



## Automotive Workshop XXIII Notes

Tuesday 20th January 2026

Nick Piggott, Project Director of RadioDNS welcomed everyone to the meeting and reminded attendees that these discussions are not to be shared with others and as such the notes will not attribute any names to anyone taking part in the discussion, unless permission has been gained

This meeting is a follow-up to the in-person meeting held in Berlin in November.

### **Public Value / Public Service Prominence Regulation**

This subject took up a lot of time at the previous meeting and the discussion that took place in the meeting helped to discuss concerns and help. Caroline Greze (Radioplayer) volunteered to help answer lots of the questions as she has been working with this regulation now for 3 years. Overall she said communication is key and most of the problems can be addressed, that the government departments dealing with this are able to help with making allowances and are good at communicating to other teams - an example was if an agreement has been made that it would be difficult for a car to comply, then if one team knew about this, they would pass that information to all other teams. with the regulators - they are humans and are helpful.

It was highlighted that this is based on EU regulation so although Germany are the first to adopt, this is something that should be done with the foresight that other countries will be following.

There was some discussion on the categorisation of 44 regions and 4 containers as there was some clarification needed on this requirement from the regulator. It was resolved that each container must display stations in Public Value order first and then alphabetical order. There was still some clarification needed on discrepancy in responses from broadcasters (ie BBC Radio 1 or Radio 1)

A query was raised about if vehicle location was unknown, and it was answered that if this is the case then it is not necessary to show public value order, but it must be proven that it is impossible to discover the location.

There was a discussion on cross-border movement of vehicles. The ideal outcome would be that the list would be updated, however if stations that the driver is used to are no longer available then it was stated this might be confusing for the driver if the list updates and the station can no longer be found on the list. It was agreed that in theory when in a new environment where 'home' stations are not accessible anymore then the list must update, but doing this in an interface without corrupting experience is complicated.

There were questions about updates - when update support ends or if there is a limit on time

frame to update and who would be liable and it seems that this can all be discussed, if there is a plan in place.

There was also a request that in order for car companies to allocate time and money to this as a project there needs to be more information from the regulator in order to get budget approval.

Nick Piggott suggested that this should be harmonised now so that updates from regulators from 27 EU countries with different file formats do not cause problems and confusion.

The section concluded with the group agreeing to send any final questions to ask the German regulator to Nick and Rosemary to include in the questions list to be sent over.

### **Defining test drive routes**

Nick Piggott introduced this topic by saying it is difficult to simulate some scenarios in the lab but test routes are time consuming and expensive and they may not be optimal in exposing radios to all different behaviours, functionality and impact on user experience. He suggested agreeing on specific test routes as a collaboration between manufacturers and broadcasters to define what is expected, and if any differences are found they can be reported easily. He asked if creating a separate group to collaborate to create this would be of interest and it was agreed it would be useful.

### **User Experience Guidelines website**

There has been really positive feedback on the website and feedback so far from the group has been taken on board. It is hoped that it will be released soon. Rosemary Smith (WorldDAB) gave some examples of some changes and also said the major difference between the website and the PDF doc that is currently available is that the website is more visual and is written in the style developers are familiar with. She added this is aimed at people who are new to a company or have never worked in this space or the car market or broadcasting.

The intention is to meet with UX designers in companies and walk them through the guidelines and how it can be used.

### **Android Automotive / Broadcast Radio**

The update is that functional gaps are still being addressed

### **Wrong Radio Station Logos - identifying suppliers & supply routes**

Nick Piggott updated the group by saying that this has been going on a very long time now and logos in many vehicles are still not correct and the supply chain is complex which makes discovering how to make changes frustrating and difficult. This leads to a bad user experience and needs to change.

### **Receiver Sensitivity Concerns**

Nick Piggott said that receivers need to be of adequate sensitivity to work properly and get signal reception. This expectation/requirement is documented with values every car should meet, but this is not the case. The guidelines that should be met, but it is unclear what the process is to challenge and test and then enforce as there is no mandatory testing regime.

One attendee said evidence needs to be built for structured analysis and then find out what the reason is behind the fail. It was asked if it is just one manufacturer underperforming or many.

Nick asked if there could be a diagram created for reception, created with organisations like Arqiva. It wouldn't be as strict as the compliance and certification process for HD radio, but it would be there to inform.

There was a discussion on some manufacturers having identified problems but not resolving them. Nick ended the discussion by saying that there could be documented thresholds - and even though some problems that affect it could be too costly or out of the hands of the manufacturers, if drivers are complaining there should be a process the drivers can follow

and he suggested there could be some education on drivers taking their complaints to the dealerships who could potentially fix it.

The next meeting will be in person on May 12th in London.

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