# Cybersecurity for Highly Automated Driving A pragmatic approach

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### GOOD NEWS: CYBERSECURITY IS A SOLVED PROBLEM

# GOOD NEWS: CYBERSECURITY IS A SOLVED PROBLEM BAD NEWS: IT DOES NOT SOLVE ITSELF

### WHY CYBERSECURITY?

- Loss of safety
- Denial of service
- Theft
- IP protection
- Privacy and surveillance



#### THREAT ACTORS AND THREATS

### Organized crime and industry

#### Long range remote attacks

Short range remote attacks





#### COMMON ATTACK SURFACES

#### Remote links and apps

Infotainment/Telematics-

On Board Diagnostics port







#### HOW ECUS GET COMPROMISED

Subverted contexts

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#### Executing incorrect software-

Modifying calibration data





#### HOW NETWORKS GET COMPROMISED

Unintended participants

#### Cleartext communications-

#### Hijacked sessions





## A CRYPTOGRAPY PRIMER



Image source: An Introduction to Cryptography. PGPi documentation.

### SYMMETRIC KEY CRYPTOGRAPHY



Image source: An Introduction to Cryptography. PGPi documentation.





### ASYMMETRIC KEY CRYPTOGRAPHY



![](_page_10_Picture_3.jpeg)

#### DIGITAL SIGNATURES

![](_page_11_Picture_2.jpeg)

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### HASH FUNCTIONS

![](_page_12_Figure_1.jpeg)

![](_page_12_Picture_3.jpeg)

Image source: An Introduction to Cryptography. PGPi documentation.

![](_page_12_Picture_5.jpeg)

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# HYBRID CRYPTOSYSTEMS ALICE Bob's public key Random key Session key (Symmetric) generator Cleartext

![](_page_13_Figure_1.jpeg)

#### EXAMPLE - SECURE BOOT

![](_page_14_Figure_1.jpeg)

![](_page_14_Picture_2.jpeg)

![](_page_14_Picture_3.jpeg)

### CRYPTOGRAPHY IN AUTOMOTIVE PRACTICE

![](_page_15_Figure_1.jpeg)

![](_page_15_Picture_4.jpeg)

### HARDWARE SECURITY MODULES

HSM / Feature	EVITA full	EVITA medium	EVITA light	HIS SHE	TCG TPM/MTM	Usual smartcard
Bootstrap integrity protection	Authentic and/or secure	Authentic and/or secure	Authentic and/or secure	Secure	Authentic	None
HW crypto algorithms (incl. key generation)	ECDSA,ECDH, AES/MAC, WHIRLPOOL/ HMAC	ECDSA,ECDH, AES/MAC, WHIRLPOOL/ HMAC	AES/MAC	AES/MAC	RSA, SHA-1/ HMAC	ECC, RSA, AES, 3DES, SHA-x & more possible (but seldom in parallel on chip)
HW crypto acceleration	ECC,AES, WHIRLPOOL (FPGA/ASIC)	AES (ASIC)	AES (ASIC)	AES (ASIC)	None	None
Internal CPU	Reprogrammable firmware & hardware (FPGA)	Reprogrammable firmware	None	None	Preset	Reprogrammable firmware
RNG	TRNG	TRNG	PRNG w/ external seed	PRNG w/ external seed	TRNG	TRNG

Source: Next Generation of Automotive Security: Secure Hardware and Secure Open Platforms. OVERSEE Project

![](_page_16_Picture_3.jpeg)

#### SEED KEY PROTOCOL

![](_page_17_Figure_1.jpeg)

Source: OBD = Open Barn Door? Security Vulnerabilities and Protections for Vehicular On-Board Diagnosis (OBD)

![](_page_17_Picture_3.jpeg)

![](_page_17_Picture_4.jpeg)

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![](_page_18_Picture_0.jpeg)

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### LAYERING AND PARTITIONING

Applications

Operating system

Virtualization

Hardware

![](_page_19_Picture_5.jpeg)

![](_page_19_Picture_6.jpeg)

### OPERATIONAL CYBERSECURITY MONITORING

- Intrusion Detection and Prevention System (IDPS)
- Independent network node(s) and SW modules in critical ECU(s)
- Monitors network traffic and ECU behavior in real-time
- Heuristics for determination of abnormal operation

![](_page_20_Picture_5.jpeg)

![](_page_21_Picture_0.jpeg)

![](_page_21_Figure_1.jpeg)

#### SAE J3061: SAFETY AND SECURITY

System Safety Engineering Process Elements

#### Hazards : Threats Fault tree : Attack HARA : TARA

System Cybersecurity Engineering Process Elements

![](_page_22_Picture_5.jpeg)

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### SAE J3061: PROCESS FRAMEWORK

![](_page_23_Figure_1.jpeg)

#### NHTSA GUIDANCE ON CYBERSECURITY

#### Cybersecurity Best Practices for Modern Vehicles

![](_page_24_Picture_2.jpeg)

![](_page_24_Picture_4.jpeg)

#### Federal Automated Vehicles Policy

![](_page_24_Picture_6.jpeg)

![](_page_24_Picture_7.jpeg)

### NIST AND DHS

![](_page_25_Picture_1.jpeg)

Recommended Practice: Improving Industrial Control System Cybersecurity with Defense-in-Depth Strategies Industrial Control Systems Cyber Emergency Response Team September 2016

![](_page_25_Picture_4.jpeg)

![](_page_25_Picture_6.jpeg)

### OTHER STANDARDS AND GUIDELINES

- ISO/IEC 9797-1: Security techniques Message Authentication Codes • ISO/IEC 11889: Trusted Platform Module
- ISO 12207: Systems and software engineering Software lifecycle processes

- ISO 15408: Evaluation criteria for IT Security ISO 27001: Information security management system • ISO 27002: Code of practice - Security ISO 27018: Code of practice – Handling PII / SPI (Privacy) • ISO 27034: Application security techniques

- ISO 29101: Privacy architecture framework
- ISO 29119: Software testing standard
- IEC 62443: Industrial network and system security

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![](_page_26_Figure_13.jpeg)

#### INTERESTING HACKS

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### THE 80/20 OF AUTOMOTIVE CYBERSECURITY

- encrypted and signed
- software
- "Larger" operating systems, like Linux, MUST be secured using techniques learned from Enterprise IT
  - Gateways should provide strong partitioning and firewalls

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![](_page_28_Picture_5.jpeg)

### Communications with off-board systems MUST be cryptographically

ECUs should ONLY execute cryptographically signed and authenticated

![](_page_28_Picture_10.jpeg)

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#### OBVIOUS REMINDERS

- Security is a framework, not an add-on
- Security through obscurity DOES.NOT.WORK
  - Do not "home brew" cryptography

#### Do not half-bake security – If it is worth doing, it is worth overdoing

![](_page_29_Picture_10.jpeg)

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### QUESTIONS?

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