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Abstract

The objective of the EVITA project is to design, verify, and prototype an architecture for automotive on-board networks where security-relevant components are protected against tampering and sensitive data are protected against compromise. Thus, EVITA will provide a basis for the secure deployment of electronic safety aids based on vehicle-to-vehicle and vehicle-to-infrastructure communication. In order to enable the broadest possible uptake of the project results, key documents of the EVITA project will be released as open specifications. This draft dissemination strategy addresses how to systematically distribute the project results through a variety of communication channels to potential users in order to ensure their broad utilisation.

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Document history

Version	Date	Changes
1.0	11/12/2008	First version released
1.1	4/12/2009	Disposition of the comments received at the first EVITA project review; Update of the table of events where EVITA results may be submitted

1 Introduction

The EVITA project aims at designing, verifying, and prototyping an architecture for automotive on-board networks where security-relevant components are protected against tampering and sensitive data are protected against compromise. Thus, EVITA will provide a basis for the secure deployment of electronic safety aids based on vehicle-to-vehicle and vehicle-to-infrastructure communication.

This report clarifies the EVITA dissemination strategy. Some details of the dissemination effort have already been suggested in the EVITA project proposal.

This report is structured as follows: Section 2 determines the goal of the dissemination effort for the EVITA project. Section 3 clarifies the aim of the dissemination activities. Section 4 describes the potential users targeted by the dissemination activities. Section 5 identifies the basic elements of the projected content to be disseminated. Section 6 identifies the initiatives and working groups that potential users of the EVITA results are already tied into. Section 7 describes the media through which the content can best be delivered to potential users. Section 8 identifies strategies for promoting the EVITA results. Section 9 describes how to evaluate the success of the dissemination activities.

2 Goal of dissemination efforts

The goal of our dissemination activities is to assure a broad utilisation of the EVITA results, including a secure on-board architecture and communications protocols, by car manufacturers and automotive electronics suppliers and to establish a basis for a standard for secure automotive sensor/actuator networks. Car manufacturers and automotive electronics suppliers as well as the general public will benefit from a standardised solution that reduces technical barriers that would arise if each company developed different solutions independently.

3 Objectives

In order to achieve a broad utilisation of the EVITA results, the following steps should be undertaken:

- Public EVITA deliverables will be distributed outside the consortium as they become available;
- EVITA results will be disseminated via publications and exhibitions;
- An EVITA website will be established and maintained;
- A public project workshop will be organised when the EVITA project is at a sufficiently mature stage;
- A white paper will be prepared;
- Liaisons will be established with other initiatives to achieve multilateral synergies;
- Contributions on specific topics related to in-vehicle security will be made to the activities of liaison organisations.

4 Potential beneficiaries of EVITA results

4.1 Primary beneficiaries

The intended primary beneficiaries of the EVITA results are car, truck, and motorcycle manufacturers, automotive electronics suppliers, and semi-conductor manufacturers who are invited to take up the open specifications of EVITA. Also industry consortia such as the Car 2 Car Communication Consortium and other organisations dedicated to electronic car safety aids are intended to benefit from the EVITA results.

In a broader sense, by helping to reduce road transport problems, the EVITA results are intended to benefit the society as a whole.

4.2 Secondary beneficiaries

Secondary beneficiaries of the EVITA results are all industries that have to cope with communication security problems similar to that in the automotive sector. Similarly complex communication networks are embedded in systems such as airplanes, power stations, robots, and house control systems.

5 Content to be disseminated

All key documents of the EVITA project will be released as public reports in order to enable maximum benefits and the broadest possible uptake. As exceptions to this rule, the following restrictions apply:

1. Premature results will not be released to the public.
2. Proprietary implementations of the public architecture and protocols will not be publicly released.

Table 1 lists all deliverables that will become available to third parties. Figure 1 illustrates the interdependencies between the deliverable reports. In particular,

- the security and trust model,
- the secure on-board architecture specification,
- the results of the architecture and protocol verification,
- the attack analysis,
- the progress reports on the proprietary hardware implementation describing the implementation approach and results on an abstract level,
- the test results, and
- a visualisation of the on-board communication demonstrator

will be published. Some deliverables are marked “restricted” and will be made available to third parties only after the agreement of the EVITA consortium. Especially other automobile manufacturers and suppliers are third parties to whom the EVITA consortium intends to give additional input regarding implementation details.

