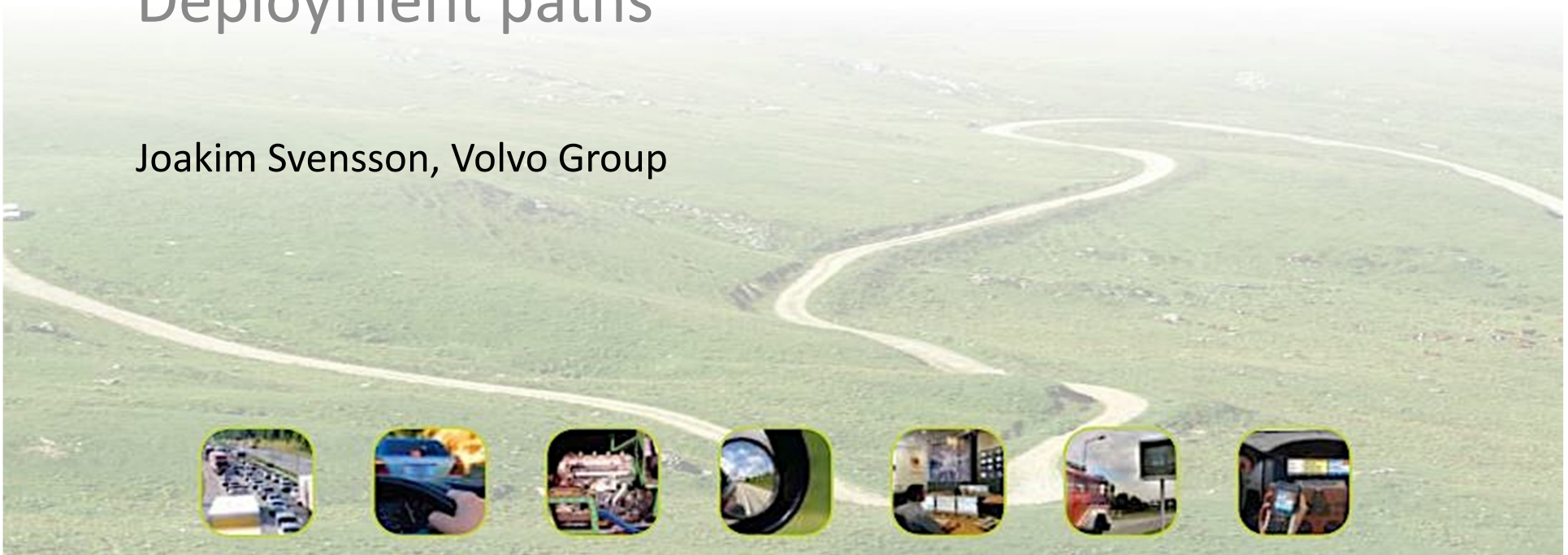


Workshop WG Automation

Deployment paths

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Deployment Paths: Agenda

- Background

- Working Structure

- Today's Session

 - Deployment Path Review

 - Are we missing something?
 - Which stakeholder can give input on deployment speed to which function?
 - What are the key indicators for each function

 - Scenarios

 - What are the 2/3 main factor affecting different scenarios?



WP3.1 Deployment paths, objectives (1/2)

- The deployment of vehicle and road automation on the European roads may lead to substantial paradigm shifts in the way we live and use mobility. Vehicle and Road Automation will have a great impact on many aspects of the society from safety to productivity passing by the environment impact; the same way it had a huge impact on production, finance, telecom and other Information Technologies. **The transition between today and tomorrow's situation happen gradually.**
- Different step by step **deployment scenarios** will be investigated. For each of them the expected evolution on vehicles, infrastructure and management centres should be described. Based on these trends, **the role and responsibilities of the different stakeholders** involved into the value chain will be impacted: the vehicle manufacturers, the road operators and the fleet owners/mobility service providers. **The value chain and related business models** behind the deployment paths will be described

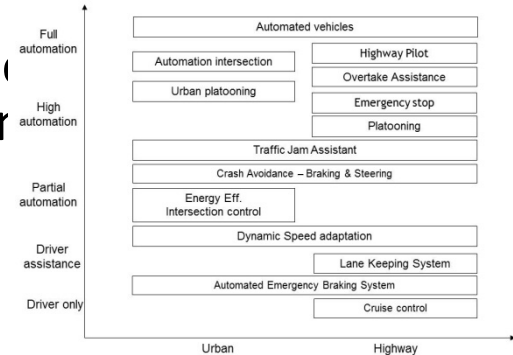


WP3.1 Deployment paths (2/2)

The WP3.1 will gather the main experts and stakeholders to describe possible deployment paths for the different types of vehicle and road automation mentioned in section 1.1.2.

As a support action task, WP3.1 will:

- Extend the European concertation activities (WP2.2) by convening discussion group meetings on deployment needs and lead the discussion on deployment path and business models for automation in Europe
- Agree on and describe deployment paths and business models for the deployment of automated vehicles in Europe,
- Lead the writing of a white or position paper on the deployment of Automation in Europe,



Deliveries

- M15: D3.1.1 Deployment paths for Vehicle and Road Automation (Draft 1)
PM 5.00
- M 27: D3.1.2 Deployment paths for Vehicle and Road Automation (Draft 2)
PM: 4.50
- M 41: D3.1.3 Deployment paths for Vehicle and Road Automation (Final)
PM 5.00



Work flow

1. Socio-economic implications
2. Today's situation and Close future
3. Key indicators
4. Scenarios & Deployment Paths
 1. Main factor (barriers) for scenarios
 2. Key deployment applications per scenario
 3. Business models and deployment estimation
5. Common deployment applications with detailed Business models and deployment estimation

iMobility forum: Automation
Support:

Consertations meeting

- Road operators
- EUCAR/ACEA
- Cities/Polis
- IRU
- Vehicle associations
- ...



Main output (meeting 07/05/2014)

Deployment paths

- the functions should be divided in the 5 SAE levels instead of the 4 NHTSA levels
- The functions should also use the additional 10 criteria's from ADAPTIVE (when they become published officially)
- Add city automation path
- Discussion
 - The possible deployment speed for “automated bus in dedicated lane “ depend very much on if the business case for procurement is for can change.
 - 10 second horizon before the driver needs to take-over is a key for deployment of level 3 automation.

Scenarios

- The conclusion from the group on the most relevant factors affecting the deployment scenarios were: Cost and Legal framework. Societal acceptance is also an important factor.

Next steps

- Describe each step and what is needed in order to take each path to higher level of automation.

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