



InterCor conference

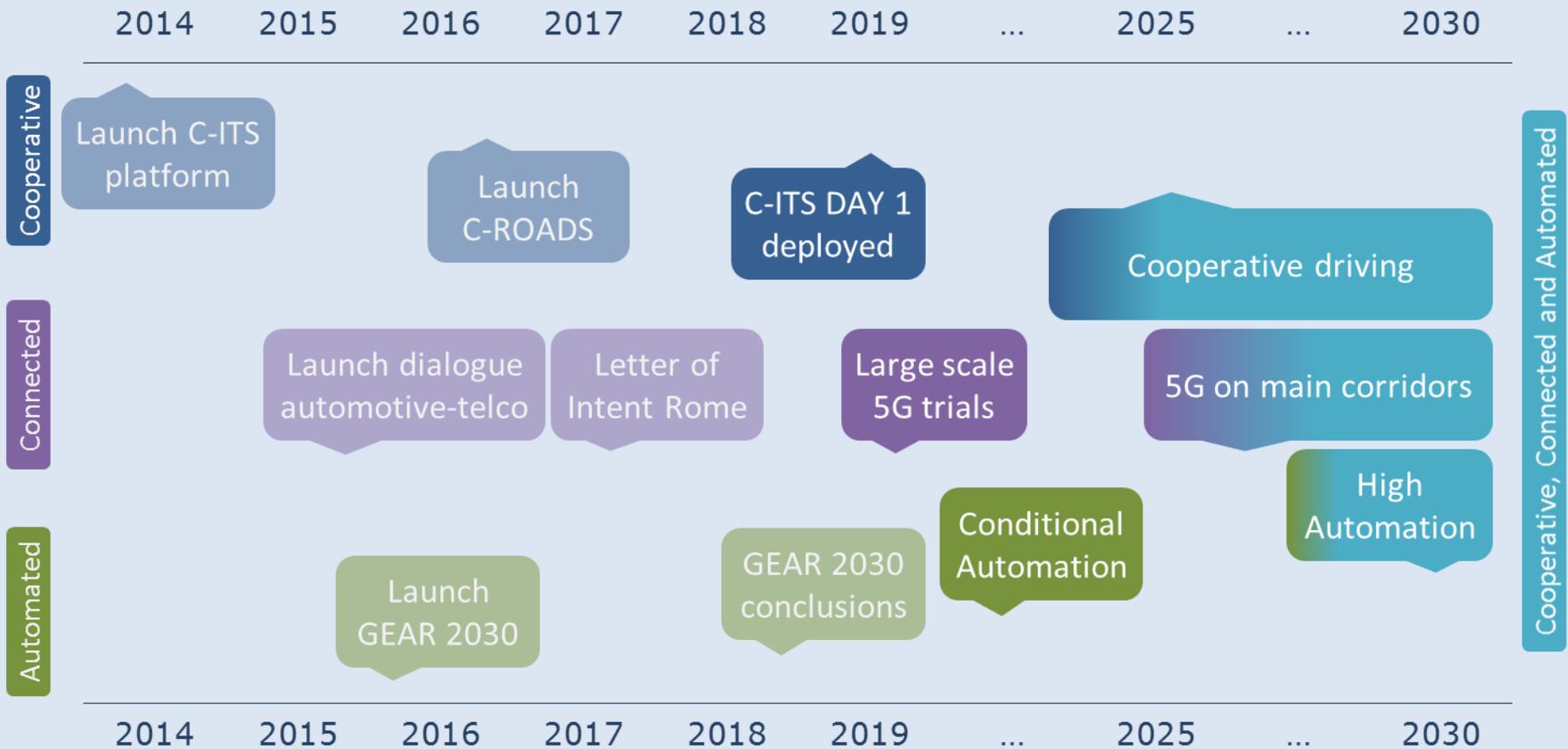
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Connecting European Corridors - C-ITS services across borders