Table 1 List of deliverables that will become available to third parties

Del. no.	Deliverable name	Dissemination level	Nature	Forecast delivery date
D1.2.1	Dissemination strategy – Draft	Public	Report	Nov. 2008
D1.2.2	Public area of project website	Public	Other	Nov. 2008
D2.1	Specification and evaluation of e-safety use cases	Public	Report	Nov. 2008
D2.3	Security requirements based on dark-side scenarios	Public	Report	Jan. 2009
D3.1.1	Security and trust model – Draft	Public	Report	Mar. 2009
D3.1.2	Security and trust model	Public	Report	Sept. 2009
D3.2	Secure on-board architecture specification	Public	Report	Nov. 2009
D1.2.3	Mid-term liaisons documentation	Public	Report	Dec. 2009
D3.4.1	Architecture and protocols verification and attack analysis – Public part, draft	Public	Report	Dec. 2009
D4.1.1	Hardware implementation specification	Restricted	Report	Dec. 2009
D4.0.1	Security architecture implementation – Progress report V0.1	Public	Report	Dec. 2009
D1.2.4	Mid-term dissemination strategy	Public	Report	Feb. 2010
D3.3	Secure on-board protocols specification	Public	Report	Apr. 2010
D1.2.5	Project workshop	Public	Other	Jun. 2010
D3.4.3	Architecture and protocols verification	Public	Report	Jun. 2010
D3.4.4	Attack analysis – Public part	Public	Report	Jun. 2010
D4.0.2	Security architecture implementation – Progress report V0.2	Public	Report	Jun. 2010
D4.0.3	Security architecture implementation – Progress report V1.0	Public	Report	Dec. 2010
D2.4	Legal framework and requirements report	Public	Report	Feb. 2011
D5.1.1	On-board communication demonstrator specification	Restricted	Report	Apr. 2011
D1.2.6	Final liaisons documentation	Public	Report	Jun. 2011
D1.2.7	Dissemination strategy – final	Public	Report	Jun. 2011
D4.4.2	Test results	Public	Report	Jun. 2011
D5.1.2	On-board communication demonstrator	Public	Demonstrator	Jun. 2011
D0	Final public report	Public	Report	Jun. 2011

In order to assure the quality of deliverables, each deliverable is checked by at least two reviewers from the EVITA consortium during its development.

