

# Assessment in the Cloud, Mixed Online and Onsite Assessments, Learning in the Cloud

EuroSPI<sup>2</sup> TechDay, 7. 9. 2020

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# My profile

Richard Messnarz - Google Scholar

https://scholar.google.com/citations?user=v2xVnwAAAAJ&hl=de&oi=ao

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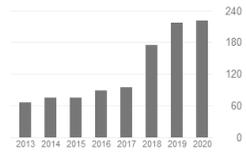
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SPI Functional Safety Autom...

[FOLGEN](#)

TITEL	ZITIERT VON	JAHR
<input type="checkbox"/> <b>Bootstrap: fine-tuning process assessment</b> V Haase, R Messnarz, G Koch, HJ Kugler, P Decrinis IEEE Software 11 (4), 25-35	141	1994
<input type="checkbox"/> <b>The SPI manifesto and the ECQA SPI manager certification scheme</b> M Korsaa, M Biro, R Messnarz, J Johansen, D Vohwinkel, R Nevalainen, ... Journal of Software: Evolution and Process 24 (5), 525-540	74	2012
<input type="checkbox"/> <b>The people aspects in modern process improvement management approaches</b> M Korsaa, J Johansen, T Schweigert, D Vohwinkel, R Messnarz, ... Journal of Software: Evolution and Process 25 (4), 391-391	63	2013
<input type="checkbox"/> <b>Better Software Practice for Business Benefit: Principles and Experiences</b> R Messnarz, CJ Tully IEEE Computer Society Press	56	1999
<input type="checkbox"/> <b>The impact of national cultural factors on the effectiveness of process improvement methods: the 3rd dimension</b> M Birió, R Messnarz, AG Davison Proceedings of the 11th International Conference on Software Quality	54	2001
<input type="checkbox"/> <b>Integrated design for tackling safety and security challenges of smart products and digital manufacturing</b> A Riel, C Kreiner, G Macher, R Messnarz CIRP annals 66 (1), 177-180	42	2017
<input type="checkbox"/> <b>Social responsibility aspects supporting the success of SPI</b> R Messnarz, MA Sicilia, M Biro, E Garcia-Farroncana, M Garre-Rubin	36	2014

Zitiert von [ALLE ANZEIGEN](#)

	Alle	Seit 2015
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Messnarz Richard: [Homepage](#) | [Bilder](#) | [Publikationen](#) | [Vorlesungen](#) | [Betreuer](#) | [Arbeiten](#)

Vorlesungen  
Messnarz Richard, Dipl.-Ing.Dr techn. hielt am Institut folgende Vorlesungen (chronologisch sortiert)

[Homepage](#)

Jahr	Semester	Lehrveranstaltung	SWS	LV Nr	Typ
1992/1993	WS	Programmiermethoden Praktikum 1	2	506.051	KU
1992/1993	WS	Programmiermethoden Praktikum 1	1	506.050	VO
1993/1994	SS	Systemanalyse	1	506.011	KU
1993/1994	SS	Programmiermethoden Praktikum 2	1	506.024	VO
1993/1994	SS	Programmiermethoden Praktikum 2	2	506.025	KU
1993/1994	SS	Informatikpraktikum 2	1	506.039	KU
1993/1994	WS	Informatikpraktikum 1	1	506.013	KU
1993/1994	WS	Programmiermethoden Praktikum 1	1	506.050	VO
1993/1994	WS	Programmiermethoden Praktikum 1	2	506.051	KU
1994/1995	SS	Informatikpraktikum 2	1	506.039	KU
1994/1995	SS	Systemanalyse	1	506.011	KU
1994/1995	SS	Programmiermethoden Praktikum 2	2	506.025	KU
1994/1995	SS	Programmiermethoden Praktikum 2	1	506.024	VO
1994/1995	WS	Informatikpraktikum 1	1	506.013	KU
1994/1995	WS	Programmiermethoden Praktikum 1	1	506.050	VO
1994/1995	WS	Programmiermethoden Praktikum 1	2	506.051	KU
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1995/1996	SS				



[EuroSPI: European Conference on Software Process Improvement](#)

## Systems, Software and Services Process Improvement

24th European Conference, EuroSPI 2017, Ostrava, Czech Republic, September 6-8, 2017, Proceedings

Editors ([view affiliations](#))

