

Technical Track - Working Internal planning page for COVESA AMM October 2023

Obsolete - for final slides see [COVESA All Member Meeting ~ October 10-12, 2023](#)

NOTE: THIS IS NOT THE MAIN PLANNING PAGE. IT IS A TECHNICAL PLANNING WORKSHEET

Tuesday 10 October

Day 1	PROPOSED				
Session	Title	Speaker (s)	TYPE	Topic	Owners
1:00 - 1:30	COVESA for Newcomers	Steve Crumb	Plenary / in-person speakers	Possibly interview a couple of new members about their experience onboarding in COVESA; Cynthia/Mavi; Melina/AOSP; VSS perspective? BB guys?	Steve
1:30 - 2:00	COVESA Member Keynote	COVESA President (Matt)	Plenary / Keynote		Steve
2:00 - 2:30	Understanding and Engaging in COVESA Expert Groups & Projects Paul Boyes	Paul plus others	Round Robin	More engaging of audience; emphasize a second session where individuals can talk about specifics of starting new projects; Maybe a FAQ approach	Paul, Steve
2:30-3:15	Intro to VSS Adnan Bekan	Erik/Adnan			Is Erik and Adnan Confirmed/ Abstract?
3:15-3:30	Break				

Session Time	Track 1 (Data Expert Group)			
Time	Title/Type/Speaker(s)	Title/Type/Speaker(s)	SPEAKERS	
3:30 - 4:00	<p>Title: Emerging Automotive Technologies: Insight on the Legal Issues and Risks of Vehicle related AI and Data Collection</p> <p>Abstract: The topic of data and information technology in the car has never been more relevant. Whether you're thinking about the public announcements regarding generative AI systems and ChatGPT in-vehicle or the statement from the State of California that it intends to investigate the consumer privacy practices of automakers, it's clear that this is an emerging area of law that significantly impacts the industry. Join Claudia Rast and Jennifer Dukarski as they discuss the state of the law, the viability of the eight voluntary standards the "titans of tech" have agreed to implement to safeguard AI, in-vehicle cyber incidents, and other insights on the future for Emerging Automotive Technologies.</p>		Claudia Rast and Jennifer Dukarski, from Butzel Long	Privacy - other industries like health / ethics / AI Done

4:00 - 4:30	Accelerating IoT Development: Leveraging VSS at the Edge	Aman Gupta, Konark Verma, Denso	Thought leadership Keynote	<p>It is hard to test vehicle applications in the real world, due to bulky hardware and complex signals. hence developers can leverage VSS signals to replicate a lot of real world scenarios for their applications.</p> <p>Denso's vehicle application platform QUAD empowers third party developers to build vehicle applications using a Digital twin (DUO) that stores data in VSS format. Some examples of such third party applications include micro-collision-detector, speed-collector and accident-video-uploader . Developers can also access tools like signal simulator(Quad-simulator) and app debug terminal(Quad-terminal) to build and debug applications seamlessly.</p> <p>It allows them to assess the performance, functionality, and reliability of their applications before deploying them in the actual physical environment.</p> <p>Bios still needed</p>
4:30 - 5:30	COVESA's Role in the SDV Unlocking the Potential of SDV: The Significance of Data and Connectivity.		<p>Moderator: Steve Bell, Informa</p> <p>Panel:</p> <p>NXP (Brian Carlson)</p> <p>Elektrobit (Mike Robertson, Chief Product Officer)</p> <p>Graham Smethurst, BMW (Steve to contact)</p> <p>Other OEM Contacts: Brandy to discuss with Susma M. (GM)</p>	<p>Next Steps:</p> <p>Plan A: Brandy/Steve to talk to Informa about participation in SDV panel; Abstract draft to Rosie for Informa to plan this panel</p> <p>Paul to talk to GM, Woven (Joel and ask)</p> <p>Brandy to talk to Florian</p> <p>Mike to talk Stellantis about IBM- talk w/ Trpko pending</p> <p>Plan B: Graham to talk about Brussel's approach and alignment to COVESA?</p> <p>Title confirmation?</p>
6:00 - 8:00	Welcome Reception (offsite)			

