



Cybersecurity Vehicle Forum – Detroit

19 May 2026

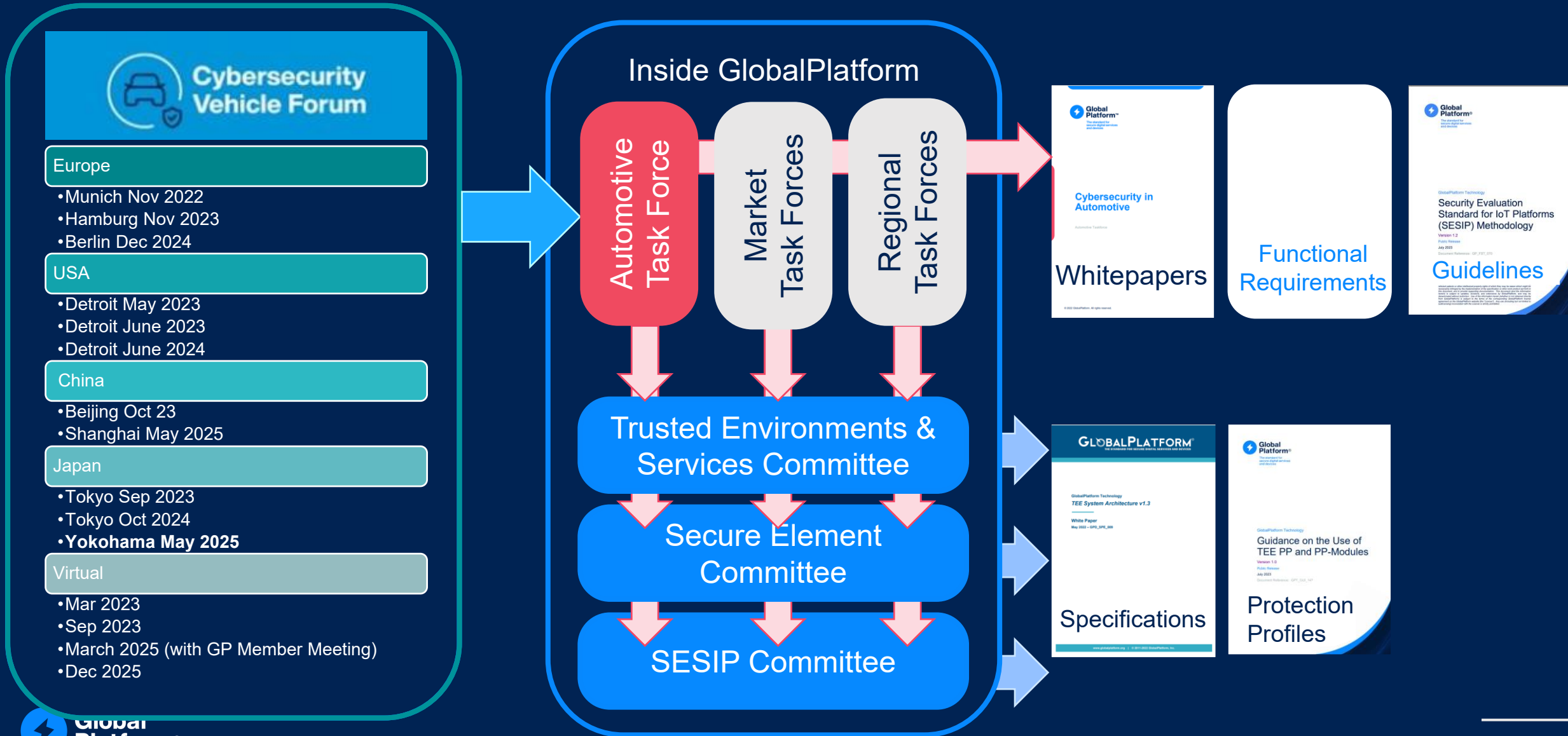
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Cybersecurity Vehicle Forum Objectives: Driving Security Standardisation Priorities & Requirements into GlobalPlatform