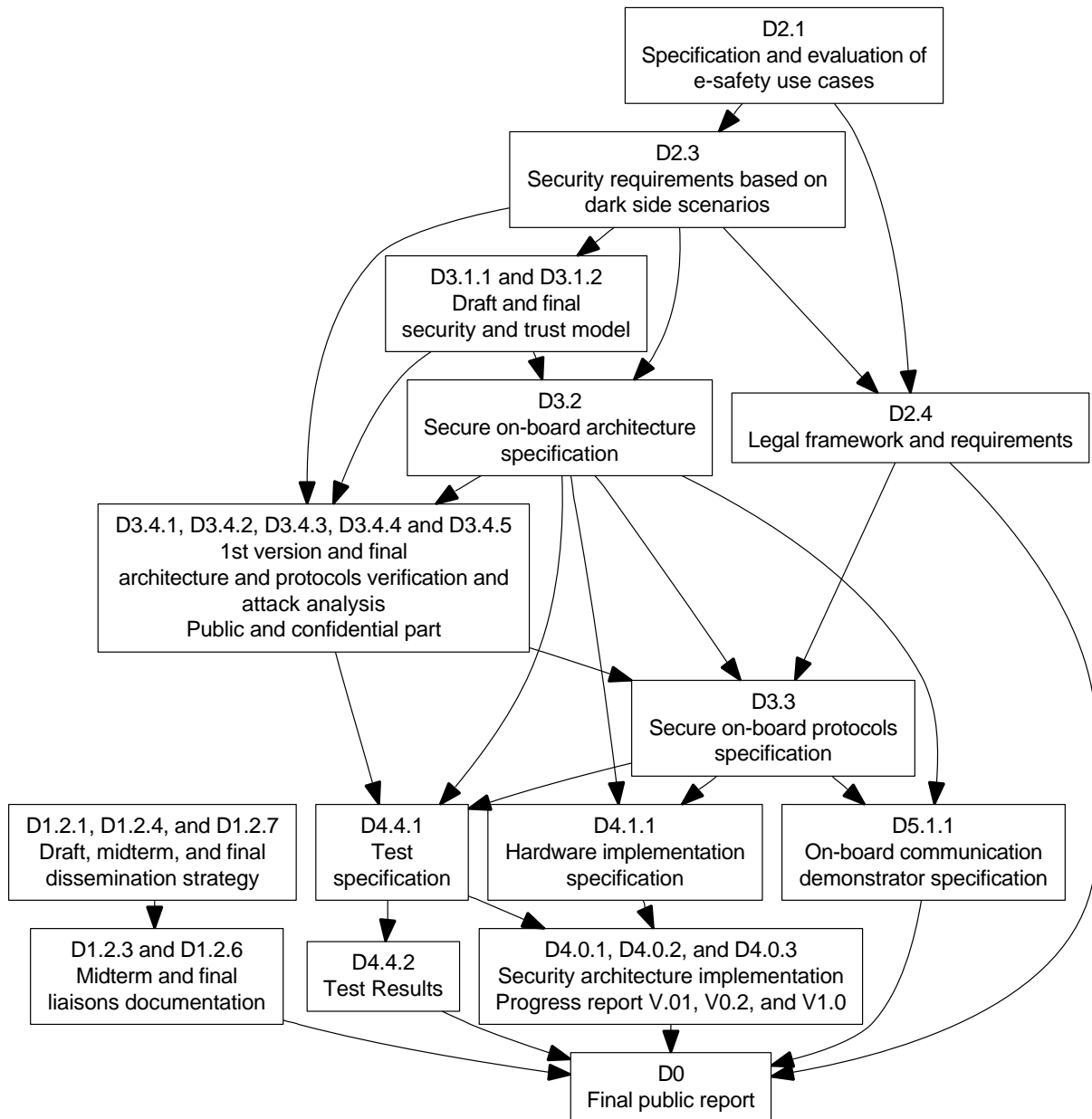


Figure 1 Interdependencies between deliverable reports

6 External interfaces

To achieve multilateral synergies, the EVITA consortium intends to liaise with other initiatives into which potential users of the EVITA results are already tied in. Table 2 alphabetically lists initiatives and working groups that will be or have been contacted for establishing liaisons.

Liaison organisations whose websites are linked from the EVITA website will be requested to link also to the EVITA website.

Table 2 Potential liaison initiatives and working groups

Liaison organisation	Link	Description	Contact from EVITA
AVANTSSAR consortium	http://www.avantssar.eu	AVANTSSAR is a European FP7 project. It deals with the automated validation of trust and security of service-oriented architectures	Fraunhofer SIT
Car 2 Car Communication Consortium / Security Working Group	http://www.car-to-car.org	The Car 2 Car Communication Consortium is a non-profit organisation dedicated to increasing road traffic safety and efficiency by means of inter-vehicle communications.	BMW, Bosch
COMeSafety consortium	http://www.comesafety.org	COMeSafety is a European FP6 Specific Support Action supporting the eSafety Forum in all issues related to vehicle-to-X communications.	BMW
Crash Avoidance Metrics Partnership (CAMP) Vehicle Safety Communications Consortium (VSCC)	http://www.nhtsa.dot.gov	CAMP VSCC is an industry consortium sponsored by the US National Highway Traffic Safety Administration (NHTSA).	escript
CVIS consortium	http://www.cvisproject.org	CVIS is a European FP6 Integrated Project developing infrastructure and applications for cooperative systems.	Trialog
eSafety Forum / eSecurity Working Group	http://www.esafetysupport.org/en/esafety_activities/esafety_working_groups/esecurity.htm	The eSecurity working group is preparing recommendations concerning security in cooperative systems. It will liaise with the Article 29 Working Party to check if a convergence viewpoint can be reached	BMW, Trialog, Continental, K.U. Leuven
ETSI TC ITS WG 5 Security	http://portal.etsi.org/Portal_common/bottom.asp?TbId=711&SubTB=711&TABID=&Param=&qOSTB=702,%20707,%20708,%20709,%20710,%20711&qOTB=702	ETSI TC ITS is responsible for standardisation to support the development and implementation of Intelligent Transport Systems (ITS) service provision, but not including ITS application standards, radio matters and electromagnetic compatibility.	BMW
HIS consortium	http://www.automotive-his.de/	HIS is an industry consortium. Its goal is to achieve and use joint standards for software modules, process maturity levels, software tests, software tools, and programming of control units.	BMW