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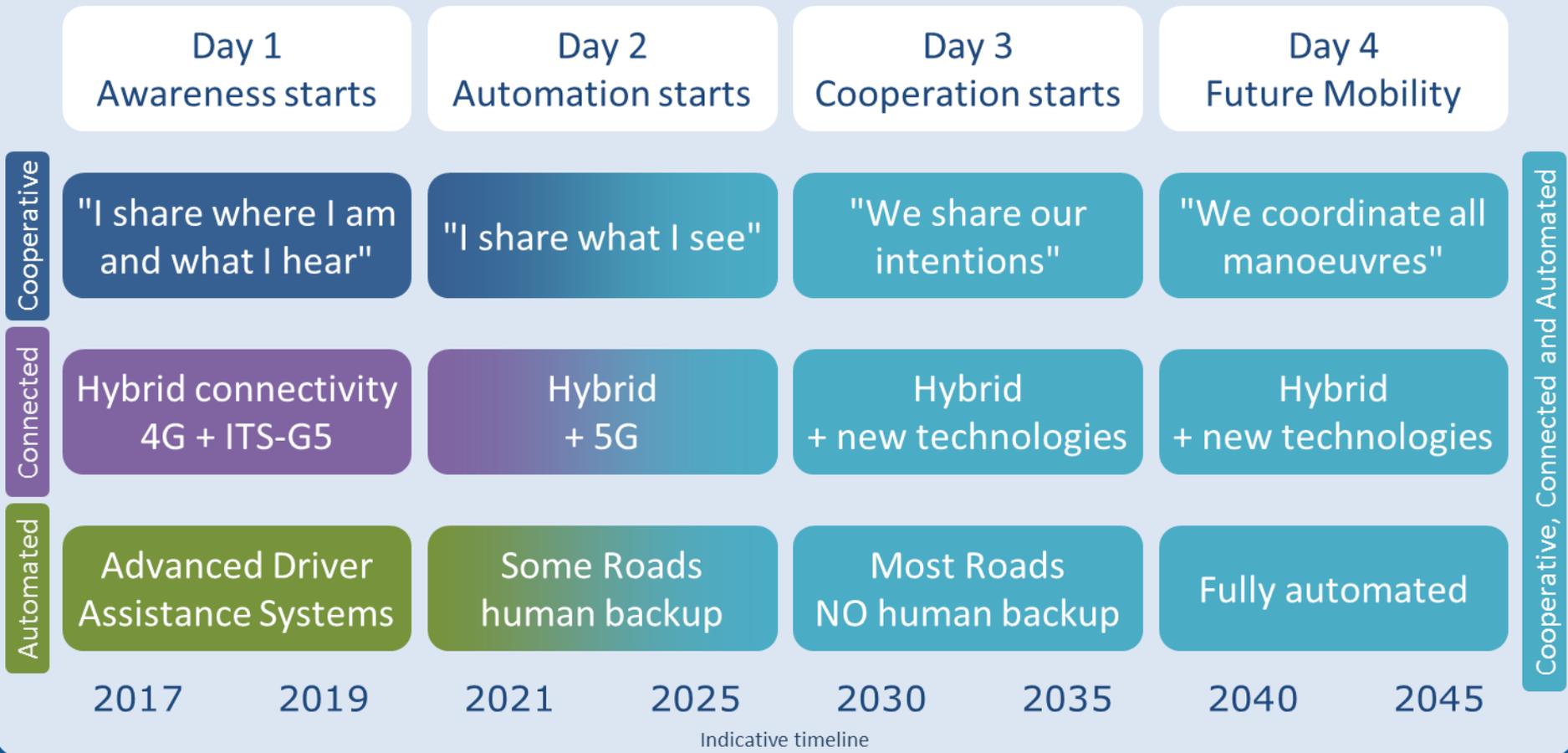
Big step for C-ITS, first step for CCAM

Stakeholder Platforms for shared Visions



The road to Vision Zero

Towards Cooperative, Connected and Automated Mobility



EU vehicle type-approval framework

- All vehicles for sale have to be EU type-approved
- Mandatory rules including **environmental performance** and vehicle **safety requirements**
- Proposal for simplification by combining:
 - General Vehicle Safety Regulation (GSR)
 - Pedestrian Safety Regulation (PSR)
 - Hydrogen Safety Regulation (HSR)
- Upcoming guidelines on the product liability framework

What do we expect and need for CCAM?

- **Safety** is the key benefit, traffic **efficiency** follows
- Top use cases are **SAE level 4** (or 5)
- Higher SAE levels require more functionalities, but most functionalities apply to most use cases
- Key enablers are related to:
 - Elements that are volatile, dynamic and/or not predictable
 - **Short-range connectivity**
 - Security & Data protection
 - **Road infrastructure** and Functional Safety

Which infrastructure do we need?

- Don't look for a panacea, but focus on “**Level 4 zones**” where infrastructure investment makes sense to integrate AVs in the mobility system
- Identify key attributes of roads relevant for automated driving ⇒ **Digital infrastructure first**, changes to physical infrastructure later
- Support for accurate positioning, event handling
- Support for handling complex traffic situations
- Connect vehicles with infrastructure ⇒ **C-ITS**

Delegated Regulation C-ITS

- **Legal certainty** to foster large-scale deployment
 - Covers **V2V** and **V2I** communication
 - Requirements for **compatibility, interoperability** and **continuity** of C-ITS services
 - Tackles three key topics:
 - Security \Rightarrow to create trust
 - Services \Rightarrow to harmonise messages
 - Technology \Rightarrow to connect ALL road users
- \Rightarrow All three are needed !

Delegated Regulation C-ITS (cont.)

- Sets a baseline a for first set of mature services
- (Multiple) amendments are expected
 - Services \Rightarrow many more to come, including automation
 - Technology \Rightarrow e.g. to benefit from existing coverage
- DA is future proof but also ensures compatibility with the baseline, this is essential to:
 - Give certainty and foster deployment
 - Make sure everybody remains connected
 - Provide continuity of services

Two major new initiatives

- Single platform on CCAM
 - Common and shared vision on testing and deployment of CCAM
 - Build on work done in ITS Committee and STRIA
 - Call for expression of interest open now
- Public Private Partnership
 - Stable and more effective funding support
 - Uniting industry and public sector
 - Accelerate deployment of CCAM

Conclusion

- CCAM holds the promise of a step change in road safety as well as enabling new mobility patterns
 - The road to Vision Zero is long but we have already made the crucial first steps
 - Next steps will be made in a new stakeholder platform and Public Private Partnership
- Together, we can bring **safer and cleaner** transport to citizens **TODAY** and develop the mobility **solutions of tomorrow**