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INFORMATION NOTE

From:	General Secretariat of the Council
To:	Council
Subject:	**Any other business**
	CCAM (Connected, Cooperative and Automated Mobility) States Representatives Group Meeting (Prague, 29 November 2022): Outcome
	– Information from the Presidency

Delegations will find attached an information note prepared by the Presidency on the above-mentioned subject for consideration under "Any other business" at the meeting of the Council (Transport, Telecommunications and Energy) on 5 December 2022.

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CCAM States Representative Group Meeting

AOB – Information from the Presidency

This information point is a direct follow-up to the meeting organised in Prague within CZ PRES on the topic of connected, cooperative and automated mobility (CCAM), which took place on 29 November 2022 with the participation of representatives of EU Member States, EEA and the European Commission (DG RTD, DG MOVE, DG CNECT).

The afternoon was organised as a policy experts meeting to discuss recommendations for strengthening coordination activities at European level. This should accelerate the further development of the whole area, in particular as regards the deployment of automated vehicles and systems in operation.

To prepare for that part of the meeting, a concept note (attached) was formulated in cooperation within the Presidency trio (FR-CZ-SE). This defined the context, background, and the development of the coordination of the agenda, which is primarily taking place in the format of the so-called High-Level Meeting on Connected and Automated Driving established on the basis of the Amsterdam Declaration in 2016. There have been three high-level meetings, i.e., at ministerial level, with subsequent meetings organised at Director-General or Director level. The last meeting has been organised under the French Presidency in February 2022. The organisation and topics of each meeting do not have a predefined scheme, it is always up to the Member States to decide whether to organise a high-level or expert-level meeting. In view of this fact, the Czech Ministry of Transport considers as important to look for a regular format to address the main topics that have a pan-European dimension. These include primarily regulatory and harmonisation issues, development of related infrastructure issues and also the issues related to social acceptance of CCAM.

In the background concept note, in the questionnaire sent out and during the meeting itself, possible forms of such coordination were discussed, with the most appropriate being, in the majority view, coordination in the form of high-level or policy expert meetings with continuity within the EU Presidency. The division of roles and thus responsibilities in the different areas and their resolution was also recommended as appropriate. No clear consensus was found on the question of setting specific time milestones.

The issue of consolidating the agenda within one formation of the Council, namely the Transport, Telecommunications and Energy Council (TTE), was also discussed. There was majority agreement that such consolidation would be beneficial. The European Commission, which is participating in the development of CCAM through different services.[1] should also be closely involved in the further development of the whole area.

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[1] Directorates-General for Mobility and Transport, for Internal Market, Industry, Entrepreneurship and SMEs, for Communications Networks, Content and Technology, and, in particular for the implementation of the CCAM Partnership, the Directorate-General for Research and Innovation.

Concept note on CCAM agenda

for the Policy Expert Meeting in Prague, November 29, 2022

Context

Cooperative, connected and automated mobility (CCAM) is one of the trends, which is expected to bring substantial benefits to society and economy through mobility services that would be more available, accessible, cost effective and comfortable. The impact on safety will become another important asset of CCAM. The development has the potential to make the road transports safer and more effective, contributing in lower emissions. However, achieving these benefits will require a much more coordinated approach and long-term systematic cooperation among all relevant public and private stakeholders at national and even more so at the European level.

The European Sustainable and Smart Mobility Strategy 2020 sets a vision that includes automation and digitalisation of transport and defines a milestone of automated mobility deployment at large scale by 2030. To deliver these goals, there is a need of a common effort in order to maximize the full potential of the automated road transports, wherever they are relevant, depending on the features of mobility demand and the European road transport network. The objective of this concept note is to describe state-of-the-art of CCAM coordination, its main characteristics and an outline for possible next steps. In order to give a broader scope to it, previous phases identification and characteristics is annexed.

CCAM and related areas are cross-cutting and interdisciplinary. A shift from predominantly research activities towards implementation demands an updated model of coordination to reflect it properly. The core of the CCAM activities in the upcoming period, and related challenges and needs, will mainly consist in regulatory framework adaptation. A systematic approach towards this and other relevant issue will be key in the deployment phase, constituting a major enabler in technology and services introduction and integration into transport and logistic schemes. There have been already numerous implementation issues developing, including infrastructure needs and maintenance, vehicle generated data and related policies or regulatory frameworks. Furthermore, the development of connected,

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cooperative and automated mobility is closely related to safety and security, socio-economic impacts, including structural changes that need to be addressed.

