

EUCAD 2023

Programme

Brussels, Charlemagne Building / 3-4 May 2023



3 May - Day 1

08:00-09:00	Welcome and registration
09:00-09:20	Opening
09:20-10:15	Plenary Session 1 From research to real world: Driving CCAM towards market and societal uptake
10:15-10:45	<i>Break</i>
10:45-11:45	Plenary Session 2 Enabling data sharing for CCAM and beyond
11:45-13:00	<i>Lunch</i>
13:00-14:00	Transversal Session 1 Synergies between funding instruments in transport infrastructure: from Research towards Deployment
14:10-16:10	Breakout Session 1 Effect of CCAM on Energy efficiency and Sustainability of Road Transport
	Breakout Session 2 Progressing towards CCAM-hosting and enabling infrastructures
	Breakout Session 3 Preparing Cities for CCAM: What, why and how?
16:10-16:40	<i>Break</i>
16:40-18:10	Transversal Session 2 Refining the Strategic Partnership on CCAM
18:10	Change of venue
18:30-22:00	Networking event and exhibition at Autoworld Museum Parc du Cinquantenaire 11, 1000 Brussels

4 May - Day 2

08:30-09:00	Registration
09:00-09:20	Opening
09:20-10:20	Plenary Session 3 Past, present and future of EU Regulation on Connected and Automated Driving
10:20-10:50	<i>Break</i>
10:50-11:50	Plenary Session 4 Digital Connectivity infrastructure for CAM deployment
11:50-13:00	<i>Lunch</i>
13:00-14:00	Transversal Session 3 Experience from national initiatives and next steps towards deployment: the role of the States Representatives Group
14:10-16:10	Breakout Session 4 Empowering society: the transition towards inclusive CCAM solutions
	Breakout Session 5 New software and hardware for CCAM, and their validation
	Breakout Session 6 Impacts and Challenges of Use Cases for People and Goods
16:20-17:15	Closing of EUCAD 2023



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Wednesday 3 May

8:00 Welcome and Registration

9:00 Opening

9:20 Plenary Session 1 - From research to real world: Driving CCAM towards market and societal uptake

Connected, Cooperative, and Automated Mobility (CCAM) is the future of transportation, but getting there requires more than just cutting-edge research. This session will emphasise the importance of the European co-programmed partnership on CCAM for expediting the deployment of innovative mobility systems and services. Together, we will explore the complex nature of CCAM and how large-scale demonstrators are a crucial enabler for testing latest research developments in real-life environments. But the journey from research to market-readiness is a challenging one. That is why we will also discuss best practices for navigating the "valley of death" between research and uptake, as well as how to mobilise funding programs and policy tools in the most optimal way for defining a long-term plan towards deployment. Learn from global partners and various case studies about the latest impact of large-scale demonstrations, as we prepare for the final phase of Horizon Europe. We will highlight the barriers that may arise during the process, identify potential mitigation measures, and emphasize the added value of the CCAM partnership in driving the future of transportation forward.

10:15 Break

10:45 Plenary Session 2 - Enabling data sharing for CCAM and beyond

All intelligent transport systems exchange information to make transport smarter. This is not different for CCAM. To build digital road infrastructure, we need to make more data available. The proposal for an amendment of the ITS Directive supports this by identifying crucial data types that need to become available on National Access Points. Vehicles become increasingly connected to each other and to external infrastructure and ever more advanced ADAS brings more and better sensors. In other words, infrastructure operators, fleet owners, vehicle manufacturers, public and private stakeholders all need to work together on this. For this to happen however several issues need to be addressed. Firstly, we need to prioritise. We need to continue working on a common understanding on where our initial investments go to. Secondly, we need to carefully identify how data sharing is set-up because the win-win might be obvious but still needs to be translated into fair and reasonable arrangements that foster continued investments from all involved. All of this is equally valid for the upcoming mobility dataspace. This initiative aims to tackle a much wider scope of transport data and thus also stakeholders. How can we continue to make progress on this?

11:45 Lunch



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Wednesday 3 May

13:00 Transversal Session 1 - Synergies between funding instruments in transport infrastructure: from Research towards Deployment

Automated transport systems have a big potential to fundamentally improve the functioning of the transport system and contribute to sustainability and road safety goals. To achieve this, funding and research efforts across EU, national and local programmes and initiatives must be well coordinated. This will facilitate the deployment of CCAM solutions. The progress in technical maturity of technologies through the testing and validation would be one of the key aspects for the implementation of CCAM solutions in real traffic conditions. This can be done through large-scale demonstrations for both passengers and goods. In addition, deploying CCAM-enabled infrastructure will enable the large-scale market uptake of automated transport technologies. Relevant technology development, testing and demonstration activities have been supported by Horizon 2020 and this support will continue under the Horizon Europe framework programme. The results achieved so far are promising but need to better ensure replicability. Only then they can help to increase adoption and allow for up-scaling. This can be achieved through coordinated investments from public and private sectors for the upgrade of transport infrastructure. A systematic discussion is necessary to ensure the alignment of R&I actions with the deployment possibilities that other funding EU programmes, such as CEF, can offer in order to maximise synergies and avoid overlaps.

