heimer, *AutoImmune, USA*
Daniel Jiang, *Mercedes Benz USA, USA*
Di Jin, *General Motors, USA*
Damon McCoy, *George Mason University, USA*
Aleksey Nogan, *HRL, USA*
Hisashi Oguma, *Toyota ITC Ltd., Japan*
Anuja Sonalker, *Battelle, USA*
Eric Thayer, *AIS, USA*
Mike Westra, *Ford, USA*
Wenyuan Xu, *University of South Carolina, USA*

Organizing Committee

Claudia Hartwell, *ETAS, USA*
claudia.hartwell@etas.com
Birgitte Baardseth, *isits AG, Germany*
baardseth@is-its.org

Sponsorship Opportunities

Please contact the Organizing Committee if your organization is interested in sponsoring escar USA 2015.

Program and Registration Information

Complete program and registration information will be available soon on www.escar.info. From there you can also join our mailing list to receive the latest escar conference information.

Overview and Topics

Information technology is the driving force behind most innovations in the automotive industry. Even compact vehicles come with dozens of interconnected microprocessors and integrated communication capabilities to the outside world. The situation is similar for commercial vehicles.

One crucial aspect of most electronic automotive applications is cyber security. Automotive cyber security will be an enabling technology for many – perhaps most – future automotive IT applications. Cyber security will increase safety, while enabling and protecting various new business models.

The escar series of workshops, held annually in Europe, the USA, and Asia, has established itself as the premier forum for information, discussion and exchange of ideas in this important field. As in previous years, the program will include invited talks and submitted papers in the following areas:

- Security engineering, formal methods, development & validation, security standardization and security economics
- Security of vehicle-driven business, maintenance and service models
- Privacy and data protection issues in vehicular settings
- Vehicular hardware security and hardware security modules (HSM's)
- Security of vehicular communications (on-board, passenger, and V2X)
- Security of open vehicle application platforms
- Security of vehicular component protection solutions
- Vehicle cyber intrusion detection systems and incident response
- Security of legal car applications (e.g., event data recorder, tachometer)
- Security of road pricing, restricted areas access and vehicle monitoring
- Security of vehicle theft prevention and theft response solutions
- Security of vehicular rights control and audit (e.g., feature activation)
- Security of future vehicle applications (e.g., electric vehicles, ITS)
- Security of other transport systems (e.g., rail, aerospace)

Instructions for Paper Submission

Theoretical/scientific articles, case studies and real-world experiences are welcome. All submissions will be peer-reviewed. Prospective authors should contact one of steering committee members in case they have a doubt about the appropriateness of their submission for the conference. Two types of submissions are possible.

Full papers of up to 10 pages: This can be, for example, new research results, case studies, or state-of-the-art reports. The value to the escar community should be clearly demonstrated.

Extended abstracts of 2-3 pages: This category is geared towards contributions from industry. No full paper will be required later but only an oral presentation. The abstract needs to be at least 2 pages and it needs to clearly outline the details of the planned presentation content and the value to the escar community. Abstracts of less than 2 pages will be rejected without review. Note that marketing driven submissions and presentations were not well received in the past.

For both types, the text must be in English, the font size should be at least 10pt, and the type of submission (i.e., full paper vs. extended abstract) must be indicated on the title page. Submissions do not need to be anonymous.

Submissions will be accepted at escar's submission site in PDF format only.
https://www.easychair.org/conferences/?conf=escarusa2015