Jakub Stofla, Svatopluk Stofla, Rory V. O'Connor, Richard Messnarz

Conference proceedings  
EuroSPI 2017

Citations Mentions Downloads

133 13 123k

## Motivation – The world is changing

- Distributed developed → Travel not economical (e.g. SW Testing in India, or e.g. system dev in Germany, SW dev in Spain, HW dev in Japan, etc.)
- Travel restrictions → Covid-19
- Perform an assessment in one week (reduce travel)
  - Assessments according to the VDA Guidelines require more effort
  - Capability Level 3 assessments require more effort
- Certification and Qualification Strategies at ACEA level
  - Core competencies development for cars in 2030
  - Online platforms to push qualification in new skills (from work place)
- Car to X infrastructure
  - We will need to assess cloud functions. We will need to find a way to assess AI functions. Etc.
- Human to X infrastructure
  - Biometrics integration is coming
- Cybersecurity is not affecting just the car, it is the whole environment (e.g. getting keys downloaded, but keys come from authorities etc.). Or uploading new SW for a whole fleet.
  - We need to assess infrastructure ?

The change is like the change from a mobile to a smart phone, and much more!

## Online Assessments allowed?

- In the VDA Guidelines → section 8.3.1 **pure** online assessments (phone and/or video conferences) are considered as not appropriate.
- No such recommendation or rule in the ISO/IEC 330xx.
- Guideline for Remote Process Assessments published by intacs → to support online assessments during COVID-19

# Case Study 1 - Different Austrian Sites and Germany

## Team Set Up

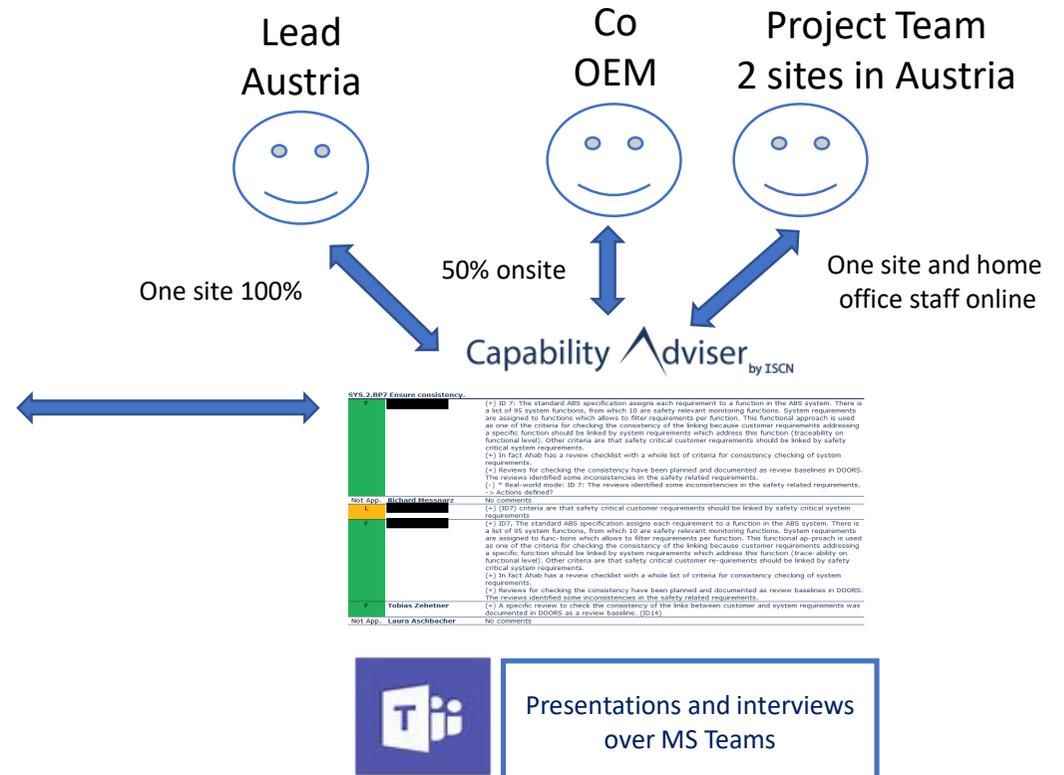
- Large German OEM participating onsite in 1<sup>st</sup> week and online in 2<sup>nd</sup> week
- Lead assessor in Austria onsite
- Company internal co-assessors onsite
- Interviewees from 2 different sites, one site and online (Covid19 home office)
- Ca. 30% staff home office and participating online via VPN

