SESSION 1 - TECHNOLOGY

11:15-11:30   **The three pillars of autonomous driving (Erez Dagan, MOBILEYE)**

Abstract:

The talk will touch upon the interplay between the blooming arenas of autonomy, AI and connectivity. At this juncture - Mobileye's sensing, crowd-sourced mapping solution and driving policy technologies will be reviewed and discussed.

11:30-11:45   **Traffic Management Issues in C-ART (Markos Papageorgiou, TECHNICAL UNIV. OF CRETE)**

Abstract:

A significant and growing interdisciplinary effort by the automotive industry, as well as by numerous research institutions, has been devoted in the last decades to planning, development, testing and deployment of a variety of Vehicle Automation and Communication Systems (VACS) that are expected to revolutionise the features and capabilities of individual vehicles within the next decades. The presentation highlights the necessity of traffic management in the new road transport era and presents some related thoughts and first results.

11:45-12:00   **Enabling the full potential of truck platooning (Maurice Kwakkernaat, TNO)**

Abstract:

The European truck industry, ICT and telecom sectors are ready for the next step in truck platooning. During this workshop we will bring you up to date with the latest technology developments on Truck Platooning. We will address lessons learnt from previous activities and discuss the next steps in truck automation and European cooperation.

SESSION 2 - DATA

14:30-14:45   **In-vehicle data access and exchange for automotive applications (Alessandro Coda, CLEPA)**

14:45-15:00   **Relevance of location information for automated transport (Michael Bueltmann, HERE)**

Abstract:

Under this title HERE would share their needs and requirements when it comes to building up a location platform. They would furthermore share how they believe to address the individual rights and interest of customers and consumers about privacy and would present their views.

15:00-15:15   **(Meta) Data as an enabler for the coordination of AVs (Edwin Fischer, DEUTSCHE TELEKOM)**

Abstract:

The first and primary role of a telecommunications network operator is to transport data generated and owned by customers, users and service providers, 100% in line with telecommunication laws and respective regulations. As a byproduct of this data transport service, metadata is being created, which in turn could potentially be used to augment the original data and services in the context of coordinated AVs, e.g. to enable additional functions, provide higher reliability through redundancy for improving such services. Examples like network-based traffic flow data and computation and distribution of correction data for highly accurate GNSS positioning are being highlighted in this presentation.

15:15-15:30   **The Air Traffic Management Information exchange challenge (Dennis Hart, EUROCONTROL)**

Abstract:

Relevant information and ensuring that this information is reaching the right actor is at the heart of all future concepts in Air Traffic Management (ATM). The way information is collected, processed and exchanged in ATM fundamentally not changed over the last decades. Information exchanges are largely based on point to point connections and 'store and forward' exchange patterns. This very reliable and proven approach based on ATM specific technology also comes with some downsides. It is for instance not easy for newly required actors in the more advanced decision making processes in ATM to 'connect' to this system. To have a more easily accessible information exchange system and also making information exchange systems more cost-effective, an initiative called System Wide Information Management (SWIM) for ATM was developed. This briefing will provide a high level understanding of SWIM, will explain that many technical obstacles when it comes to an ideal information exchange environment are removed when SWIM is implemented, but that it also creates new questions when it comes to the real management of information in ATM.

EUROPEAN COMMISSION
DIRECTORATE-GENERAL
JOINT RESEARCH CENTRE
Directorate C – Energy, Transport and Climate

SESSION 3 - USERS

10:00-10:15 **From car ownership to shared use of cars (Fabienne Weibel, BLABLACAR)**

Abstract:

At the moment, the biggest idle capacity to travel between cities is in cars. Carpooling is solving this problem by connecting drivers and passenger. As a result, usage and travel habits are changing. We are moving from a single usage to a shared usage, and therefore optimized ownership. The next disruption will come from changing usage on intra-urban trips.

10:15-10:30 **From C-ITS to C-ART, ITS all about the C (Gert Blom, CITY OF HELMOND)**

Abstract:

City of Helmond has piloted in the framework of EU and national projects several C-ITS services. It is now time for large scale deployment of these C-ITS services, and at the same time making the next step from C-ITS to C-ART. How could C-ART contribute to also support our mobility policy goals ? A city's view on possible deployment opportunities and barriers. The presentation will not only present Helmond's view, but will also take into account the results of the city authorities survey of the EU MAVEN project.