Liaison organisation	Link	Description	Contact from EVITA
ICT-FORWARD consortium	http://www.ict-forward.eu	FORWARD is a European FP7 Coordination Action. It aims at identifying, networking, and coordinating the multiple research efforts that are underway in the area of cyber-threats defences, and leveraging these efforts with other activities to build secure and trusted ICT systems and infrastructures.	Fraunhofer SIT
INCO-TRUST consortium	http://www.inco-trust.eu	INCO-TRUST is a European FP7 Coordination Action. Its objective is to promote international cooperation in the area of trustworthy, secure and dependable ICT infrastructures.	Fraunhofer SIT
ISO/TC 22/SC 3/ WG 16	http://www.iso.org/iso/standards_development/technical_committees/list_of_iso_technical_committees/iso_technical_committee.htm?commid=46752	ISO TC 22 “Road vehicles”/ SC 3 “Electrical and electronic equipment”/WG 16 “Functional safety” develops a new multipart standard ISO 26262 “Road vehicles – Functional safety”.	MIRA, BMW
MISRA group	http://www.misra-c.com/	MISRA’s mission statement is to provide assistance to the automotive industry in the application and creation of within-vehicle systems of safe and reliable software.	MIRA
PRECIOSA consortium	http://www.preciosa-project.org	PRECIOSA is a European FP7 Collaborative Project. It deals with data protection and privacy protection of cooperative systems	Trialog
PREDIT groups	http://www.predit.prd.fr	PREDIT is a French programme of research, experimentation and innovation in land transport.	Institut Télécom
SAFESPOT consortium	http://www.safespot-eu.org	SAFESPOT is a European FP6 Integrated Project. It develops a Safety Margin Assistant based on car-to-X communication.	Continental, Bosch, MIRA
SERENITY consortium	http://www.serenity-project.org	SERENITY is a European FP6 Integrated Project. It deals with system engineering for security and dependability.	Fraunhofer SIT, Trialog
SeVeCom consortium	http://www.sevecom.org	SeVeCom is a European project that focuses on providing a full definition and implementation of security requirements for vehicular communications.	Trialog, Bosch

Liaison organisation	Link	Description	Contact from EVITA
SIM-TD consortium	http://www.simtd.de	SIM-TD is a project funded by the German government carrying out the world's largest field test of vehicle-to-X communication.	Fraunhofer SIT, Bosch
TECOM FP7 consortium	http://www.tecom-project.eu	TECOM is a European FP7 project. Its objective is to develop trusted computing solutions for embedded systems.	Infineon
TECOM ITEA consortium	http://www.tecom-itea.org	TECOM is a European ITEA project. Its objective is to develop a convergence architecture combining dependability and security for embedded systems.	Trialog

7 Dissemination media

7.1 Overview

To ensure a comprehensive and appropriately targeted dissemination, the EVITA consortium will use a variety of communications channels:

- website,
- publications and participation in workshops and exhibitions,
- workshops and special interest sessions organised by the EVITA consortium,
- brochures.

7.2 Website

To make the EVITA deliverables and public presentations readily accessible, a website <http://www.evita-project.org> has been established. It will be used as the primary dissemination channel to the public and as an archive for public information about EVITA. It allows potential users to access EVITA deliverables and publications focussed on the EVITA topics whenever they need them. The website will be maintained for 5 years after the project start.