## Technology Set Up

- Assessment Portal
- **Each assessor rating separately, sharing comments to BPs/GPs by a consolidation view**
- All connected by MS Teams
- Access and demonstration of content by the interviewee in MS teams and accessing project data by VPN

## Organisational Set Up

- **For 8 days full day sessions, but breaks required** every hour. Due to communication complexity more time needed in interviews. Thus instead of 6 days about 8 days needed.
- 1 project assessed



# Case Study 2 - Safety Extension – Germany, Japan, Spain and Austria

## Team Set Up

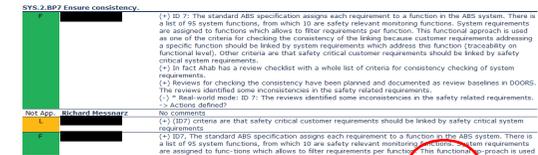
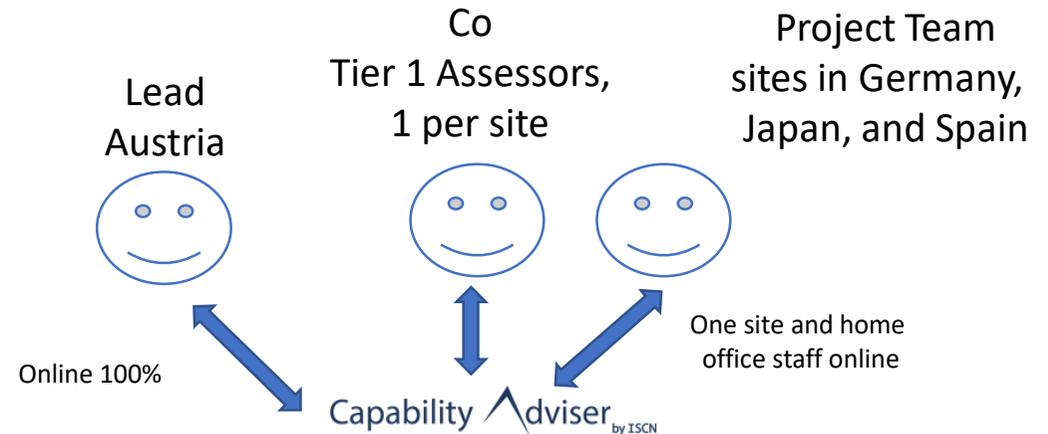
- Large Japanese Tier 1, German OEM as customer
- Lead assessor in Austria online
- Safety manager onsite in Germany with German team
- Spanish (SW) and Japanese teams (HW) online
- Each site has a co-assessor onsite in their country supporting the lead
- Interviewees from 4 different sites, presenting online
- Significant number of staff in home office and participating online via VPN

## Technology Set Up

- Assessment Portal with safety extension
- Each assessor rating separately, sharing comments to BPs/GPs by a consolidation view
- All connected by MS Teams
- Access and demonstration of content by the interviewee in MS teams and accessing project data by VPN

## Organisational Set Up

- 4 half day quick online pre-assessments, to get adjusted.
- Then many half day assessments spanning over 1 month to assess the VDA scope plus HW SPICE.
- 1 project assessed



SWE.1.BP1 Specify software requirements. Use the system requirements and the system architecture and changes to system requirements and architecture to identify the required functions and capabilities of the software. Specify functional and non-functional software requirements in a software requirements specification. [OUTCOME 1, 5, 7]

- ISO 26262 Extended Questions:**
- Are software safety requirements in line with the technical safety requirements (Requirements, interfaces, constraints, ?)?
  - Are all software safety requirements marked as safety requirements and referred to their source?
  - Are semiformal notations used for ASIL C and D?
  - Are software safety diagnose requirements assigned to an appropriate diagnose level (e.g. e-gas model with (Level 1 - base diagnosis, Level 2 - independent plausibility checks and functional diagnosis, Level 3 - system control, checking the call sequences, processor, etc.).
  - Is the software state machine described and is the safe state clearly separated?
  - Is the independence of the monitoring software clearly described?
  - Are the software signals specified in the hardware software interface?
  - Is there a diagnose matrix describing safety diagnose L2 and L3 functions and the expected fault reaction?
  - Are there non functional software requirements relating to the ISO 26262 method tables?
  - Are there non functional software requirements relating to the ASIL level assigned influencing the software architecture?
  - Is the operating software and the related task management and synchronization of the control software considered?