Wednesday (Business Track) 11 October 2023

Day 2					
Session	Title	Speaker(s)	TYPE	Topic	Owners
9:00 - 9:15	Welcome & COVESA Introduction	Steve Crumb	Plenary / in-person speakers		Steve
9:15 - 9:45	Thought Leadership (GM) The SDV Future: Challenges and Opportunities	Dan Nicholson, Vice President of Strategic Technology Initiatives, General Motors	Keynote	The Automotive Industry is well on its way to a Software Defined Vehicle future, facing challenges and opportunities to ensure value to customer and company alike. Dan Nicholson, General Motors Vice President of Strategic Technology Initiatives, will provide perspective on these challenges and the ways the industry can address them.	Done
9:45 - 10:15	<p>AutoTech Partnerships and Alliances – Reshaping Automotive</p> <p>As the dynamics of the industry become ever more turbulent, and the pressure on companies to innovate and transform increases, the nature of relationships is changing. Traditional development processes and supply chains are no longer barriers to entry but in fact competitive weaknesses. New thinking, skill sets, technologies, processes and tools require new partners.</p> <p>As a result the relationship map is changing rapidly and the shape of the industry and who will emerge as key players is in dynamic flux. Steve Bell will present the development of current relationships, what's influencing them and future trends.</p>	Steve Bell, Informa			<p>Showcase, keynote, fireside chat</p> <p>Brandy to follow up with Freya to identify content to support Marketing /Communications</p> <p>They can provide analysts for moderation on panels</p> <p>Sync-up with Informa week of 14 August - Go/no-go</p>
10:15 -10:30	Break				