Various bodies is working on specific actions linked to CCAM nowadays. Among them, the High Level Meeting on Connected and Automated Driving, being established in 2016, has evolved into a tool to identify and set common priority agendas in the forms of declarations with an expert-level format focused on the exchange of views, best practice and latest development and actions. These meetings have demonstrated the need to discuss the most relevant issues on a regular basis and with another audience, leaving more room for aiming an effective coordination. Areas presumably identified as key for the coordination are among others research and innovation project implementation, regulation and harmonisation, deployment of digital infrastructure or public acceptance. The progress in the EU Member States have been continuously followed by HLM CAD meetings, giving the basis to take further steps.

Need for a constructive CCAM dialogue at the EU level

To achieve a more significant progress, it would be beneficial to agree on the most constructive dialogue format for a long term collaboration among the EU Member States, the European Commission and relevant EU agencies. There is an ongoing need to have a platform for this dialogue where a structured and long-term active coordination would take place.

This platform might serve for exchange of information and, where effective and relevant, for coordination of joint activities, practical measures preparationand progress monitoring. Based on this platform, CCAM activities would be coordinated in a coherent manner, enabling the progress in most relevant areas[1].

Question for discussion:
- *Would you consider as effective to establish such a platform for CCAM coordination?*

Possible tasks for the proposed platform

The progress in the EU Member States has been continuously followed by HLM CAD meeting. This review of national activities should be continued within the platform, since it provides the basis to take further steps.

Beyond this, the very first task of this platform might be to complete the mapping of existing bodies working on CCAM topics. The platform would identify possible gaps or bottlenecks for the deployment of CCAM. Subsequently, based on this state-of-play, the

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[1] The research and innovation agenda would not be a main focus of the platform as it is mostly covered by the CCAM Partnership and the States Representatives Group consisted of EU Member States and Horizon Europe Associated Countries.

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platform could identify activities with coordination needs to be enhanced at the EU level. If relevant, the platform could propose timelines and responsibilities specifications to address the needs of identified coordinated activities. Both at the national and the European level, the synergic approach towards the CCAM agendas and areas essential for the CCAM deployment. The platform could be usefully fed by a questionnaire (e. g. semestrial), giving the basis for an updated overview of activities and roadmaps by the EU Member States, the European Commission and relevant EU agencies/entities. Additionally, supportive information and knowledge could be gained from projects funded within Horizon Europe (e.g. FAME) or similar activities.

Question for discussion:

- *What are the areas you see as pivotal for the coordination (e.g. regulation and harmonisation; infrastructure development and deployment; societal and acceptance issues; any other?)*

- *Would you welcome that the platform would address roles' definitions?*

- *Would you welcome that the platform would set concrete timeline for relevant activities?*

Possible formats

There is an important role of both the EU Member States, the European Commission and relevant EU agencies/entities in the establishment of the platform and its further development. The cooperation with other stakeholders, especially with the industry, is vital if a real and persisting progress and development shall be solid. The dialogue with the industry is needed and could be maintained on ad-hoc basis in the issues where a close cooperation is essential. However, the goals to achieve cannot be solely led by the industry, with a consultative role of the State representative group. Some issues, and especially those not related to the research and innovation, have to be held on with an upside down approach. Several forms could be relevant, keeping in mind that the first objectives are a) to gain involvement by participants and b) to avoid duplication with other fora.

One of the possible forms of such platform might be a CCAM sub-committee set up according to the comitology rules by the Council on the basis of the Directive 2010/40/EU (based on its priority areas of the current revision). Another format might be a high level group set by the European Commission with a specific task or specific goals to achieve.

A format that would be in line with the existing high level meetings would be following. Each presidency would voluntarily take the responsibility of organizing a meeting, based on the

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identified tasks, and prepare a status report and suggestions for the next presidency to follow-up.

There is also a partial fragmentation of the CCAM agenda and its areas at the level of EU Council, which might decelerate the progress and delay gaining benefits the CCAM would bring to the society. The working groups of number of Council of the EU formations have been engaged with CCAM-related issues. A further consolidation of the CCAM agenda within just one EU Council formation for a better and more effective approach towards the whole CCAM agenda might be considered as an important step in the process. Also, a possibility of establishing an ad hoc transversal working group would be one of the possible options to be further discussed to execute the works in a coordinated and coherent manner, enabling the CCAM agenda to be further developed. The establishment of the ad-hoc group could be complementary to the long-term platform and would further work with its outcomes to reach their implementation.

