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Brussels,

MOVE B4

**Workshop on cross-border testing in the field of**

**Cooperative, Connected and Automated Mobility**

16 March 2018 - 10h00 to 13h00  
Berlaymont Building, Meeting Room Robert Schuman

*Draft Summary record*

*Chair: Geert Van der Linden, DG MOVE, Unit B4 "Sustainable and Intelligent Transport"*

# Introduction

The Chair welcomed the participants and explained the context and the purpose of the workshop.

During the second High Level Member State Dialogue that took place on 14 and 15 September 2017 in Frankfurt, Member States called upon the European Commission to establish in close cooperation with Member States and industry a Task Force for the development of a European methodological approach for cooperation on cross-border testing of Connected and Automated Driving, and to address this issue in existing fora such as the ITS Committee.

Discussions have already taken place within the ITS Committee, which led to preliminary conclusions regarding the views of representatives from Member States on use cases, benefits, functionalities, enablers etc.

A scoping document, including these preliminary conclusions, has been sent to all participants of the workshop.

In addition to Member States representatives, members of the ITS Advisory Group and additional stakeholders representing the industry (vehicle manufacturers, telecom, suppliers etc.) and other interested sectors such as cities, user associations, infrastructure managers etc. have been invited to participate in this workshop.

The workshop will be devoted to an initial discussion on these preliminary conclusions on cross-border testing in the field of cooperative, connected and automated mobility, which should be continued in subsequent workshops.

The outcome of these discussions will feed the third meeting of the High Level Structural Dialogue in Goeteborg on 18-19 June 2018.

After a quick tour de table, the Chair presented the main elements of the scoping document and the preliminary conclusions (*supporting slides have been shared with the participants on 23 March 2018*), and opened the floor to participants. The Chair stressed the need to focus on issues which hinder testing or comparison of tests, and as follow-up at best ways to tackle these issues together.

# Outcome of the discussions

Due to the brainstorming nature of this initial discussion, no individual position is reported but only the main outcomes of the discussion.

* The preliminary conclusions reflect for the moment the public interest point of view. The objective is now to involve the point of view of industry and other stakeholders.
* On IoT/Cloud, there seems to be a much higher potential than the current ranking, slightly below other enablers in the preliminary conclusions.
* Similar comment was expressed for business models (non-technical enabler), ranked low in the preliminary conclusions, with the acknowledgment that alignment was perhaps needed.
* The importance of a relevant regulatory framework (traffic rules, type-approval) was emphasized, as well as the role to play for public authorities, e.g. for platooning, where a harmonisation of rules regarding distance between vehicles could be useful. However, regarding specifically platooning, some reluctance was expressed on adapting legislation before platooning has proved its promises and met sufficient acceptance.
* Importance of testing in real traffic was emphasized, as well as the need for a harmonised and flexible testing environment throughout the EU and the need for cross-sector and public-private cooperation. The role of public authorities in authorising (or not) different levels of automation on specific road sections was underlined, as well as the impact of automation levels 4-5 on the role of traffic management, with possibly direct instructions to vehicles.
* Although higher benefits will come from higher levels of automation, it was underlined that already lower automation levels will bring benefits (e.g. on working conditions) and provide useful learnings.
* Different views on the need of connectivity for automation: some manufacturers considered it as "nice to have" and that automated vehicles would likely be equipped with V2X communication, but that connectivity brought additional cyber-security issues and was not strictly speaking needed for automation, while some public authorities insisted on the need for automated vehicles to communicate with infrastructure and other road users. It was also noted that some use cases, such as platooning, cannot function without short-range communication.
* On connectivity infrastructure: the importance of full coverage for long-range communication was highlighted (e.g. also in tunnels) to support the seamless availability of services, as well as the necessity to assess the related costs of telecommunication infrastructure. The long lifetime of the road infrastructure, including ITS equipment, was underlined, and the cost of equipping existing infrastructure such as Variable Message Signs with Wi-Fi was deemed residual compared to the cost of that infrastructure.
* The importance of physical road infrastructure was highlighted, with the need to identify and to take into account automated vehicles specificities in long-term infrastructure planning. Automated vehicles still rely on road painting, whose quality cannot be guaranteed, and need to be trained to recognise different road signs, identify road obstructions etc.
* Importance of the identification of sufficient conditions for interoperability was underlined, the notion of cross-border being not only physical, but also e.g. between telecom operators.
* On comparison of tests, the need for a common framework for testing results and data sharing (possibly also with other modes) was highlighted. Systematic mapping of stakeholders for testing was suggested. It was also recognised that although industry may never share all data for competition reasons, agreeing on a minimum common framework for collecting and sharing testing results should be possible, while acknowledging that full harmonisation was probably out of reach.