# Learning Infrastructures – on a strategy level for European car industry

<https://www.project-drives.eu/en/ourpartners>

- DRIVES  
Compass  
<https://learn.drives-compass.eu/>

The screenshot shows a web browser window displaying the DRIVES Learning Platform. The page title is "What is the DRIVES-Compass?". The content includes a brief introduction to the platform, its purpose, and a list of available courses. The courses listed are:

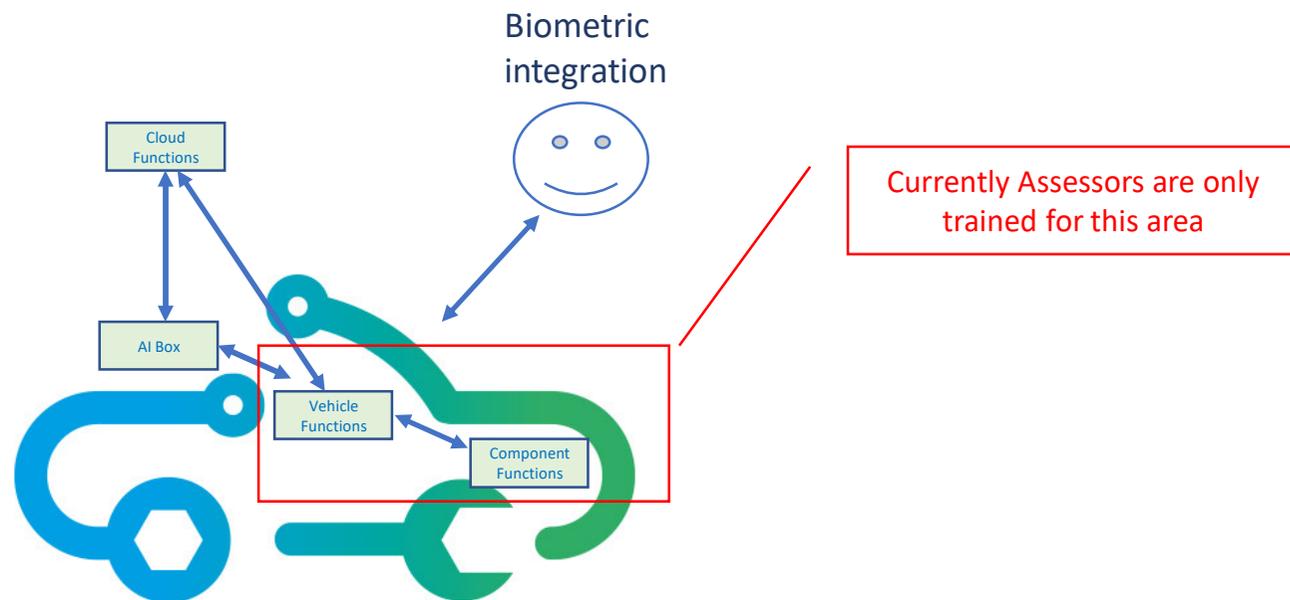
- Automotive Engineer**: Automotive Industry - OEMs and
- Introduction to Automotive SPICE®**
- Introduction to Lean Six Sigma**
- Functional Safety Manager - Strategic Level**

The page also features a search bar, a login/register link, and a footer with the text "Wishing you a nice learning experience! DRIVES Project Team".

# New Functional layers

## New paradigms/best practices needed for

- How to test and assess AI?
- How to assess infrastructure? Difference between ASIL and service quality.
- Cloud functions do not follow the deterministic approach of a Turing machine!
- Will we assess (I learned from T-Systems years ago) also the technical infrastructure?



Assessment Models & Architectural Frameworks need to be synchronized continuously



- ✓ Assessments, consulting and training in the field of System, Services and Software Process Improvement and Innovation



- ✓ Organiser of the EuroSPI (European Software, Sytem and Services Process Improvement and Innovation) conference series since 1994 ([www.eurospi.net](http://www.eurospi.net))



- ✓ Founding member, vice-president and technology provider for the European Certification and Qualification Association



- ✓ Accredited iNTACS™ training provider for Automotive SPICE®



- ✓ Moderator of the German SOQRATES initiative, where 23 leading Germany companies share knowledge concerning process improvement in the field of Functional Safety, Cybersecurity, Traceability...