Question for discussion:

- *What format of the platform would be the most effective and contributive, based on suggested formats above – sub-committee under the ITS directive; high level group with a Commission's mandate; working group as a Council preparatory body; high-level meetings with continuity under each presidency; any other?*

- *Would you consider as appropriate to consolidate the CCAM agenda within a single Council formation? If yes, would you consider the Transport, Telecommunications and Energy Council as the most relevant?*

- *Which other important stakeholders, EU agencies or platforms would you consider as partners in consulting specific issues?*

- *Would you prefer the regional and local authorities to be addressed through MS representation, or by platforms and groups?*

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Phase I – 2014-2016 – Establishment of C-ITS Platform

The European Commission decided early 2014 to take a more prominent role in the deployment of connected driving, by setting up a C-ITS Deployment Platform. The Platform is conceived as a cooperative framework including national authorities, C-ITS stakeholders and the Commission, in view to develop a shared vision on the interoperable deployment of C-ITS in the EU. Hence, it is expected to provide policy recommendations for the development of a roadmap and a deployment strategy for C-ITS in the EU and identify potential solutions to some critical cross-cutting issues.

A first general conclusion drawn from the activities of the C-ITS Platform was that *a coordinated action for the deployment of C-ITS in the EU is paramount : a unique legal and technical framework is essential and coordinated efforts to ensure quick uptake of C-ITS are requested*. A second general conclusion is urgency: the technology is ready, the industry is already deploying C-ITS equipped vehicles in other parts of the world and announced to be ready to deploy in the EU by 2019, provided that the abovementioned framework is in place sufficiently in time. The Commission in consequence prepared the European strategy on Cooperative Intelligent Transport Systems, based on the recommendations of the platform.

Phase II - 2016-2017 – Emerging of the Connected, Cooperative and Automated Mobility

The second phase of the platform further developed a shared vision on the interoperable deployment of Cooperative Intelligent Transport Systems (C-ITS) towards cooperative, connected and automated mobility (CCAM) in the European Union.

This progressed towards the definition of implementation conditions for topics already discussed during the first phase. The Working Groups on Security, Data Protection, Compliance Assessment and Hybrid Communication have all worked on issues that are essential to the interoperability of C-ITS deployment and hence relevant for the preparation of Delegated Act(s) on C-ITS.

It also recognized and further investigated the mutual benefits that future C-ITS services will bring in terms of automation. All members of the C-ITS platform believed that the ultimate goal is the full convergence of all developments under Cooperative, Connected and Automated Mobility (CCAM), making use of the digitisation of transport.

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Deliverables (recommendations) have addressed the following topics :

- List of Day 1 services
- Costs and benefits
- Business Models
- C-ITS Security
- C-ITS Data protection and privacy
- C-ITS Compliance Assessment
- Access to in-vehicle data and resources
- Liability
- Acceptance
- Hybrid communication
- Urban C-ITS
- Urban Automation
- Road safety issues
- Physical and Digital Infrastructure
- Enhanced Traffic Management

Phase III – 2018-2021 - Establishment of CCAM Platform and its working groups

On 17 May 2018, the European Commission adopted a Communication "On the road to automated mobility: An EU strategy for mobility of the future", whereby the Commission announced its intention to establish a single EU-wide platform grouping all relevant public and private stakeholders to coordinate open road testing of Connected and Automated Mobility (CAM) and make the link with pre-deployment activities.

The Commission's Directorate-General for Mobility and Transport (DG MOVE), in agreement with other Commission departments, namely the Directorate-General for Communications Networks, Content and Technology (DG CNECT), Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs (DG GROW) and Directorate-General for Research and Innovation (DG RTD), set up an informal group of experts in June 2019, the Single Platform for open road testing and pre-deployment of cooperative, connected, automated and autonomous mobility. The platform's task was to provide advice and support to the Commission in the field of testing and pre-deployment activities for Cooperative, Connected, Automated and Autonomous Mobility (CCAM). The CCAM platform gathered a total of almost 400 public and private experts to coordinate open road testing of connected and automated mobility and to link with pre-deployment activities. The work of the platform was structured around thematic working groups (WG):

- development of an EU Agenda for testing;
- coordination and cooperation of research and innovation activities;
- definition of the CCAM relevant attributes of the physical and digital road infrastructure;
- road safety;
- access to and exchange of data and cybersecurity;
- connectivity and digital infrastructure.

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The platform held its final meeting on 24 September 2021 to endorse a final report, which presents the conclusions and recommendations of the platform for on-road testing and deployment of CCAM.

Before that, the European Commission and the CCAM Association formally kicked-off the Co-Programmed Partnership CCAM by signing the Memorandum of Understanding on 23 June 2021.

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