Upcoming Cybersecurity Vehicle Forums



May 26th Hybrid Tokyo, Shinagawa (NTT and Japan Task Force)

- Day Before JSAE Summit, where GP has been invited as a key note speaker
- Japanese and English translation available

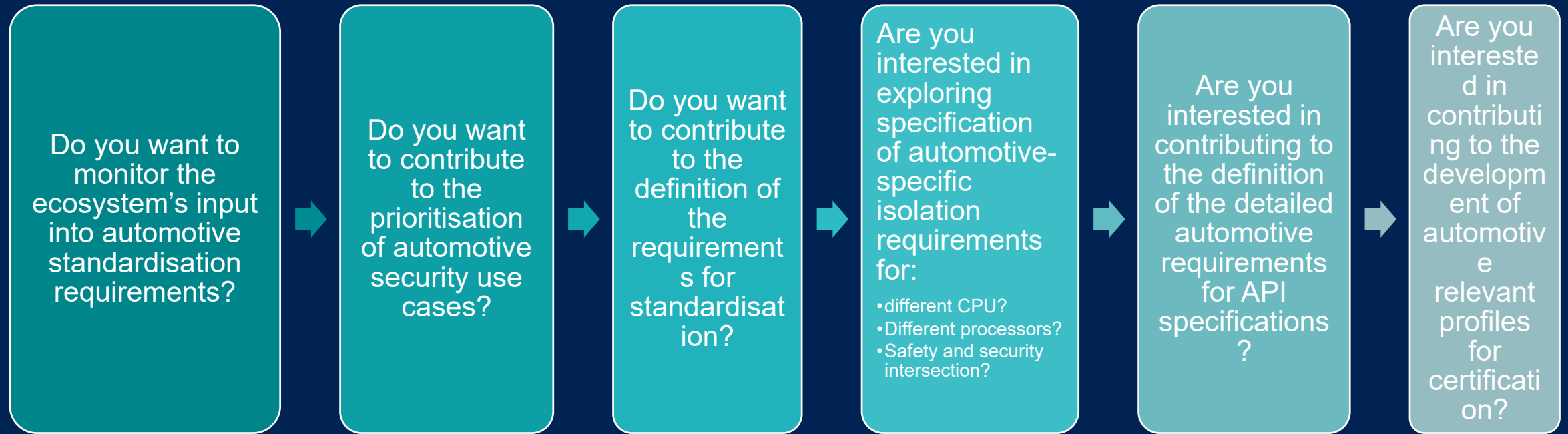


October 21st, Hybrid Europe (CARIAD)

Munich Airport

Why is this relevant to you?

The more representative of the ecosystem the more the market responds...Your Voice Needs to be Heard!



Join GlobalPlatform's Automotive Task Force

Join
GlobalPlatform's
Secure Element and
Trusted Environment
and Services
Committees

Join
GlobalPlatform's
SESIP
Committee
Automotive
Working Group

Automotive Cybersecurity Leadership Forum

The cybersecurity challenges facing automotive OEMs today — supply chain exposure, regulatory divergence, architecture decisions with decade-long consequences — require industry-level responses, not company-level workarounds. This forum is a candid executive conversation about where alignment would move the needle.

INVITATION ONLY

DATE

Tuesday, 23 September 2025

TIME

10:00 – 16:00

VENUE

Stellantis, Auburn Hills, 1000 Chrysler Drive



Fragmented Verification Across Suppliers and Regulators

- OEMs are duplicating security evaluation work both across supplier tiers and across regulatory jurisdictions, with no mutual recognition between the two.
- What would a common technical baseline look like that satisfies supplier qualification requirements and regulatory evidence requirements simultaneously?

Hardware Security Architecture

- Decisions are being made programme by programme, without shared industry criteria for what each model must guarantee under adversarial conditions.
- Should the industry define a minimum technical baseline?

OTA Governance and Accountability

- OTA is now the primary channel for security patching and recall remediation, yet responsibility across the cloud-to-vehicle update chain is poorly allocated in most organisations.
- What governance model would make OTA security auditable and defensible at board level?