10:30 - 11:00	Thought Leadership (Geotab) - "Which data do commercial customers need and how an industry-wide defined data set increases value for fleets, OEMs and Telematics Service Providers"	Christoph Ludewig	Presentati on	Abstract: Today, each OEM provides a different data set, different frequencies and different API technologies. In multi-brand fleets, this leads to an inconsistent data availability and forces Telematics Service Providers to work with the smallest common denominator in providing data-based products across the whole fleet. In this session, Geotab will present a "fleet data recommended best practice" based on twenty years of experience in fleet telematics that will help the industry to move away from spending huge efforts in establishing and maintaining heterogeneous integration with OEMs towards spending more energy in creating value-adding products for commercial customers.	Christoph serving as Champion of this session. Done
11:00 - 11:30	How COVESA APIs are accelerating service development in Commercial Vehicles and Off-Road	<i>Dr. Micha Muenzenmay Director System Engineering Software and Services, Commercial Vehicles and Off-Road, Bosch</i> <i>Dr. Mouham Tanimou Senior Expert Systems Engineering Software and Services, Commercial Vehicles and Off-Road, Director, Bosch</i>	Presentati on	<i>The software-defined commercial vehicle differs from its predecessors in its electronics architecture. Through centralized compute hubs and a simplified embedded mechatronics and control rim the software development changes from a functionally distributed to a cross-functionally centralized approach. One prerequisite of this split is the establishment of managed APIs between central entities and towards the rest of the vehicle system, which, for sake of easier shift to later cloud-based solutions, needs to be aligned with the interface to offboard infrastructure.</i> <i>This transition, however, requires much larger efforts to open the access to the rich pool of vehicle data in a non-discriminative way. Furthermore, services will gain more attractiveness if they cannot only harvest data for processing but may also (safely and securely) interact with the vehicle and its operations.</i> <i>The Connected Vehicle Systems Alliance (COVESA) is an open platform that targets the creation of such open API standards.</i> <i>In this work we explore the VSS standard and its siblings with a particular focus on its fitness for commercial vehicles. We report on its initial applications in a series-ready software-stack and assess its potential for reuse and easier development. We also give a broader outlook on other API standardization streams and the evolution of new eco-systems of open standards for software-defined vehicles (commercial and beyond).</i>	Commercial Vehicle area Done
11:30 - 12:15	Safety Topic (Haas Alert, ESS, Stellantis, RoadMedic, & possibly SAE) TITLE: Sensors, Signals, and Safety: Leveraging Vehicle Connectivity to Reduce Roadway Risk	ABSTRACT: Fatal collisions involving vehicles, pedestrians, and first responders are at an all-time high, but breakthrough advances in vehicle technology are beginning to turn the tide. From in-dash alerting of roadway hazards and disabled vehicles, to outbound delivery of vehicle data for improved emergency response, new vehicle capabilities and functions are showing just how transformative connectivity will be for improving road safety. In this interactive and insightful panel discussion, learn from experts at the cutting edge of new solutions for vehicle data and roadway safety to learn how connected vehicles are paving the way for a safer future in automotive and transportation. Featuring: <ul style="list-style-type: none"> • Brock Aun, VP of Communications @ HAAS Alert • Trpko Blazevski, Head of Digital Innovation & Tech Scouting @ Stellantis • Timothy VanGoethem, ESS Chief Product Officer • Larry Williams, CEO @ Roadmedic • Lisa Spellman, VRUSC Director @ SAE ITC Consortium 	Panel discussion with moderator	Confirmed that Brock Aun from Haas Alert will be moderator of the panel with Trpko, ESS and Larry from RoadMedic as panelists. ESS is confirming if it will be Tom Metzger or Craig Keller on the panel. Mike sent invite to Lisa at SAE this past week. 8/7/2023 Lisa Responded with a YES (tentatively) since she is leaving for China 10/16-10/20, but she said she will confirm by next week with us. Mike asked her for the headshot and bio as well.	Haas taking Champion role and moderating as well. Talk will include Value of Vehicle Data in preventing and processing accidents by first responders, victims & trauma centers Done
12:15-1:30	Lunch				
1:30 - 2:00	Beyond the Car - Advancing Commercial Vehicles - the transforming software to meet the needs of owners, drivers and fleet managers	Shareef Hakim - Ford	Thought Leadership	Commercial users of vehicles are unique, using their vehicles for a disparate range of uses. How can COVESA fill a critical need?	further edits may be made by Shareef
2:00 - 2:45	EV Charging Topic: The Future of the EV Experiences	Description: As the automotive ecosystem transitions towards electric vehicles, the need to create a consistent user-friendly experience is becoming increasingly important. For brands to stand out in a competitive EV charging landscape, they are challenged to create user experiences that are both functional and engaging. During this panel discussion, senior-level industry stakeholders will provide deep insights into the current and future state of EV and how it impacts the overall user experience. Moderator: TBD (but could be Marc Perez – Americas VP, QT Group) <ul style="list-style-type: none"> • Panelist: Matus Banyay – Manager EV Cloud Services - Ford Motor Company • Panelist: Matt Mostafaei – Sr. Manager, EV Software - Stellantis • (TBD) Panelist: Adam Woolway – Head of EV – Parkopedia • (TBD) Panelist: Tim Slusser – Chief Mobility Officer, City of Detroit 		Matus confirmed his travel for this panel (Matthew Mostafaei) confirmed from Stellantis as of 8/3. Have to get his headshot and bio to Karin.(done) Invite sent to Adam Woolway from Parkopedia on 8/28 (thinking of maybe having Matt Jones Moderate the session if Qt is not able to?) as of 8/29 I did not invite Tim Slusser as yet as I am waiting to see if Parkopedia can confirm as not. it might end up being a fireside chat talk vs. full panel discussion??? TBD	Is Matus /Adam confirmed? Confirm Tim is not Parkopedia? Fireside or panel?
2:45 - 3:15	Software as Capital	Hisao Munakata -Sr. Director of HPC Solution group, Renesas)	Thought Leadership Placeholder for Renesas	In the past, it has been common in vehicle development to develop most of the SW for new models during model updates. That is primarily related to the fact that Tier 1 has provided the majority of SW in the OEM-Tier 1-Tier 2 role-sharing arrangement. Still, the trend toward in-house SW production by OEMs is accelerating with the full-scale development of BEVs in recent years. Until now, developed SW has been considered an intangible fixed asset, but in the future, it will be necessary to "capitalize SW" by actively reusing and evolving it. As a leading-edge semiconductor supplier for automotive applications, Renesas will introduce how it intends to support "SW capitalization."	Stephen: Likely Daniel Sisco; Business /Technical?; Title/speaker; abstract Maybe a tag-team with Daniel Done
3:15 - 3:30	Break				