The Chair concluded this initial discussion by highlighting the need to listen to the industry needs on blocking aspects, in particular regarding current legislations. The Chair suggested using platooning as a first test case for identifying minimum conditions, and see if these can be extrapolated to other use cases.

# Next steps

An Excel file will be distributed to collect in a structured manner the input from stakeholders (other than Member States) on prioritising functionalities and enablers. *Note: the file has been distributed on 29 March 2018, to be completed no later than 12 April 2018*.

The Chair thanked the participants and closed the meeting.

Next meeting: 20 April 2018 from 10:00 to 13:00 in Brussels.

| **Workshop on cross-border testing in the field of**  **Cooperative, Connected and Automated Mobility**  **16 March 2018** 10:00 – 13:00 | | | |
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| **ATTENDANCE LIST** | | | |
| **Last name** | **First name** | **Organisation** |
| AGUINAGA | Jean-François | European Commission/DG RTD/H2 |
| BARRADAS | Pedro | European Commission/DG MOVE/B4 |
| BUSSIERE | Sara | Orange |
| CARABIN | Gilles | European Commission/DG MOVE/B4 |
| CHIRCA | Mihai | UITP - International Association of Public Transport |
| DELATRE | Jocelyn | ACEA |
| DEPRE | Claire | European Commission/DG MOVE/B4 |
| FISCHER | Edwin Thomas | Deutsche Telekom on behalf of ETNO |
| FLAMENT | Maxime | ERTICO |
| GELAU | Christhard | Germany |
| GERAETS | Maurice | NXP Semiconductors Netherlands B.V. |
| GRILLO | Patrizio | European Commission/DG MOVE/B4 |
| HOADLEY | Suzanne | Polis |
| KECHAGIA TSIAKIRI | Maria | European Commission/DG MOVE/B4 |
| LAX | Richard | KapschTrafficCom |
| LEONARD | Stephanie | European Commission/DG MOVE/B4 |
| LEVASSOR | William | TRANSDEV GROUP |
| LEWANDOWSKI | Sławomir | Poland |
| MALONE | Margaret | Ireland |
| MENZEL | Gerhard | European Commission/DG JRC/E3 |
| MOLIN | Helge | Austria |
| MONCLAIR | Ida | Norway |
| NILSSON | Niclas | Sweden |
| OTTO | Marcel | Netherlands |
| PERKOVIĆ | Ivana | Croatia |
| PICHL | Martin | Czech Republic |
| PUETZSCHLER | Uwe | Nokia |
| RAUTAVIRTA | Maria | Finland |
| RIEDERER | Markus | Switzerland |
| ROBERG | Clas | Sweden |
| ROCCO | Luca | Italy |
| ROGGE | Ludger | European Commission/DG RTD/H2 |
| ROONEY | Shane | GSMA |
| ROSENQVIST | Mats | Volvo Group |
| SARAMOURTSIS | Athanasios | Greece |
| SCHEIDT | Alexander | IBM |
| SCHILTZ | Jean | Luxembourg |
| SCHOENMAKERS | David | Belgium |
| SIMONNET | Jean Baptiste | CER |
| SKOGSMO | Ingrid | European Commission/DG RTD/H2 |
| SØRENSEN | Anders Bak | Denmark |
| SPITERI | Kenneth | Malta |
| STOPPANI | Eugenio | European Commission/DG GROW/C4 |
| SYKORA | Robert | Siemens AG |
| TIEROLF | Jan Willem | Netherlands |
| VAN DE SCHOUW | Guus | European Commission/DG MOVE/B4 |
| VAN DER LINDEN | Geert | European Commission/DG MOVE/B4 |
| VAN IMPE | Marc | Tesla |
| VASSILEVA | Veneta | ACEM |
| VELASCO MARTINS | Rui | Portugal |
| WOOD | Paivi | European Commission/DG MOVE/B4 |
| ZAMBARA | Nino | European Commission/DG CNECT/H2 |