CCAM

CONNECTED, COOPERATIVE
& AUTOMATED MOBILITY

GENERAL INFORMATION

ccam.eu

OVERALL PROJECT INTRODUCTION

- **Consortium** [11 partners (2 associated) from 8 countries]:
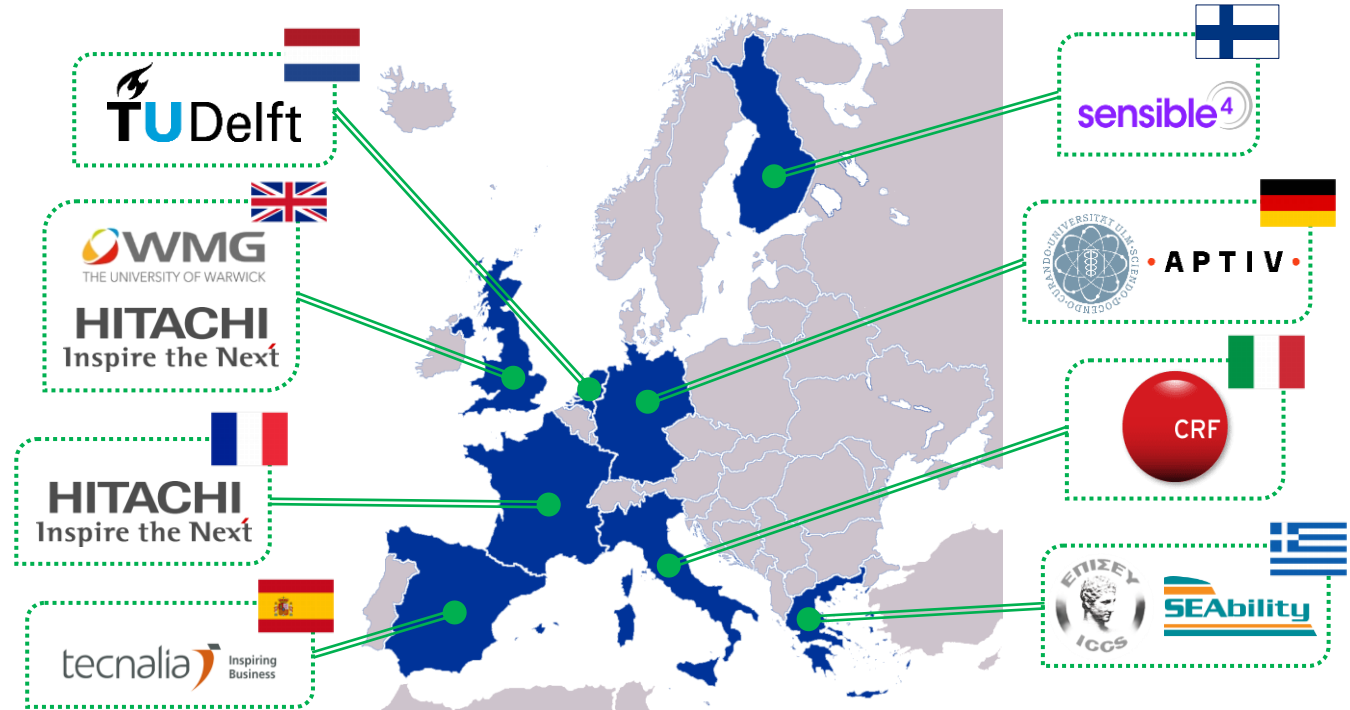 - ✓ Automotive manufacturers
  - ✓ Automotive supply chain
  - ✓ Universities
  - ✓ Research institutes, R&D providers

- **Budget**
  - ✓ Total Budget: 6,920,598.00 euros
  - ✓ Funding: 5,534,448.00 euros

- **Key outcome**
  - ✓ Improved perception and decision-making algorithms focusing on VRUs and CAVs in complex environments and under adverse weather/lighting conditions

Funded by the European Union

OVERALL PROJECT INTRODUCTION

Expected impacts

- Technology
  - ✓ Cost-efficient sensor suites (Medium term)
  - ✓ Cover a wide range of traffic scenarios, which are challenging for future CAVs' decision-making (Medium term)
  - ✓ Validated safety and security, improved robustness and resilience of CCAM technologies and systems (Long term)