3:30 - 4:00	The Ultimate Vehicle Experience: Today, Tomorrow and Beyond	Charlie Cross, Head of Remote Vehicle Management		<p>ABSTRACT: As vehicles become more globally connected and software defined, automakers like Stellantis are investing heavily in revolutionizing the driving experience with its commitment to safety, information, and connectivity. During this session you will gain insights into how innovative technology advances in software platforms are making vehicles more dynamic than ever before and changing the overall vehicle experience forever.</p> <ul style="list-style-type: none"> • Safety: Why is investing in new safety features to keep drivers and passengers safe so important? • Next Generation of Vehicle Information & Connectivity: Equipping its vehicles with infotainment systems that provide access to real-time information, allowing customers to stay connected with their digital lives, even when they are on the go is the new frontier for automakers and suppliers. Delivering customized capabilities and personalization that exceed customers' expectations can be challenging. Stellantis will share some leadership insights on how they are addressing the challenge. • Dynamics: The SDV (Software Defined Vehicle) is becoming a common term used today in automotive. Through software, leading OEM's like Stellantis are developing new technology platforms that make vehicles more dynamic than ever before. These platforms are based on the latest software and hardware technologies allowing for a wide range of features, such as over-the-air updates, advanced driver assistance systems, and autonomous driving. <p>Our goal is to make vehicles safer, more informed, more connected, and more dynamic than ever before, leading to a better driving experience for customers around the world today, tomorrow and beyond.</p>	8/29 this is updated abstract for this session. need Bio
4:00 - 4:45	Zero Prototype Future - Navigating the shift from physical to virtual simulation Panel on Simulation: Ansys- Jeff Blackburn, Ford (Shareef), Synopsys, Vector, Mathworks, Dassault, etc. + Digital Twin Simulation with VSS data as the basis	Bios and pics have been provided; Ansys- Jeff Blackburn, Ford (Shareef), Synopsys- Chris Clark, Mathworks- Govind Malleichervu, Brandy Goolsby - Moderates		<p>Simulation technologies enable Automotive developers to build and visualize the vehicle and its functionality prior to real-world deployment. As the industry shifts towards software-defined vehicles, businesses are seeking innovative approaches that minimize reliance on physical hardware to speed product development, reduce the complexities of testing, and improve overall quality across the development lifecycle — regardless of the application.</p> <p>During this session, you'll discover how the industry is collaborating with top simulation providers to facilitate the digital thread for vehicle twins, encompassing the components to the complete system.</p>	Brandy has secured Ansys, Mathworks, Synopsys, and Ford for panel; Brandy to Champion Confirm speakers and title?
4:45 - 5:30	A Fragment of Your Imagination - Ending AOSP App Framework Fragmentation for Automotive	Andrew Lakin - FORVIA/Aptoid Paul to add names: Stellantis (Amit) GM Mavi.io		<p>Today the majority of OEMs are adopting Android Automotive Operating System as a base IVI platform for running pre-installed system applications and 3rd party applications.</p> <p>The ecosystem of 3rd party applications is essential to ensure end-customers can access their favorite content safely in vehicles. However today due to api fragmentation developers must write an app for each OEM and even individual vehicle models.</p> <p>In this session, panelists will discuss the challenges and what the industry is doing to address them.</p>	Paul: Coordinate with Thijs; Panel? Cariad, Mercedes, Harman, FORVIA, Content App Provider Paul gives Thijs a hard go/no-go for championing this panel Paul brings this up with the AOSP chairs (OEM, Store providers, App Providers) GM/Mavi.io representative s? Amit.Andrew Bios needed
5:30 - 8:30	COVESA Member Showcase & Reception -				

Wednesday 11 October 2023 (Technical Sessions)

Day 2					
Session Time	Track 1 (Data Expert Group)	Track 2	Track 3 ?	Type	Notes /Owners
Time	Title/Type/Speaker(s)	Title/Type/Speaker (s)	Title /Type /Speaker (s)		