14:10 Breakout sessions



1. Effect of CCAM on Energy efficiency and Sustainability of Road Transport



2. Progressing towards CCAM-hosting and enabling infrastructures



3. Preparing Cities for CCAM: What, why and how?

16:10 Break

16:40 Transversal Session 2 - Refining the Strategic Partnership on CCAM

The mid-term of the Horizon Europe EU research programme and the Connected, Cooperative, and Automated Mobility (CCAM) Partnership is approaching. Two Work Programmes (21-22 & 23-24) have been published and remaining are WP25 & WP26-27. This is the right moment to take a step back and reflect on recent developments in Europe and across the world, major technological advancements, new emerging challenges, or evolving societal needs that should be taken into account in the Partnership's Strategic Research and Innovation Agenda (SRIA). The SRIA provides the strategic framework for preparing future activities within the Partnership. The SRIA update is organised in full openness, involving from the beginning of the year all the members of the Partnership but with this session starting also a public consultation to allow non-members to provide their views. This transversal session will provide a glimpse into two main topics identified by the CCAM stakeholders in the CCAM SRIA review process:

- The way towards the CCAM large-scale demonstrations – what are the pre-conditions to organise them successfully and to the benefits of citizens, what are the necessary research results from previous projects to implement convincing use cases.
- The landscape of CCAM cooperations – within EU: with other partnerships and programmes, but also internationally.

18:10 Change of venue

18:30 Networking event and exhibition at the AUTOWORLD Museum, Parc du Cinquantenaire 11

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Thursday 4 May

8:30 Registration

9:00 Opening

9:20 Plenary Session 3 - Past, present and future of EU Regulation on Connected and Automated Driving

The introduction of driving automation brings new challenges, both in technical but also regulatory terms. As vehicle automation levels rise, the mismatch between innovation and regulation emerged as gaps that needed urgently to be filled. For this reason, the EC adopted a progressive approach to regulate automated vehicles, following up on its strategy for connectivity and automation as outlined through a series of Communications in the last decade. In 2019 the Commission adopted the General Safety Regulation (EU) 2019/2144, providing the legal basis for the development of technical rules for connected and automated driving. Under this new legal framework, the recently adopted United Nation Regulation 157 and Regulation (EU) 2022/1426 provide implementing measures for the type-approval of automated vehicles and fully driverless vehicles respectively. As a result, automated vehicles with different capabilities can now be bought and soon drive across Europe. It will be shuttles, robotaxis, private vehicles automated on highways, parking and more. They will also generate the much-needed data to further improve not only the technology, but also future regulations, and guide the development of new automated driving systems for the coming years.

10:20 Break

10:50 Plenary Session 4 - Digital Connectivity infrastructure for CAM deployment

A session on the deployment of 5G connectivity infrastructure along transport paths, or 5G corridors, as a key enabling factor of CAM service development, supported by a panel discussion gathering executives from the different industries involved in this process. The deployment of 5G corridors across Europe has started with financial support from the EU to ensure safe, secure, and sustainable high-performance and uninterrupted infrastructure coverage along roads, rail, and more broadly all terrestrial transport modes. The Connecting Europe Facility (CEF Digital) will support and catalyses both public and private investments in digital connectivity infrastructures, until 2027, with a focus on cross-border sections of corridors and other challenging areas. This action will be essential in supporting Europe's digital transformation, as outlined in the Path to the Digital Decade Policy Programme. The session will start with a presentation of the key achievements and lessons learnt following the 5G cross-border trial projects (5GPPP) funded under Horizon 2020, along with a short review of the first wave of 5G corridor deployment projects selected as part of CEF Digital Call 1 and planning of next calls. Executives from relevant organisations will take us through their vision on the role of the different industries in the CAM ecosystem, and in particular the deployment roadmap scenarios (what, where, how), the cooperation models (who invests, who runs the infrastructure and who provides the CAM services), and the role of the demand side in CAM service uptake, as well as the regulatory challenges.

11:50 Lunch

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Thursday 4 May

13:00 Transversal Session 3 - Experience from national initiatives and next steps towards deployment: the role of the States Representatives Group

Already in 2016, the Declaration of Amsterdam highlighted the willingness of EU Member States to cooperate and agree on joint goals and actions to facilitate the introduction of connected and automated driving on European roads. This transversal session will take stock of cooperation efforts carried out so far and focus on showcasing the gained experience, success stories and lessons learned from Member States in national implementation projects. It will bring together representatives from Member States, national research and implementation projects and local industry in order to share experience from national strategies, regulations and challenges on large scale deployment of CCAM and discuss about how EU-level initiatives can be brought to Member States level and vice-versa and in particular what needs to be done after research towards deployment.

14:10 Breakout sessions



4. Empowering society: the transition towards inclusive CCAM solutions



5. New software and hardware for CCAM, and their validation



6. Impacts and challenges of use cases for people and goods

16:20 Closing EUCAD 2023