7.3 Publications

During the project and after project completion, project results will be presented at conferences and published in journals and as Master and PhD theses. Table 3 lists events where EVITA results are planned to be submitted.

Jointly developed results should also be published jointly. In advance of submission of papers, the other project partners involved must be notified and be given opportunity to comment and contribute.

Table 3 Events where EVITA results may be submitted

Conference	Link	Next submission deadline
IEEE International Symposium on Wireless Vehicular Communications (WiVeC)	http://www.ieeevtc.org/wivec2010/	24 Dec. 2009
ITS World Congress	http://www.itsworldcongress.kr/	31 Dec. 2009
German Automotive Safety & Security Conference	http://www.automotive-deutschland.de	14 Jan. 2010
ITU-T Fully Networked Car Workshop	http://www.itu.int/ITU-T/worksem/ict-auto/201003/index.html	31 Jan. 2010 (final version due)
World Automotive Congress of the International Federation of Automotive Engineering Societies (FISITA) 2010	http://fisita2010.com	15 Mar. 2010 (final version due)
ACM International Workshop on Vehicular Internetworking (VANET)	http://www.sigmobile.org/workshops/vanet2009	To be announced
escar – Embedded Security in Cars Workshop	http://www.escar.info	To be announced
European Congress & and Exhibition on Intelligent Transport Systems and Services	http://www.itsineurope.com	To be announced
European Embedded Real-Time Software Congress	http://www.erts2010.org/	To be announced
IEEE Vehicular Technology Conference	http://www.ieeevtc.org/	To be announced
International Conference on Computers, Privacy and Data Protection	http://www.cpdpconferences.org	To be announced
International Conference on ITS Telecommunications (ITST)	http://its2009.inrets.fr/	To be announced
International Forum on Advanced Microsystems for Automotive Applications (AMAA)	http://www.amaa.de	To be announced
International Workshop on Vehicular Communications, Networks, and Applications	http://want.cs.tku.edu.tw/VCNA2009/	To be announced
VDI Workshop on Automotive Security	http://www.vdi.de/security2009	To be announced
Workshop on Architecting Dependable Systems (WADS) at the IEEE/IFIP International Conference on Dependable Systems and Networks (DSN)	http://www.cs.kent.ac.uk/events/conf/2009/wads/	To be announced
World Congress of the Society of Automotive Engineers (SAE)	http://www.sae.org/congress	To be announced

7.4 Project workshop

A project workshop will be organised when the secure on-board architecture and protocol specifications become available. The objective of the workshop is to present these project results to the public and to instigate a wider review. The target audience includes EVITA liaison partners such as automobile or truck manufacturers and suppliers.

7.5 Brochures

Print material such as brochures and flyers will be produced and distributed along the project workshop, conferences, and exhibitions. The first version of brochures should become available before the project workshop.

8 Information about availability of EVITA results

8.1 Newsletter

Electronic newsletters announcing the availability of deliverables and forthcoming project workshops will be distributed through the mailing list evita-news@listen.sit.fraunhofer.de and, if appropriate, through mailing lists of liaison organisations. Interested parties can subscribe to the EVITA newsletter by sending an email with the body

SUBSCRIBE evita-news@listen.sit.fraunhofer.de
to sympa@sit.fraunhofer.de.

8.2 Web feed

The EVITA website will also provide a web feed to notify users of content updates.

8.3 Social networks

Social networks such as LinkedIn will be used to inform about the availability of EVITA results.

8.4 Individual dissemination

The partners will directly inform automobile manufacturers, truck manufacturers, and automotive electronics suppliers of the project results, making sure that awareness is high.

9 Success criteria and conclusions

By following this strategy, it should be ensured that the dissemination efforts achieve the goal of a broad utilisation of the emerging EVITA results about a secure on-board architecture and communications protocols. The EVITA dissemination activities will be successful if relevant stakeholders consider EVITA results as a basis for a standard for secure automotive sensor/actuator networks or for product development.

Updates of the dissemination strategy are planned for February 2010 and June 2011.