09:00 - 9:45	<p>Data Expert Group Update</p> <p>Erik Jaegervall</p>	<p>Title: AOSP App Framework Standardization Expert Group Statusf</p> <p>The chairs of the AOSP App Framework Standardization Expert Group will provide a group overview and status highlighting their activities and direction. They will also answer questions from the community.</p> <p>Melina Mascolo Camille Ghibaudo Richard Fernandes</p>			Other Topics: VSS Mapping (Cox, AWS, VCC, etc.)
09:45 - 10:30	<p>Title:</p> <p>From Concept to Reality: How Data-Centric Vehicle APIs Shape Software-Defined Vehicles</p> <p>Adnan Bekan</p>	<p>Title: Alternative to Push Notifications Working Session</p> <p>The AOSP App Framework Standardization Expert Group will continue their assessment of alternatives to Push Notifications including UnifiedPush.</p> <p>@Jose Freitas Melina Mascolo Richard Fernandes Camille Ghibaudo</p>			
10:30-10:45	Break				
10:45-11:15		<p>EV Charging Event Data Aggregation Project Workshop</p> <p>360 Degree Overview of EV Alliances and Initiatives (US+EU)- How it fits together. Why Vehicle Signal Specification Matters.</p> <p>Matus Banyay</p>			
11:15 - 11:45	<p>Title;</p> <p>HIM and an interface using it</p> <p>Abstract:</p> <p>The Hierarchical Information Model (HIM) is an evolution of the COVESA Vehicle Signal Specification (VSS) that adds the ability to have multiple trees representing different domains, and representing different types of information. Besides the information type "resource data" that is what is represented by the VSS tree, HIM also supports "service data" where microservices represented by procedures with input and output parameters can be defined. Analogously to VSS, the HIM model does not specify an interface that exposes this information, it leaves this to separate interface specifications. One candidate for this is an evolution of the W3C Vehicle Interface Signal Specification version 2 (VISSv2), that in its current version uses VSS for modelling the data. It is the presenter's view that this interface can with small modifications be extended to use HIM instead of VSS. This would provide a single interface that can be used to access both information types, that will possibly also be standardized in W3C. The presentation will give the presenter's view on how this extension could look like.</p> <p>Ulf Bjorkengren</p>				
11:45 - 12:15		<p>Title:</p> <p>TBD - Private Compute</p> <p>@yilan Zhang</p>			
12:30 - 13:45	Lunch				
13:45-14:30	<p>DDS and Data-Centric Communications</p> <p>Overview of DDS (Data Distribution Service), its applicability to VSS, and how data-centric communications can enable interoperable ecosystems of tools and components with vast scalability; an opportunity for COVESA</p> <p>Neil Puthuff</p>				

14:30 - 15:00	<p>Integrate VSS with Automotive Systems: Aligning Data Collection with Business Requirements</p> <p>VSS provides a good basis for modeling and naming sensor and actuator data in a vehicle. The work to standardize CAN signal descriptions and integrating AUTOSAR signals into VSS is quite useful. AUTOSAR could even benefit from the VSS naming scheme. On the other Hand, VSS does not cover how data should be transmitted or which data should be collected when. These are not data modeling tasks and should be handled separately. In fact, data acquisition should be dynamically changeable to address changing business goals. The talk will present how this could be done and what would be advantageous for future COVESA activities.</p> <p>James Hunt</p>				
15:00 - 15:15	Break				
15:15 - 16:00	<p>Commercial Vehicle Birds of a Feather</p> <p>Ted Guild Okänd användare (tom.spreckley)</p>	<p>EV Power Optimization Prototype Walkthrough</p> <p>Umang Sharma Okänd användare (dirk.slama@bosch.com) Chris Cheng Pradeep Kumar</p>			
16:00 - 16:30		<p>OTA Updates with Realm</p> <p>Arnaldo Vera</p>			
16:30 - 17:30					
17:30 - 20:30	COVESA Showcase & Reception				N/A

