

CCAM : Cooperative ITS : next steps

DIGITAL TRANSPORT DAYS
EUROPEAN COMMISSION, DG MOVE
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AGENDA

1.
Context

2.
**Dialogue &
investments**

3.
Data exchange

4.
To do list



• Benefits of networked transport systems

- Optimise traffic flows and routes
- Manage parking space
- Recommend alternative routes
- Improve safety
- Reduce emissions
- Improve air quality in cities

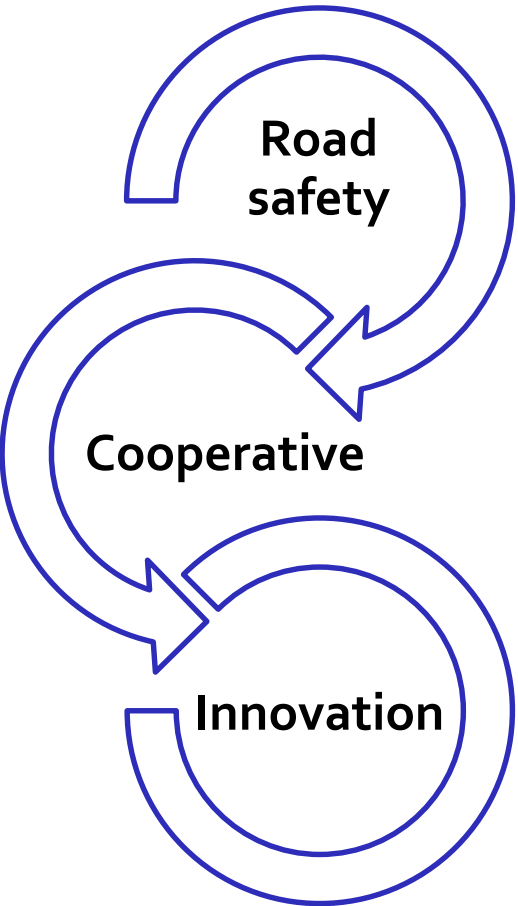


• People and goods arrive faster at their destination

- Lower impact on the environment



CONTEXT -> VEHICLE MANUFACTURERS

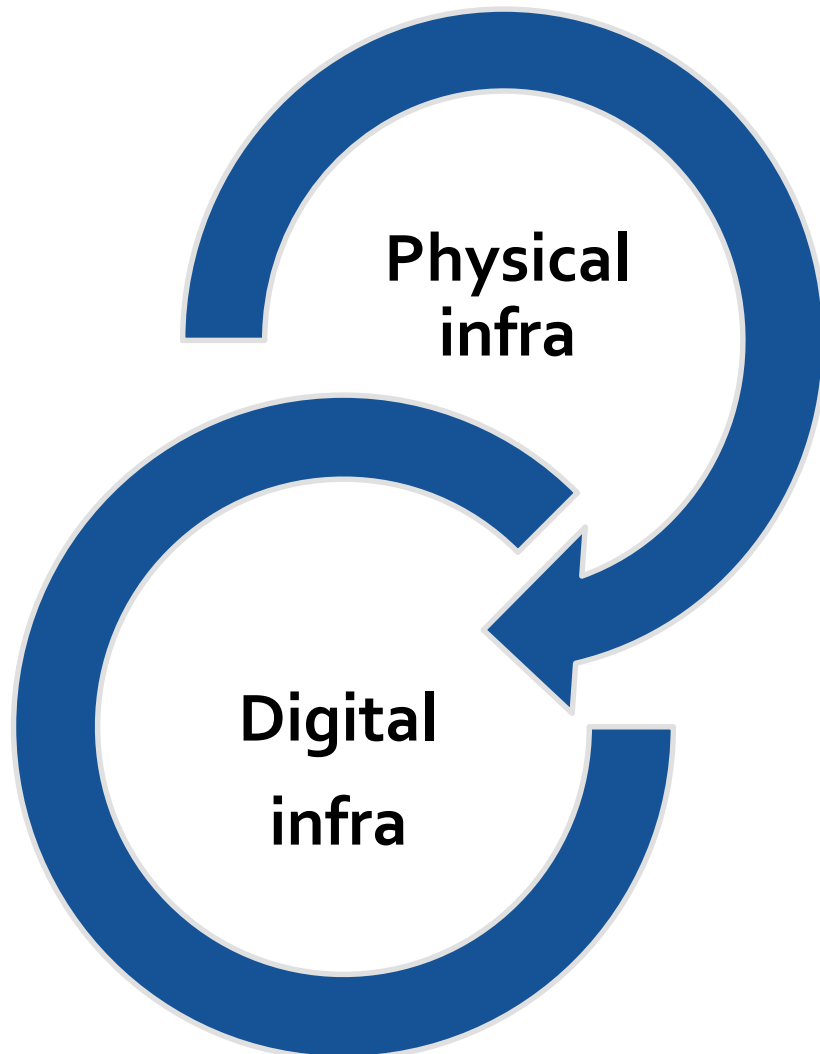


- ✓ Various "ITS G5 initiatives" through pilots deployments such as ETPC (truck platooning), InterCor, Nordic Way, Scoop@F and other C-ROAD initiatives. Started through European projects 2006-2010 such as SAFESPOT, CVIS, COOPER, SCORE@F
- ✓ LTE-V and ITS G5 automotive trials in Germany (A9), via Concorda proposal
- ✓ Active participation of OEMs in C-ITS platform phases 1 & 2
- ✓ OEMs involved in CAR2CAR CC
- ✓ OEMs involved in EATA and 5GAA
- ✓ OEMs involved in the NHTSA V2V NPRM discussions and follow-up in the USA
- ✓ OEMs involved in 5,9 GHz spectrum discussion
- ✓ OEMs involved in the Pilot MS Data Task Force
- ✓ ...

1. DIALOGUE

- ❑ Existing corridors
- ❑ New cross-border commitments agreed at Frankfurt High Level Dialogue
- ❑ Delegated Regulation 886/2013 : Data Task Force Member States-industry
 - Governance set-up
 - Pilot (selection of the 8 events in the DR)
 - NAP : organization, bidirectional, use/re-use
- ❑ Communication technology & spectrum
- ❑ Requirements for physical and digital infrastructure

