Announcement and Call for Papers

4th escar USA – Embedded Security in Cars Workshop

June 1 – 2, 2016
Ann Arbor Marriott Ypsilanti at Eagle Crest, MI, USA   **www.escar.info**

Important Dates

Submission deadline:
February 21st, 2016
Acceptance notification:
April 4th, 2016
Final paper due:
May 15th, 2016

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, UMich, andrewmk@umich.edu
Lars Wolleschensky, ESCRYPT,
lars.wolleschensky@escrypt.com

Program Committee

Brian Anderson, *SwRI, USA*
Lisa Boran, *Ford, USA*
Ryan Gerdes, *Utah State University, USA*
Jorge Guajardo, *Robert Bosch Research and Technology Center, USA*
Thorsten Hehn, *Volkswagen, Germany*
Karl Heimer, *AutoImmune, USA*
Daniel Jiang, *Mercedes Benz USA, USA*
Di Jin, *General Motors, USA*
Damon McCoy, *New York University, USA*
Ira McDonald, *High North, USA*
Dave New, *FCA, USA*
Aleksey Nogan, *HRL, USA*
Hisashi Oguma, *Toyota ITC Ltd., Japan*
Jonathan Petit, *Security Innovation, USA*
Neal Probert, *Nissan, USA*
Yaron Sella, *Cisco, Israel*
Vibhu Sharma, *NXP, USA*
Anuja Sonalker, *TowerSec, USA*
Alan Tatourian, *Intel, USA*
Eric Thayer, *AIS, USA*
Mike Westra, *Ford, USA*

Organizing Committee

Terri Kimball*, ESCRYPT, USA*
terri.kimball@escrypt.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 2016.

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 has recently become the driving force behind most innovations in the automotive industry to support connectivity, infotainment, and automation applications. Even compact vehicles come with dozens of interconnected microprocessors and integrated communication capabilities to the outside world. The situation is similar for commercial vehicles.

A crucial aspect of most electronic automotive applications is cybersecurity. Cybersecurity can protect new innovation and business models but a lack of cybersecurity can potentially endanger safety as has been demonstrated recently by various researchers. Within the last year we have even seen the first recall due to a cybersecurity vulnerability.

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 all aspects of vehicle cybersecurity and privacy. As in previous years, the program will include invited talks and we will accept 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
- Security of vehicular communications (on-board, passenger, and V2X)
- Security of vehicle application platforms
- Vehicle cyber intrusion detection systems and incident response
- Security of legally mandated applications (e.g., event data recorder, tachograph)
- Security of automotive cloud-based infrastructure
- 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 emergent technologies (e.g., automated driving, electric vehicles)
- Commercial vehicle cybersecurity
- Security of other transport systems (e.g., rail, aerospace)
- Vehicle related information sharing and vulnerability coordination
- Reverse engineering and penetration testing
- Cybersecurity of sensors and cyber physical systems

Instructions for Paper Submission

Theoretical/scientific articles, case studies and descriptions of real-world experience 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 15 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 3 full 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 3 full 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 3 full 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 and the font size should be at least 10pt. 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=escarusa2016