10:30-10:45 **The impacts of high level automation on personal mobility (Satu Innamaa, VTT)**

Abstract:

The presentation discusses the factors that affect our daily mobility in high-level automation and thereby the social impacts. Specifically, the increase in travel comfort, possibility for non-driving related in-vehicle activities but also new mobility concepts will transform our travel behavior. If it leads to increased kilometres travelled or higher preference of passenger cars, the positive impacts on safety or sustainability may be compromised. The changes may also lead to increase in physical in-activity which may have an effect on public health.

10:45-11:00 **C-ART and traffic management: re-inventing the steering wheel (Antoine de Kort, RIJKSWATERSTAAT)**

Abstract:

Road authorities, like Rijkswaterstaat in the Netherlands, are currently anticipating on the introduction of (highly) connected and automated vehicles on public roads. To this end, they combine characteristics and abilities of 'smart' vehicles with the ways they are used to influence traffic for decades. The presentation will reflect on how traffic management operations may look like in a C-ART environment. Though perhaps not obvious at first sight, this implies a drastic change of paradigm for the concept of traffic management. In the presentation, special attention is paid to central control in relation to the interaction between individual road users, vehicles and road infrastructure. To what extent will central control be needed, for what purposes and how will coordinated interventions on traffic look like?

SESSION 4 - LEGISLATION, LIABILITY & ETHICS

13:30-13:45   **The Spanish approach on connected and automated driving (Ana Blanco Bergareche, DGT)**

Abstract:

Mobility is undergoing disruptive and unstoppable changes worldwide along this decade. The main triggers are vehicle connectivity and automation. Great steps are being taken towards minimization of transport sector external costs (mainly accidents and congestion) as well as towards both vehicle ownership and use patterns. There exists a long way to walk yet, and some unknown aspects such as the means and technologies for vehicles connectivity and actions to undertake as regards vehicles, drivers and road infrastructure. In Spain, DGT (Road Traffic General Directorate) is clearly positioned in favour of connected and automated mobility, for which a wide range of technological and legislation changes have been adopted.

13:45-14:00   **Open issues on Legislation, Liability & Ethics (Jacques Amselem, ALLIANZ)**

Abstract:

Significant reduction of Collisions and fatalities, better traffic conditions, lower costs and fewer emissions are just a part of the promise of Connected and Automated Vehicles but we do not talk about a new smartphone or an app; implications are significant, how ready are we?

While the European Insurance regulatory framework already in place can fully support the introduction of the C-AVs, new concepts like accident data recorders will need to be introduced to ensure liability is properly determined.

Further aspects like driver training, road user's awareness, and behaviour of the vehicle itself in specific situations deserve a lot of attention and work…

14:00-14:15   **Automated and Connected Driving – The Strategy of the Federal Government - Opportunities and Challenges (Christhard Gelau, BMVI)**

Abstract:

In September 2016, the Federal Government adopted the "Strategy for Automated and Connected Driving". In this presentation, major goals of the Federal Government and areas of action identified by the strategy are outlined and ongoing activities at national and international level, which were initiated to promote automated and connected driving, are examined. In this context, an initiative is described to define a legal framework for the use of automated driving functions. Since another important aspect of the implementation of the strategy is to set up digital testbeds to test this technology under real driving conditions, the A9 Digital Motorway Testbed and other testbeds are presented as well.

14:15-14:30   Liability and automated driving (Laurianne Krid, FIA)

Abstract:

This contribution will be split in three main ideas:

- First the technology needs to be brought close to the user. We need to ensure acceptance. I will bring a few figures from our recent survey to fuel the discussion
- Second, we need clarity over who is liability in each phase of assistance (and sufficient time for users to revert to the driving activity if needed)
- Third, we will then look into whether there is a need to upgrade legislation at this stage to cater for these needs.

EUROPEAN COMMISSION
DIRECTORATE-GENERAL
JOINT RESEARCH CENTRE
Directorate C – Energy, Transport and Climate