



## Summary of Automotive Workshop XXII

25th November 2025, Berlin

Nick Piggott introduced the meeting as an open and interactive discussion about issues affecting radio implementations today.

These notes summarise the discussions and do not attribute to any specific contributors.

### Public Value / Prominence Regulation

Please note that this is an overview of a much longer discussion on the many areas which this regulation affects. There will be further updates on this in the next meeting in early January.

Regulation is in place in Germany to guarantee the prominence of services defined as providing Public Value. This applies to TV and radio services and affects how radio services are displayed, navigated and discovered, including in cars. This topic has wider relevance as other countries consider similar regulation.

Veit Ollschläger from the Bayerische Landeszentrale für neue Medien gave a presentation explaining the background to the regulation, and how it is structured. Germany has been divided into 44 regions, within which the radio stations will be classified as either local, statewide or nationwide, and a fourth classification for church/free radio.

In the mobile car environment, it is envisaged that the location of the receiver will be determined via in-car navigation systems to decide which region's prominence list to use. It is expected that the prominence list will be available to users/drivers as published for that region, but potentially as an option for the user/driver to select. It was asked how public value listings would be updated and it was confirmed that the German regulators will be publishing a new list every 3 years and expected that it would be updated in vehicles using an IP connection. It is expected that all new vehicles will implement this functionality, but questions were raised about how the

requirement should be met on an ongoing basis in cars without connectivity, or with a limited support window.

One attendee asked about the intention of the regulation. Herr Olischläger explained that it applies to all radio devices, both broadcast and IP platforms, and intends to make local and national stations more prominent.

The harmonisation of switching from regional to national was addressed, but Herr Olischläger replied that it would be the linear programme that would be displayed.

There was a discussion on whether this is distracting for the driver and who will educate the driver on the purpose / function of the prominence list, and what the additional button means.

This regulation has been in place for 3 years, so cars should now be compliant. Some cars in the market are already compliant. Manufacturers who can prove it is technically impossible to implement the functionality required by the regulations can contact the relevant Landesmedienanstalt to make their case for an exemption.

As this is being considered in other countries as well it was agreed that there should be a harmonised approach across multiple countries so the solution to this needs to be technically compatible with other countries and meets requirements from other countries.

If it is decided there should be a button, it was asked what should the button say and would drivers know what it meant if it said something like 'Public Value' - if not it was asked who would do this education? It was also added that there would need to be an official definition of a text button label and icon for smoother implementation.

During the meeting, the participants asked a number of questions:

- What is expected to happen in a car without an internet connection? Is the vehicle shipped with the list at the time of manufacture, and then may never be updated?
- Which radio devices are affected by this?
- What if a manufacturer's system update missed the latest update from the regulator?
- Will the information from the regulators be in a machine-readable format that is easy to manipulate?
- What does this look like for the driver? Who is going to educate the driver on what this is?
- How will the technical requirements of this regulation, and that from other countries, be harmonised to reduce implementation complexity?
- Are all licensed radio stations on FM and DAB eligible for the Public Value list?
- How is the PV icon placement going to work?
- What is expected to happen when the vehicle is moving across two regions frequently - e.g. a road that runs along the border between two regions?

- Does filtering based on geolocation mean that stations on the Public Value list from just outside that region won't be shown?
- Request that there is already a metadata format that it can be provided on (SPI structured file to the source was trusted)

Rosemary and Nick asked that anyone who has questions, send the questions to them for compilation and circulation.

A link to the regulation document was requested.

[https://www.die-medienanstalten.de/aufgaben/vielfaltssicherung/public-value/  
English Summary](https://www.die-medienanstalten.de/aufgaben/vielfaltssicherung/public-value/English%20Summary)

The conclusion from the meeting is that implementing this functionality is more complex, and has more corner cases, than might initially have been understood.

It was also highlighted that using this functionality needs to be simple for the driver, to avoid unnecessary distraction whilst driving.

### **UX Guidelines Website Review**

The UX Guidelines have existed for several years, and are a great resource, but are not being used as much as they should be. RadioDNS and WorldDAB have created a website to make them more easily usable and in a format for designers will find familiar.

Nick Piggott and designer Eloise Cork presented the new website design - which will be available in multiple languages - Nick asked for other languages to be suggested by the group; Korean and Japanese were suggested as well as French and Spanish.

There were some points made and a discussion about how to make the website even more functional for users, and what is missing. Feedback was asked to be directed to Eloise so new users can utilise the website.

Eloise asked for user stories from the group to be included in the content to bring it to life and make it even more meaningful.

There was further discussion on driver distraction, screen size and fitting text and images to the different sizes, as well as briefly running through most of the website.

### **Defining Test Drive Routes**

Test drives are critical for debugging receivers and ensuring driver experience is working properly. It can be much easier than simulating situations in the workshop, and there are many test routes - Nick asked about establishing different test routes to enable the most test scenarios in the shortest journeys.

Feedback from the group is that the routes always need to be changed due to changes from the industry and manufacturers don't necessarily want to share their routes.

Nick suggested if broadcasters could suggest locations where manufacturers might be able to test different scenarios.

In order to get this information from broadcasters, manufacturers would need to share what they are testing and it was suggested that there could be a list of contacts compiled if there are discrepancies between the way it should function or sound and what is actually happening - as sometimes it could be temporary and manufacturers do not want to spend a long time on a fix that isn't actually needed.

Rosie said that there is some of this information on the WorldDAB website called 'Factsheet'.

It was agreed to look at broadcaster-provided test points but nothing further.

### **Android Automotive**

Every hardware provider and OEM is having to fill the gaps provided by Android Automotive to provide full functionality - should this be made open source so not every developer needs to solve the problem, with developers contributing to Google's Open Source project, under the Apache 2.0 licence.

It is thought there are about 130 issues, some very small that can be fixed by developers already working with radio & Android Automotive, and then the code submitted to Google. Nick Piggott asked if this would be a realistic approach and there was a discussion on who within the supply chain is dealing with the problems.

It was agreed that WorldDAB and RadioDNS can co-ordinate but will need to find enough contributors to make it persuasive to Google - also some more research needs to be done and looking at how the DVB project handles similar activities was suggested.

### **Wrong Radio Station Logos Website**

Nick explained why this website is needed and how it will work - by fielding enquiries and passing the information on to the relevant parties as well as building a bigger picture about what isn't working, where.

There was a discussion on why logos don't always work and best practices and how all the current errors will need to be exposed in order to fix them. Additionally talked about regulation and penalties, currently legal action is sometimes involved as the wrong logo would damage brands.

After a discussion on fixes, it was said that as part of the process of gathering the information for Wrong Radio Station Logos at the end there will also be some suggestions for fixes.

### **Next meeting**

The next meeting is January 20th and will be online.

