The 20th WorldDAB and RadioDNS Automotive Workshop was help on 7th March 2025.

Attendees were both online and in the meeting room at The Lantern, Bauer UK's Head office in London, representing all aspects of the industry from broadcasters, regulators and manufacturers.

There was a reminder that this meeting is to discuss and look for solutions to implementation issues that are happening right now.

No detail of the discussions during the meeting will be shared or attributed to anyone, and only the outcomes will be noted.

Wrong Radio station logos:

In the last meeting it was agreed to create a public facing website used by drivers, broadcasters and manufacturers to report wrong logos and the user journeys for each type of user was detailed in the meeting, to discuss to make sure they are correct and also to ensure that RadioDNS and WorldDAB do not handle data.

The discussion included that this could be a way to capture emails of the right contacts at broadcasters or manufacturers to ensure problems are dealt with swiftly although personal information for listener users will not be kept.

It was also agreed that there needs to be the message 'do not enter this information whilst driving'; and also the option to include uploading a photo or video of the problem as well as location information. The easy to fill out form will have a different flow for each type of user and capture info about make, model and manufacture year of car.

The expected outcome for users will be a potential resolution to the problem, and the information about the reported problem (without any personally identifiable information) will be distributed to relevant parties.

It was suggested there could be a page of known problems and solutions that could be browsed, but it was agreed this might be better in a responder email.

Listeners and broadcasters may not have access to all the required information but manufacturers should have most of the technical information, therefore the flow of their journey should be slightly different

The workflow is then that the reports are communicated with the manufacturers and broadcasters so the problems can be fixed and should be able to use the existing contacts of RadioDNS and WorldDAB as well as those collected through the website. We don't know how often these communications will happen until the process starts. This process will be properly documented and should affect real change.

In order to progress we need additional help from manufacturers and OEMs to make the website as functional as possible. The website will be built fully and then perform trials to test functionality before launched.

Linking Broadcast Radio to Broadcaster apps

Vehicles are running operating systems that have their own apps (including the broadcast radio.app) and also broadcaster app.

The current proposal is to link the broadcast radio app and the broadcaster apps, allowing a seamless transfer for listeners to listen again in the broadcaster app, and for the broadcaster to make up to 5 recommendations that would appear in the broadcast radio app.

Discussion included if this means listeners will stop listening on DAB and start listening on app, but the radio would keep playing if you switch to another app and should work in much the same way as using google maps - ie it is still running in the background even if not on the main screen. It was added that the only thing that would cut off broadcast radio is if a listener is streaming and the app launch to switch off live radio is by consumer action. Ordinarily, the listener was listening from broadcast radio and goes to the app when they return the app stops streaming and it goes back to broadcast radio which mirrors the android model of background/foreground audio.

This co-exists with automatic service following which doesn't need the app to be installed or any user actions to continue to listen to broadcast radio.

Discussion to clarify how it works and why only 5 recommendations. There is capacity for more than 5 recommendations, but this is what it has been limited to as a reasonable number and it gets changed in the PI file by the broadcaster. Voice assistance will also work accurately.

It was discussed and agreed that if enough broadcasters are involved then it is worth the amount of work for manufacturers to implement and it was also suggested that there is already some of the metadata there and waiting to be used. However it was further discussed that broadcasters need to be involved first in order to provide the content and then the functionality will follow.

It was agreed there needs some clarification to make sure that the user journey goes back to the right place in the app and not back to home (which happens in android) and there would need to be a lot of guidelines as one solution might be to need a back to broadcast link from broadcasters app.

Uniformity was highlighted as being really important as there is value in consistency.

The group was asked who needs to know about this to get the functionality developed in vehicles and so the whole industry knows in every region.

The next step is the demo.

Devising effective test drive routes

Many current test drive routes haven't been developed since they were created 15 years ago and are sometimes unreliable - either a physical barrier like constant roadworks or variety of user journeys expected.

The group was asked how we make the test routes more efficient, and there was a discussion on what basic tests were done and if there was any historic logging with any problems, and if not should a library be built.

The discussion ventured into announcements, opting in and out of them and the delay they cause.

The group discussed the ideal test drive scenario and if there should be a set list that is required that routes can be set up from, it was added that the test drive routes library from WorldDAB was designed by engineers, but not many broadcasters have been involved in the process and should broadcasters design routes and specify their expectations in what the radio should be doing at points in the journey, what could affect it and what is relevant.

It was added that TII can be problematic and that the tests done can be dependant on many different things including type of car, sensitivity of receiver, weather and these need to be taken into account when looking at margins for worst case scenarios.

It was mentioned that broadcasters should be contacted if the results are not what is expected as there could be a reason that can be easily fixed by them such as equipment failure that they are unaware of, or there could be another reason altogether such as a motorway in the UK where a resident adjacent to the road has built a huge earth bank to block out noise of the motorway but it was disrupting signal.

Switching between broadcast radio and streaming

There was a summary of switching to and from radio and IP, including seamless switching dealing with delays adding that the specification says that the visual should come from the current bearer, however automatic switching isn't treated in the same way as if it had happened manually by a user and the visual would usually stay for a short time when automatically switched which means the visuals would not be disrupted as often which could be confusing.

There was a discussion on what happens if a driver is in a black spot for FM and DAB and the stream is being decoded which costs the broadcaster. It was explained that time alignment is measured and if the signal is weak enough to change to IP then as soon as it detects an increase of signal, it will switch to DAB again, clarifying that the stream isn't running parallel at all times. This is emergency switching which will not be seamless and there will be a time jump but it might not be noticeable.

There are many manufacturers who offer service following, although there is a difference in the elegance to which it is offered.