

AutoTech: Europe

Advisory Board Q&A



AUTO DRIVING

AUTOTECH: EUROPE ADVISORY BOARD 2022



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Eden Ben Shabat

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Eden Ben Shabat, *Cybersecurity Analysts and Vulnerability Management Team Leader*, **CYMOTIVE Technologies**

Q: What interested you about joining the Advisory Board for AutoTech: Europe?

A: After being exposed to the last AutoTech conference at Detroit, following my win as “Automotive inspiration of the year (under 30)”, I got to know people from all corners of the automotive industry, so I knew I had to be a part of it and learn more about the new technologies and challenges while also giving my point of view.

Q: What hot topics are you exploring most in the automotive sector currently?

A: As an employee at CYMOTIVE Technologies I’m exploring the sector of automotive cyber security. I try to learn and be involved as much as possible with the industry’s regulation requirements such as UNR 155 and ISO/SAE 21434, vulnerability management and threat intelligence for automotive, etc.

Q: In what way can automakers build a more strategic business through shared learnings with a third party?

A: Due to the regulations and standards in the cyber security field, which requires many OEMs to do reorganization and build new cyber processes and culture, working with professional third-parties can reduce a lot of the effort, time, and costs for the OEM. Of course, it can also open, for both the OEM and the third-party companies, a door for new opportunities and innovations for new challenges and technologies in this nascent field of the industry. Clearly, the OEMs and the suppliers should choose a company which they can trust and feel confident to work with.

Q: How can automakers connect future visions with the reality of current applications and technology?

A: I think it’s a real challenge and depends on the OEM. Each OEM is different due to regulations, regions and countries, but also the size and type of the OEM (there are new smaller boutique OEMs which have more flexibility, and it might be easier for them to be aligned with the future due to scale and technology). Regarding regulations, for example the OEMs which are part of the UNECE have to be aligned to different standards which impact the decisions and the timescale of development for each ECU and vehicle. Due to all of those, we can see that each OEM might have different approaches for connecting new vision and application, for some of them it might be very challenging, but they have to be with eyes open and put an effort about how the technology and opportunities go in the world, and, of course, collaborate as much as possible with relevant trustworthy companies.