- Society
  - ✓ Reduce disparities in the harm-to-exposure ratios of VRUs (Medium term)
  - ✓ Ensure safe and reliable operation of CAVs on public roads by expanding ODDs incl. all weather conditions, complex urban environments, etc. (Medium term)
  - ✓ Secure and trustworthy interaction between VRUs, CCAM and "conventional" vehicles, infrastructure and services (Long term)
  - ✓ Seamless, affordable and user oriented CCAM based mobility and goods deliveries for all and high public acceptance of these services (Long term)

- Skills
  - ✓ Better coordination of R&I and large-scale testing activities in Europe and expanded knowledge base on CCAM solutions (Long term)
  - ✓ Long-term growth and creation of new jobs - industry and research - in CCAM (Long term)

MAIN ACTIVITIES TO BE CARRIED OUT

- ✓ **Demonstrations**
  - ➢ Local demonstrations are planned during the project
  - ➢ A live demonstration in the end of the project to a large number of stakeholders (>120)
- ✓ **Standardisation**
  - ➢ There is a dedicated task (T7.3) in WP7 for standardisation
  - ➢ Liaise with standardisation bodies (ISO, ASAM etc.) to contribute in the going standardisation activities
- ✓ **Dissemination activities (beyond project's partners)**
  - ➢ Joint special sessions in conferences with other CCAM projects
- ✓ **Stakeholders input (beyond project's scope)**
  - ➢ Data availability for development and testing purposes
  - ➢ Common evaluation methodology (CEM)
- ✓ **Cross projects cooperation**
  - ➢ Already in discussions with sister project ROADVIEW, in order to coordinate some activities, e.g. use cases, data sharing

4EVENTS

CCAM
CONNECTED, COOPERATIVE
& AUTOMATED MOBILITY

Relation to the CCAM Cluster:
- ✓ **2 Vehicle technologies**
- ✓ 3 Validation
- ✓ 5 Key enabling technologies

LINKS TO CCAM SRIA

PD2: CCAM solutions are not yet sufficiently mature for wider market take-up	Common methodologies available to validate the safe system function of CCAM use cases by 2026.	SO1: Validated safety and security, improved robustness and resilience of CCAM technologies and systems.
	Accepted safety standards for automated mobility on public roads by 2027.	
	Enable trustworthy interaction between all traffic participants and CCAM by 2028.	
PD4: Demonstration and scale-up is limited	Large-scale demonstration of user-oriented and well-integrated CCAM solutions for mobility of people and goods in at least 30 demonstration sites across Europe by 2030.	SO2: Secure and trustworthy interaction between road users, CCAM and "conventional" vehicles, infrastructure and services to achieve safer and more efficient transport flows (people and goods) and better use of infrastructure capacity.
	Societal impacts are sufficiently addressed and assessed by 2030.	
	Increased public awareness of demonstrated benefits for users and society by 2030.	
PD3: Lack a coherent, longer-term vision and strategy	In 2021, establish a long-term coordination framework for R&I and large-scale testing activities.	SO3: High public acceptance and adoption of CCAM solutions by 2030 with clear understanding of its benefits and limits as well as rebound effects.
	Improved synergies for public and private implementation plans to deploy CCAM solutions by 2027.	
	A common evaluation framework fostering exchange and reuse of R&I results by 2024.	
PD1: Insufficient demand	Exploit new and emerging knowledge fields for large scale demonstrations in 2027.	SO4: Better coordination of public and private R&I actions, large-scale testing and implementation plans in Europe.
	Expand and disseminate the knowledge base on CCAM solutions during the entire Partnership duration.	

EVENTS contributes to **SO1**, **SO2** & **SO3**

INPUT TO PARTNERSHIP'S REPORTING

✓ Methods, tools and taxonomy used by CCAM developers and deployers in decision making

✓ Number of CCAM projects participating in conferences and events

✓ Number of successfully demonstrated new functionalities for trustworthy interaction between road users, vehicles, infrastructure and services delivered by CCAM projects

✓ Availability of safety standards recommendations

✓ Application of methodologies and tools for the safety validation of CCAM, as developed in the CCAM Partnership

✓ Number of projects targeting assessment of societal impacts

✓ Number of projects making datasets available or use data from other projects (e.g. Linked through the Knowledge Base)

✓ Number of projects making reference to common evaluation methodology in their methodology definition, also beyond European projects after finalisation of the CEM

✓ Number of projects developing and implementing new and emerging knowledge fields, such as cyber security, data sharing and AI, into CCAM solutions

THANK YOU!

Dr. Panagiotis Lytrivis, Senior Researcher, ICCS

https://events-project.eu   @EVENTSproject22   EVENTSproject22