Post-Quantum Migration as a Fleet-Level Challenge

- Vehicles designed today will still be operational when current cryptographic standards are deprecated.
- How does the industry ensure that architecture and procurement decisions made now preserve the ability to migrate?

The Cost Case for Industry Alignment

- What is the actual cost to OEMs of solving the same cybersecurity problems independently?
- Where would shared standards, mutual recognition, or common certification frameworks deliver measurable savings, and how does the industry build the business case for collective investment?



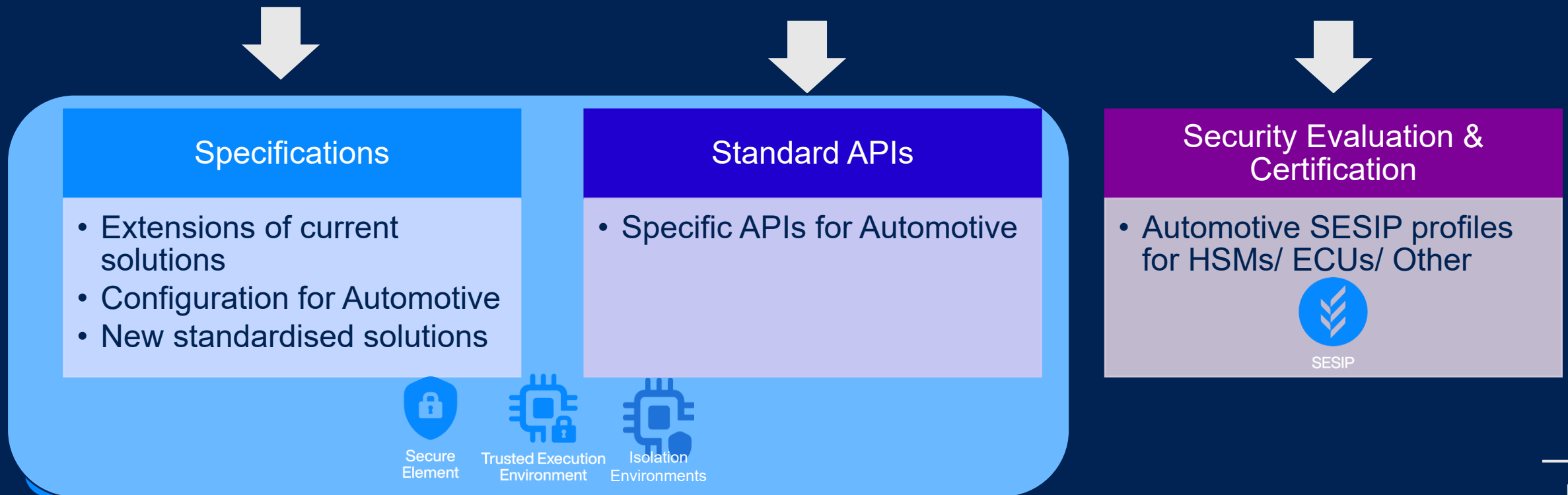
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Planning Engagement through Membership

Engagement:

Examples of Engagement Areas

You should provide the key “standard” requirements they would like to see on the market. These feed into our prioritization of technical committee activities and subsequently into the detailed requirements/ parameterization and configuration of solutions:



Plugging Into GlobalPlatform: Best Practice

Most work is handled remotely by conference calls

No limitation on experts engagement from your organisation

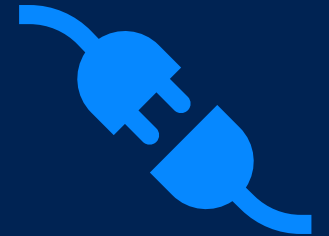
- for the different working groups

Results are based upon members engagement

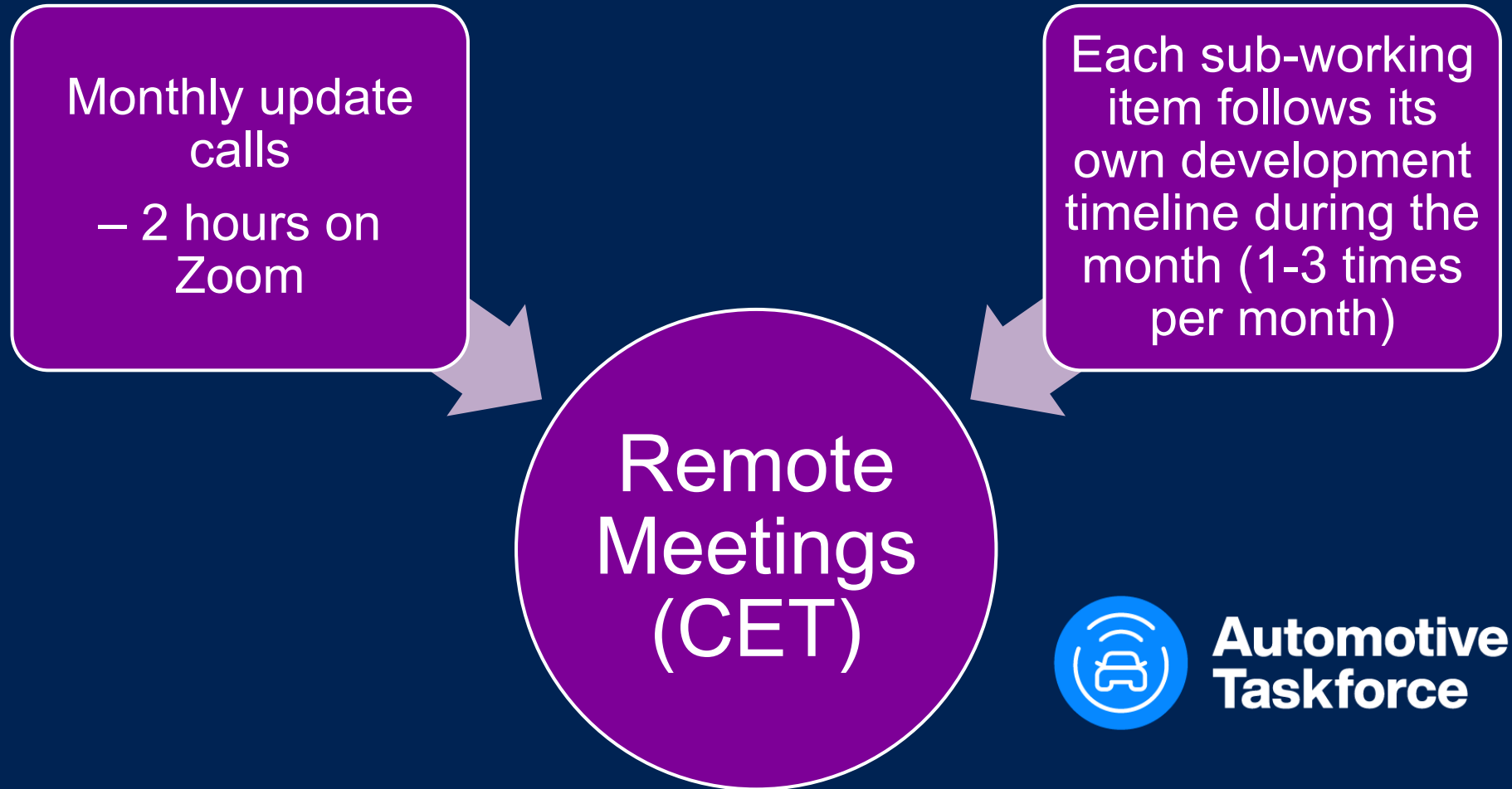
- Most working groups meet multiple times per month

Face-to-Face Meetings are limited:

- Spring Meeting: USA or Asia (March/April)
- Fall Meeting: Europe (Nov)
- Technical Roadmap Meeting: Europe (June)
- Cybersecurity Vehicle Forums: 1 per region per year



Plenary Automotive Task Force





Global Platform[®]

Securing the digital future

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