escar
Embedded Security
in Cars

CALL FOR PAPERS

23rd escar Europe 2025

November 05 to 06, 2025 | Frankfurt am Main, Germany

The escar conference has established itself as the premier forum for information, discussion and exchange of ideas and innovations in automotive security, attracting a broad audience from academia and industry.

Information technology is still the driving force behind most innovations in the automotive industry. Today, even compact vehicles often have dozens of interconnected microprocessors with up to several hundred megabytes of software and integrated communication capabilities to the outside world. For commercial vehicles such as trucks or high-end vehicles these numbers are much higher.

A crucial aspect of vehicles is their security. Whereas automotive safety is a relatively well established (if not necessarily well understood) field, the protection of automotive IT systems against malicious attacks has emerge significantly later. At the same time, security is nowadays considered a mandatory prerequisite for automotive IT applications. Therefore, automotive security contributes to both, reliability and safety, and has created an own ecosystem of approaches, tools, and services.

PLEASE VISIT OUR WEBSITE:

www.escar.info

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FOCUS TOPICS

The program will include invited talks and submitted papers in security-related areas such as:

- **Cyber Security Management Systems** (including regulation, standardization, certification, interoperability, connection to other management systems, UN ECE R155, ISO/SAE21434)

- **Security Technologies for systems and subsystems** (like automotive ECUs and subcomponents, in-vehicle networks, hardware security, OTA, access control, intrusion detection, monitoring, automotive SIEM, security functions, etc.)

- **Offensive Security** (car hacking, penetration testing, protocol analysis, automation, fuzzing, etc.)

- **Security in Software-Defined Vehicles** (incl. aspects of ecosystems like changing value chains, continuous development, DevOps, application of new technologies)

- **Architectures for securing specific vehicle applications and contexts** (e.g., for highly-automated and autonomous vehicles, connected vehicles and V2X, electric vehicles, big data analysis, backend and cloud infrastructures, domain controllers, vehicle computers, zero trust architectures, etc.)

- **Automotive security engineering** (like safety and security co-design, trust models and formal methods, development and validation tools, security (long-term) maintenance, security (credential and overall) management, incident handling and response, and security economics for the automotive domain, etc.)

- **Secure and privacy-friendly use of AI and machine learning in automotive contexts** (e.g., generative AI, privacy-preserving machine learning, adversarial examples, security of automated driving mechanisms using AI)

- **Future security technologies and their application to automotive systems** (e.g., Post-Quantum Cryptography, Trusted Execution Environments, Privacy-Enhancing Technologies, etc.)

- **Further automotive- and security-related topics** (such as security usability, legal aspects, privacy and data protection, security for other transport systems like railway or aerospace, mobility services like robotaxis, etc.)

The World's Leading Automotive Cyber Security Conference

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IMPORTANT DATES

Submission deadline extended:
June 20, 2025

Acceptance notification:
August 20, 2025

Final paper due:
September 15, 2025

IMPORTANT SUBMISSION INSTRUCTIONS

All submissions must use the templates provided on the website. Templates are available either in Word or LaTeX format. Submissions must be in PDF format and will be accepted only via the escar's submission site:

https://easychair.org/conferences/?conf=23rd-escar-conference2025

CONTACT PERSON

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INSTRUCTIONS FOR PAPER SUBMISSION

Theoretical/scientific articles, case studies and descriptions of real-world experiences are all welcome. All submissions will be peer-reviewed. Three types of submissions are possible:

1. SCIENTIFIC TRACK: FULL PAPERS OF UP TO 15 PAGES

A full paper should include new research results, case studies, or state-of-the-art reports. For a full paper, a significant novelty and originality in the presented results which must not have been previously been published. These papers will undergo a full peer-review and will be included in the proceedings of escar and will have a citable DOI. Opt-out of the DOI is possible and publication at escar does not rule out future submission to other conferences. Usage of the template provided below is mandatory. Submissions must be anonymous with no identifying features on the submissions (such as obvious references).

2. PRESENTATION-ONLY TRACK / INDUSTRY

This category is intended towards contributions from academia, industry, and other stakeholders with the primary goal of disseminating of interesting content for the escar audience. This can also include previously published work.

The submission consists of two parts: a form providing information about the presentation including a short abstract. The second part is a PDF containing either a two - three pages description of the proposed presentation or alternatively the submission of a previously published paper. The descriptions should clearly highlight the content of the planned presentation and in particular its value to the escar community. Presentations should be content-focused and mere product or company presentations are discouraged. Presentation abstracts will be part of the proceedings handed out at the conference, but will not be part of the online-proceedings and will not have a DOI.

PLEASE NOTE: *Marketing driven submissions and submissions that lack details for evaluation of suitability for escar have not been well received in the past and are almost always rejected.*

3. STUDENT TRACK

The escar Europe features a student track where students from B.Sc. or M.Sc. programs can present their thesis work to an international audience from industry and academia. The student track is open to submissions that are directly related to automotive cybersecurity, as well as to study programs from related fields where the topic can be meaningfully applied to automotive cybersecurity. Presentations will be in the form of a poster session. The submission consists of two parts: a form providing information about the thesis including a short abstract, and a PDF containing a two- to three-page description.

(Students with accepted submissions will receive a significant discount on conference registration.)

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