Thursday 12 October 2023

Day 3				
Session Time	Track 1	Track 2	Track 3	Notes/Owners
Time	Title/Type/Speaker(s)	Title/Type /Speaker(s)	Title/Type/Speaker(s)	
09:00 - 09:45	<p>Architecture and Infrastructure Working Session</p> <p>9-9:30</p> <p>BMW & MongoDB VSS-based Data Middleware PoC - Tiered Sync</p> <p>Christian Muehlbauer</p> <p>Arnaldo Vera</p> <p>Stephen Lawrence</p> <p>9:30-10</p> <p>Discussion of central data service reference playground</p> <p>This is related to the BMW/MongoDB session above. Topic is evolution towards a public reference playground as previously discussed in Porto and the Data Architecture call.</p> <p>Christian Muehlbauer</p> <p>Stephen Lawrence</p>		<p>Workshop: Creation of a Connected Vehicle Safety Ecosystem</p> <p>The concept behind the "Connected Vehicle Safety Ecosystem" is twofold:</p> <ol style="list-style-type: none"> 1. Build coalition of auto industry technology providers with complementary capabilities that will work seamlessly together to help prevent vehicle crashes in the first place – and when crashes do happen – to dramatically improve emergency responder response time and effectiveness, as well as victim safety, recovery time and convenience. 2. Second, make it far easier for OEMs to understand and appreciate what each ecosystem partner brings to this broader public safety value proposition/business model, how our respective technologies work with (and complement) each other to seamlessly and dramatically change the game in helping to prevent crashes, deliver far more effective emergency response when they do, and to deliver to their customers an unprecedented level of care to keep them safer at all points in their journeys. <p>This discussion will highlight collective potential contributions of our ecosystem portfolio, including:</p> <ul style="list-style-type: none"> • Maximizing our individual and collective impact: what each company brings to this broader public safety value proposition, and how we can deliver exponentially more value by working together • How our respective technologies work together/complement each other • Our collective data, and how it can be leveraged for maximum benefit • Helping our shared OEM customers to better understand how each of our "pieces" fit together from a technical and business model perspective • How we as an ecosystem fit within the overall safety value chain – and how revenue can be made and appropriately shared 	<p>Workshop led by Craig Keller and Tim VanGoethem from ESS.</p> <p>Will be inviting a number of companies interested in Vehicle Safety and might be expanding the participants leading interactive and collaborative discussions. Will be reaching out others after this session is approved.</p>
09:45 - 10:00			<p>(Confirmed)</p> <p>Title: A strategic perspective on emerging technology trends and transformation in the automotive industry</p> <p>ABSTRACT: The automobile is undergoing the biggest transformation of its 100-year-old history. Beyond the traditional utility as a mode of transportation, vehicles are fast evolving as a platform that seamlessly connects with our digital living, delivering content and services, transcending to a mobile living space. While this transformation is often described using the CASE paradigm (i.e., Connectivity, Autonomous tech, Services and Electrification), the foundation of the shift is really the redesign from a mechanical hardware-centric system to a cloud-connected compute platform where each function is executed via a service-oriented architecture. Looking through this lens, the presentation will explore the emerging Software-defined Vehicle or SDV and its impact on every aspect of the industry including product development, supply chain ecosystem, talent management, and how we manage and perceive the role of data in future value creations.</p>	<p>Speaker is Partha Goswami (former Senior Mgr. Technology Trends and Insights at GM)</p> <p>Done</p>
10:00 - 10:15	Break			

