

Objectives 4.2

- Identify the **requirements** of higher level (SAE 3-5) of automated driving **to road authorities/operators**
- Assess the direct and indirect **impacts** of higher level automated driving on **traffic, mobility and the core business of road authorities and operators**
- Discuss the socio-economic **benefits and costs** of automated driving from the road operator viewpoint
- Provide a **road map and action plan** for especially road operators to facilitate automated driving on the TEN road network
- Provide **good and bad practices in automating road side and traffic centre operations and systems**, and a first estimate of the **optimal automation levels** for such

Process

So far:

- Draft roadmap, resulting from 1st workshop (June 2017)
- Common workshop with Project 'L3 pilot' in October 2018
- Ongoing exchange with parallel road map projects on gaps & overlaps

Upcoming:

- Current workshop
- Input for second draft roadmap
- Presentation and discussion in several fora 1st half 2020
- Autumn 2020: final workshop 4.2

Goal of workshop

- Work on common view on ODD framework – how do we describe the ODD?
- Work on actual definitions of ODD for different services
- Identify open issues / discussions

Agenda of workshop day 1

- Expert presentations
- Panel discussion including room for audience questions
- Parallel discussions based on CAD use cases
- Wrap up

ERTRAC use case summary - Passenger cars (1/2)

- **Highway Autopilot (Level 4)**

Highly Automated Driving up to a certain speed on motorways or motorway similar roads from entrance to exit, on all lanes, including overtaking and lane change. No takeover requests

- **Urban and Suburban Pilot (Level 4)**

Highly Automated Driving up to limitation speed, in urban and suburban areas.

- **Traffic Jam Chauffeur (Level 3)**

Conditional automated driving in traffic jam up to a certain speed on motorways and motorway similar roads.

ERTRAC use case summary - Passenger cars (2/2)

- **Highway Chauffeur (Level 3)**

Conditional Automated Driving up to a certain speed on motorways or motorway similar roads. From entrance to exit, on all lanes, including overtaking. Takeover requests possible.

- **Highway Convoy (Level 4)**

Electronically linked vehicles of all types on motorways or similar roads in the same lane with minimum distance between each other.

- **Autonomous private vehicles on public roads (Level 5)**

The fully automated vehicle to handle all driving from point A to B, without any input from the passenger.

ERTRAC use case summary – freight)

Highly automated freight vehicles in Confined Areas (Level 4)

- This use case covers highly automated freight transport vehicles in confined areas such as freight hubs, logistics consolidation terminals and ports.

Highly automated freight vehicles in Hub-to-Hub operation (Level 4)

- Highly automated freight transport vehicles in hub-to-hub operation will operate in designated corridors.

Highly automated freight vehicles on Open Roads and Urban (Level 4)

- Highly automated freight vehicles for automated operation on open roads and in urban environment.

ERTRAC use case summary – urban

Automated PRT/Shuttles on dedicated roads (Level 4)

- The automated PRT/Shuttle drives in designated lanes / dedicated infrastructure.

Automated PRT/Shuttles in mixed traffic (Level 4)

- The automated PRT/Shuttle drives in mixed traffic in same speed as other traffic.

Highly Automated Buses on Dedicated Lane (Level 4)

- The highly automated bus operates in dedicated bus lanes together with non-automated buses in normal city bus speed.

Highly Automated Buses in Mixed Traffic (Level 4)

- The highly automated bus operates in mixed traffic on open roads together in normal mixed city traffic.