Automotive iQ

AUTOMOTIVE CYBER SECURITY EUROPE 2022

Automotive IQ's Flagship Cyber Security Event Comes to Munich After Running for Twelve Years in Detroit & Silicon Valley

29 NOVEMBER - 01 DECEMBER, 2022 • HILTON MUNICH CITY, GERMANY

EXCLUSIVE INTERVIEW WITH DR. MARKUS TSCHERSICH AT CONTINENTAL

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Five years ago, there were 7 employees in the cybersecurity team at a top Detroit automotive manufacturing company and now, that same team has over 300 employees. This growth shows the demand for expert knowledge and resources that is now needed in developing cyber security that is both efficient and effective for autonomous and connected vehicles.

Factors that have had a huge impact include ISO/SAE 21434 standards beginning to take hold, compliance with UN ECE R155 and R156 which is now an absolute requirement for automotive companies that want to sell vehicles in the European Union and how supply chain security is a bigger problem more than ever before. Automotive cyber security has gone from being an important topic to OEMs, Tier-1s and Tier-2s, to now being a critical and primary topic this year.

Ahead of the Automotive Cybersecurity Europe 2022 conference, we spoke to **Dr. Markus Tschersich at Continental** to discuss the compliance with regulations and what challenges Continental is facing.

Register for Automotive Cybersecurity Europe 2022, Munich, Germany, 29 November - 01 December 2022

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QUESTION 1

You're the Head of Security & Privacy Research & Governance at Continental, how did your career lead you into this position and can you tell us more about your day-to-day work?

I joined Continental in 2016 just as it was recognized that standardization is needed in automotive cyber security. I was given the opportunity to pave the way to the initiation of the ISO/SAE 21434 project, kicking it off in October 2016. Around that, my responsibility grew, as I was also managing the increasing activities of automotive cyber security in the regulatory environment, like the UNECE activities that finally end up in the UN Reg. No. 155. Once the standards and regulations were defined, Continental additionally started to implement the requirements to its organisation. By this time, the team was increasing, and respective team leadership was needed.

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QUESTION 2

We know that as a Tier-1, meeting the UN ECE R155 approval is posing enormous challenges to the supply chain when planning, designing and assessing the security and safety of vehicles. What are the specific challenges that Continental is facing?

At this point in time, there is still a big uncertainty on the expectations of organizations when it comes to a Cyber Security Management System. This is also caused by different interpretations of the underlying documents like the UN Regulation No. 155 and the ISO/SAE 21434. Therefore, complexity is high, due to different interpretations and, also different spotlight topics of different customers and auditors.

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QUESTION 3

When facing these challenges, what were the trial and errors that you overcame, and what were the final successes?

We are well-positioned to continuously react to new learnings on interpretations of the underlying documents (ISO/SAE 21434, UNR.155) from our different stakeholders. By this, we can reduce errors and can react fast to the demands from our customers and other stakeholders.

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QUESTION 4

What are the priorities for an organization when setting the roadmap to the compliance with the regulations?

The priorities had to be set individually. When identifying gaps, an organization has the transparency to see where major activities need to be started to ensure compliance. This also gives an indicator on how to prioritize.

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QUESTION 5

What processes is Continental applying to identify possible security risks to the vehicle as a whole, or its systems?

As a Tier-1 supplier, we do not have all information on the overall vehicle by default. The ISO/SAE 21434 standard provides great guidance on assessing automotive cyber security risks of the systems. We are following the standards that allow us to analyze in a mature and efficient way and to identify risks together with our customers and our supply-chain.

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QUESTION 6

What are you looking to learn and discuss further at the Automotive Cyber Security EU 2022 event?

I am looking forward to an intensive exchange with people of other organizations that are working in the field of automotive cyber security. We are all facing the same challenges and we can learn from each other in a pre-competitive way, because successful attacks on single products will reduce the trust in the overall industry. Further, I expect to learn from others what future challenges they expect for automotive cyber security so that we can all prepare as early as possible and make automotive products safer together.

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PREVIEW THE 2022 SPEAKER LINE-UP!

NEW SPEAKERS RELEASE EVERY DAY - VIEW THE FULL LINE-UP ONLINE

Paul Sanderson
Lead Security Architect
Jaguar Land Rover

Alexandre (Krestiachine) Berthold
Project Lead, Car Security Functions
Volkswagen AG

Markus Tscherisch
Head of Security & Privacy Research & Governance
Continental

Michael Eisenbarth
Head of Cyber Security Lab
ZF Group

Javier Vasquez Vidal
Principal Hardware Security Architect
NIO

Jetzabel Serna
Cyber Security Strategy
Bosch

Redouane Soum
Cyber Security System Architect
Groupe Renault

Sarah Syed-Winkler
Automotive Security & Privacy Specialist
Continental

Cosimo Senni Guidotti Magnani
Connected Vehicle Cyber Security Senior Manager
Marelli

Mario Hoffmann
Head of Automotive Security & Privacy
Sono Motors

David Leichner
Chief Marketing Officer
Cybellum

Priyank Kumar
Senior Director of Automotive/ OT & Payments
Utimaco

Marc Stottinger
Professor
RheinMain University of Applied Sciences

Christoph Krauss
Professor/Head of Automotive Security Research
Darmstadt University of Applied Sciences/ INCYDE GmbH

Tilo Knapp
Team Leader, Security Management
Bosch Engineering

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