10:15 - 11:00	<p>Architecture and Infrastructure Working Session</p> <p>Creation within the <i>community</i> of a set of documentation, patterns, best practices, cookbooks and HowTos for Covesa technology, with an initial focus on VSS and it's eco-system.</p> <p>Workshop the creation and publishing of technical documentation that supports scaling and adoption of Covesa strategic vision. Be it design patterns, data architecture, cookbooks and howtos.</p> <p>Stephen Lawrence</p>	<p>VSS in-vehicle: KUKSA State of the Union</p> <p>Recent Updates and Roadmaps, "The return of VISS", Android options</p> <p>Sebastian Schildt</p>	<p>TITLE: Workshop - Vehicle as a Wallet</p> <p>The In Car Wallet - Payments & Orchestration project aims to develop and implement a secure and convenient payment system framework for vehicles, enabling drivers to securely store payment credentials and conveniently make transactions for various services directly from their vehicles. The project will involve designing and integrating a payment platform that enables OEMs to offer a comprehensive payments platform that enables seamless transactions. The project will also incorporate the various parties in the payment ecosystem, which are required to ensure seamless transactions processing on an international scale. The project team will work collaboratively to ensure the successful implementation of this innovative solution. Come attend this collaborative and interactive workshop session and meet all the other contributing companies supporting the initial launch of this project initiative.</p> <p>Vehicle as a Wallet Launch Workshop</p> <ul style="list-style-type: none">• Stellantis (Ajit Asirvadam) - Yes• Starfish (Jens Kohnen) - Yes• Mavi.io (Vamsi Putrevu) - Yes• John Moon (or someone else if John is not coming to AMM)• Sheeva.ai (Evgeny Klochikhin CEO) just joined as a member• GAIWARE (Boris Zlatarov or Georg Radev) current new member• Endava - Robert Mazzola (or their IVP expert from Europe Andy Davies).• Mercedes Benz (Mark Gerban) possible new member and will not know if he can travel for a few more weeks.• Others to be invited	<p>8/23 scheduling a call next week with the IVP vehicle as a wallet team to begin working on content presented at the AMM in this workshop. We are also working on finalizing the Vehicle as a Wallet project which is the main fuel for this workshop session</p> <p>Confirm- Sheeva, Endava, Gaiware need Bios for Ajit/Jens</p>
11:00 - 11:45	<p>Architecture and Infrastructure Working Session</p> <p>Stephen Lawrence</p>	<p>Vehicle data server southbound architecture</p> <p>An architecture is described where the southbound side of a vehicle data server utilizes a data store and a feeder to realize the interaction with the underlying vehicle subsystem</p> <p>Ulrich Bjorkengren</p>	<p>Title: Streaming/data sharing impact on the SW & HW architectures</p> <p>ABSTRACT: Is there a standard to help OEM's? For mass adoption it is important to have open standards to maximize the number of experiences and never before imagined ways we use mobility. These standards must not go to far to limit innovation and competition. What are the benefits, risks, regulations and possibilities to the providers and end consumers?</p> <ul style="list-style-type: none">• Michael Blicher (MODERATOR from Innovation Works)• Tuxera (YES - Confirmed Bernd Niedermeier)• Cinemo (YES - Confirmed)• xperi possible new member (they are checking for who will speak)• SONY (Seeking approvals for travel - Joseph Perry)• NXP (Ragan Dunham - Application Engr. Manager at NXP)	<p>8/15 now recruit panelists</p> <p>8/23 Tuxera sent bio & headshot</p> <p>Cinemo is confirming travel and who will be on the panel (reminder sent 8/25)</p> <p>8/24 Xperi is getting approvals next week and also working on membership</p> <p>8/25 sent reminder to Sony</p> <p>8/25 sent reminder to NXP. NXP confirmed (Karin can you add Ragan Dunham?) need Bio</p>
11:45 - 12:15	<p>Architecture and Infrastructure Working Session</p> <p>Stephen Lawrence</p>	<p>Easy Prototyping with ProtoPie and VSS</p> <p>Show how designers can get access to real vehicle data when prototyping - by using VSS it becomes easy to connect and reuse between OEMs</p> <p>Emil Dautovic</p>	<p>Title: Design Tooling - A New Designers Frontier</p> <p>ABSTRACT: The acceleration of new technology like AI, Connectivity, Augmented Reality, Computer Vision, Blockchain, Real-time 3D, and more, also means the acceleration of consumer expectations. How does COVESA add value to members, not only keeping up with trends, but leading the way? Member input is key to providing that all get the maximum benefit.</p> <ul style="list-style-type: none">• Unity / Epic Games (possible new member?)• Innovation Works (Confirmed)• Silli USA (determining who will be speaker right now)• Rightware (back from vacation end of August)• Parrish Hanna (Capgemini)? new member likely?	<p>8/15 recruiting panelists</p>
12:15 - 13:00	Lunch			