2. MULTI-LAYER INVESTMENTS



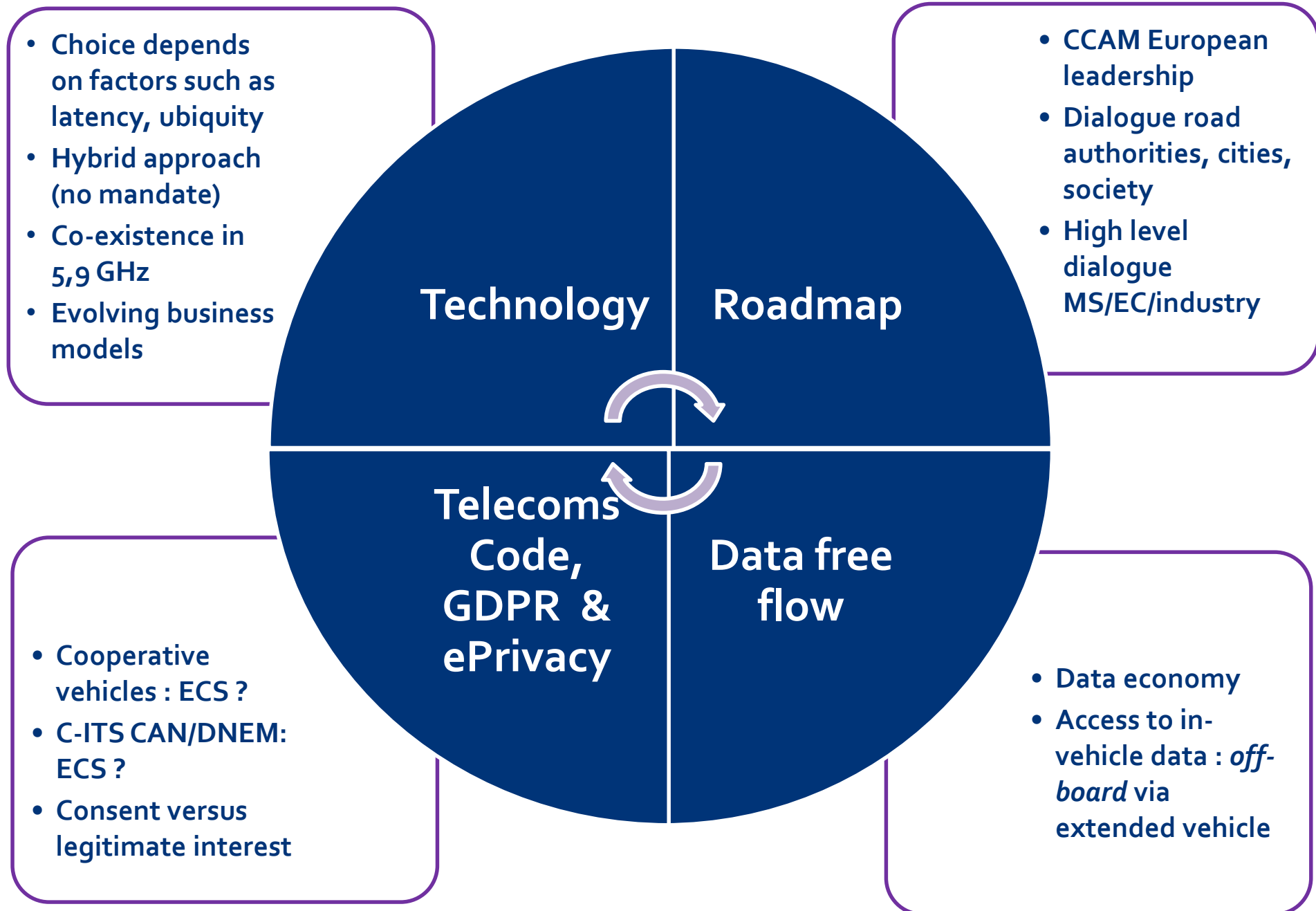
- Roads are more than asphalt, road signs, traffic lights
- Visibility of infra, signs, lane marking, ... for vehicle sensors/radars -> predictability
- Static and dynamic traffic rules/signs (also for digital representation)
- Variable messaging systems
- Intact fences
- Communication about levels of platooning (static/dynamic) and other functions of automated driving

- Communication equipment/road side units/cloud solutions
- High coverage and low latency (depending on use case)
- Combination short range & long range
- Appropriate spectrum
- Bidirectional : also I2V exchange
- Interoperability

3. DATA EXCHANGE

- **Networked transport systems require data exchange**
- **Quantity and quality of information**
 - Needs to be exhaustive, complete and accurate, up-to-date
 - Also for C-ITS, examples: traffic jams, obstacles, etc
- **Access to vehicle data for third-party services**
 - OEMs willing to share data on certain conditions
 - Vehicle integrity (safety, security and liability) always comes first
 - 4 categories of data clusters



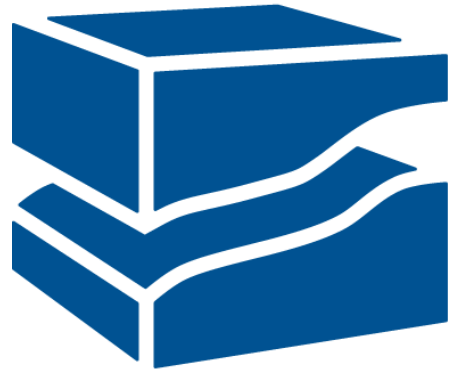


4. TO DO LIST



- Serious challenges for investment certainty and technology compatibility given the long life cycle of vehicles
- No mandate
- Solve data protection & privacy issues
- Prioritisation of investments by governments, cities, other public authorities
- Enhanced dialogue with public authorities for mobility planning and traffic management
- Common roadmap on funding and deployment through a dedicated cPPP

THANK YOU FOR YOUR ATTENTION



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KEY FIGURES ABOUT THE INDUSTRY

12.6 million Europeans work in the automotive sector

3.3 million jobs in automotive manufacturing

€396 billion in tax revenues (EU15)

€50.1 billion in R&D spending, largest private investor

€90 billion positive net trade contribution