13:00 - 13:15	<p>Vehicle Common Interfaces</p> <p>Title:</p> <p>uServices – A Step towards a standardized vehicle Interfaces for SDV</p> <p>Abstract:</p> <p>The automotive industry is undergoing a rapid transformation with increased connectivity and digitalization, necessitating the development of standardized interfaces to ensure seamless integration and interoperability across diverse systems. uServices, a platform-independent solution, offers a comprehensive catalog of vehicle interfaces that provide a standardized approach for accessing vehicle data and sending commands and requests to vehicles from in-vehicle software, cloud, or mobile applications. By establishing these interfaces, uServices facilitate seamless communication and data exchange between different components, promoting efficient collaboration within the automotive ecosystem.</p> <p>uServices interfaces support a variety of interaction patterns, including Publish/Subscribe and Client/Server, enabling flexible and efficient data exchange. These interfaces are defined using protobuf, a widely adopted technology, ensuring compatibility and interoperability. uServices are also compatible with eclipse-uProtocol and are largely compatible with COVESA Vehicle Signal Specification (VSS) further enhancing their integration capabilities..</p> <p>This session will introduce uServices and explain how the standardized vehicle interfaces are fostering seamless integration, interoperability, and streamlined data exchange across diverse systems within automotive industry.f</p> <p>Halim Ragab</p>		<p>(PLACE - HOLDER)</p> <p>(reserved for a 15 minute presentation from one of our members)</p>		
13:15 - 14:00	<p>Vehicle Common Interfaces</p> <p>Vehicle API Synch w/ AUTOSAR</p> <p>Neil Puthuff</p> <p>Erik Jaegerwall</p> <p>Tim Welsch</p> <p>Adnan Bekan</p> <p>(Adnan as lead)</p>		<p>Title: Vehicle Experience Explore All Collaboration Workshop</p> <p>ABSTRACT - OEM's continue to evolve user experiences. New vehicle capabilities, streaming services and emerging applications all are impacting the ecosystem, along with a plethora of additional information to be communicated to the occupants. The Vehicle Experience BoF is all about the Journey. Driver & passengers interact with the vehicle and content throughout the journey. The proliferation of ADAS, Connectivity, Electrification, Autonomous, and Shared all bring nuance & expectations in the interaction, display of information and non-distracted controls. The power of community will benefit those who desire to take advantage of it.</p> <p>No one company or person will own, shape or define this. The greater connected vehicle ecosystem will. Join us at this collaborative IVE workshop and discover how your organization can get engaged and help define drive future IVE project initiatives.</p> <ul style="list-style-type: none"> Stellantis (Brad Gieske and Dan Cashen group leads) Michael Blicher (Innovation Works) 		
14:00 - 14:45	<p>Vehicle Common Interfaces</p>		<p>Title: Impacting the Future of In-Vehicle Experiences</p> <p>ABSTRACT: As automakers move from micro-experiences, like parking assist to macro-experiences like a "good" morning commute we need to look beyond just technology that provides features and functions. We will be explore how tech such can enhancement location-based experiences both in and out of the vehicle. The concept of Experience Based Design will aid in brand loyalty, new opportunities for monetization and change the world of mobility.</p> <ul style="list-style-type: none"> Aiden TomTom ??? or Here ??? Qt Group ??? (what they are doing with EV & TomTom?) Sheeva AI (Evgeny Klochikhin CEO) Parkopedia possible new member Stellantis or Ford (TBD) 	8/15 now recruiting for panelists updates?	
14:45 - 15:00	<p>Vehicle Common Interfaces</p>		<p>15 MINUTE BREAK?</p>		
15:00 - 15:30	<p>Vehicle Common Interfaces</p>		<p>(PLACE - HOLDER)</p> <p>(reserved for a 25-30 minute presentation from one of our members)</p>		
15:30 - 16:00	<p>VSS Evolvment Workshop</p> <p>The VSS catalog has grown organically over many years, but we still do not have a clear definition on what the catalog shall cover. This workshop intend to discuss a few topics related to the VSS catalog</p> <ul style="list-style-type: none"> Content <ul style="list-style-type: none"> What areas shall the VSS catalog cover Are there any prioritized areas to add? Are there any areas that possibly shall be removed? OBD? Format <ul style="list-style-type: none"> Source format as of today is *.vspec (Yaml plus extension for include) Would any other source format be better, for example to support API generation? Important aspects for source format (Validation, Reuse, Backward-compatibility...) <p>Erik Jaegerwall</p> <p><i>This session can be adapted in size from 45 minutes to 2 hours</i></p>		<p>(PLACE - HOLDER)</p> <p>(reserved for a 25-30 minute presentation from one of our members)</p>		

16:00 - 16:15	See above?				
16:15 - 16:45	Data Expert Group wrap up				
17:00 - 18:00	Brews & Brainstorming				