

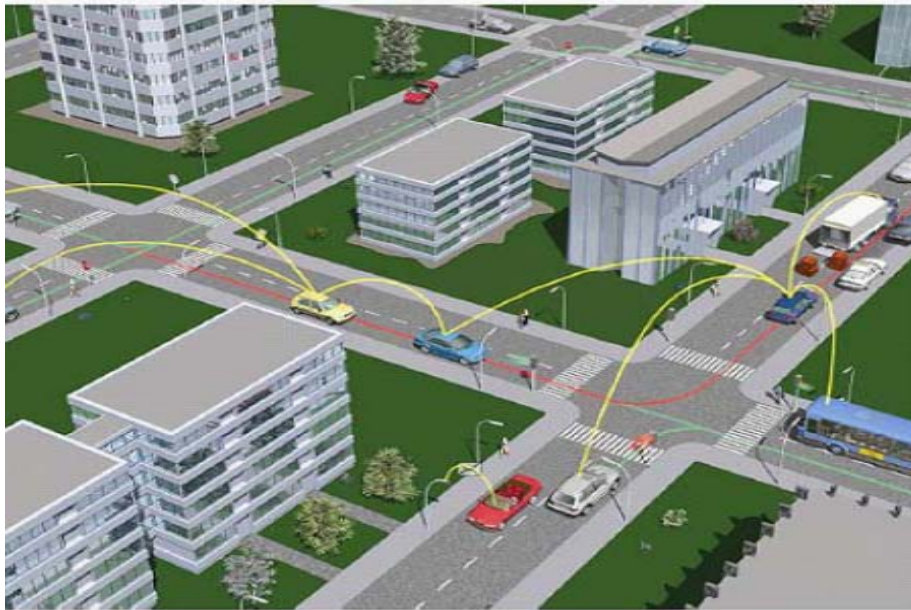


Brussels, 04 December 2011  
INFSO G4/JJ D(2011)

## TRIP REPORT

**CAR 2 CAR FORUM 2011, 24 AND 25 NOVEMBER 2011**

**ERLENSEE, GERMANY**



**Highlights: More vehicle manufacturers (OEMs) join the consortium which now really represents the whole industry. OEMs are committed to roll-out of Cooperative Mobility in 2015 and have signed an agreement to that effect. For the first time, participants from ASECAP, CEDR, BAST and ASFINAG join the Forum participating in the discussion on a joint deployment roadmap and agree to play a role in the Forum's deployment Working Group (WG) which leads the actions on deployment.**

## Introduction

This was the fifth annual forum for all members of the [Car2Car Communication Consortium](#) (C2C-CC). The programme consisted of Plenary Sessions and Workshops going in-depth on technical issues and deployment. Since the last year's meeting new OEMs have joined the consortium, discussions with Ford are ongoing. The Forum is getting bigger and bigger, for practical reasons it was limited to 140 participants this year. There was also an exhibition including a car demonstrating [EVITA](#) results.

### 1. Welcome Session

The welcome addresses were given by Søren Hess, C2C-CC, who confirmed that the OEMs have signed an agreement on deployment of Cooperative Systems starting 2015. Mr. Sugimoto, Honda, representing the host organisation, emphasized the need for global cooperation

### 2. Plenary Session 1: Standardisation and Harmonisation

The session was chaired by Filip Sergeys, Honda. I gave a presentation with the title "ITS Policy and Global Harmonisation Issues".

*Thomas Form, VW*, was focusing on the major items for standardisation from the OEM's perspective. He said that a common effort of all C2C-CC partners was needed. Basic System (basic set of requirements) is the area where cost and effort are balanced. I commented on the need to develop standards in a balanced way taking into account non-safety applications.

*Gerard Segarra, Renault*, said that the industry was committed to the scope of the M/453 mandate, including the messages CAM&DENM (Basic Services revision TS 102637), aiming at minimum harmonisation of CAM with BSM SAE J 2735. The target finalization date is January 2012, EN end of 2012. Also standardisation of applications is going on (LCRW and ICRW).

What is missing: SPAT and intersection topology, using SIM TD de-facto standard, a meeting will be organised in November/December on this issue – who does what, also EU/US/Japan traffic light suppliers.

Future work: Point of interest (POI) notification for commercial applications, e.g. electric vehicle charging spot notification.

Different data messages mean that a common data dictionary needs to be developed (ETSI WG1), in cooperation with CEN and ISO.

*Marco Jandrisits, ASFINAG*, Testfeld Telematik (TT) Consortium, gave a presentation on the ITS infrastructure of the test side for the ITS World Congress 2012 in Vienna.

He also gave an overview of ASFINAG and the scope of Field Operational Test (FOT) Testfeld Telematik: National FOT which prepares for roll-out of cooperative systems in Austria, 14 partners. The chosen use-cases list includes the seven use cases of [EasyWay](#).

*Horst Wieker, HTW Saarland*, gave a description of the C2C-CC showcase foreseen for the ITS World Congress 2012 in Vienna. He already was in charge of the 2008 Car2Car

demo. However, we are in a new situation, now and have to showcase the cooperative mobility of the future.

The contribution of different European projects to the work of the C2C-CC was recognized, as was the fact that many standards e.g. in security are based on [DRIVE C2X](#).

### **3. Plenary Session 3: Cooperative ITS towards Joint Deployment in Europe**

The chair of the plenary was Hossein Zakizadeh, Volvo. In his introduction he said that the different stakeholders in this field cannot operate independently any longer. That is why ASECAP / CEDR and C2C-CC are working on a Joint Roadmap, a definition of Day-One Use Cases, and are also looking into issues still to be solved.

This group is called the "Amsterdam Group", initially it included ASECAP, CEDR and C2C-CC. POLIS has joined the group, recently. The group is working towards a formal agreement. The proposed road map will introduce simple non-complex applications 2015, higher penetration and infrastructure involvement 2020, increased complexity 2025.

The introduction was followed by a Panel Discussion with the following participants:

- Torsten Geissler, BAST;
- Søren Hess, C2C-CC;
- Manfred Harrer, ASFINAG;
- Rui Camolino, ASECAP;
- Paul van der Kroon, CEDR.

Both ASECAP/Rui Camolino and CEDR/Paul van der Kroon mentioned the important work of the Intelligent Infrastructures WG of the eSafety Forum, which they co-chaired.

### **4. Workshop on Deployment**

*The Deployment roadmap, Christian Wewetzer, VW, Chair of the Roadmap WG*

First Roadmap already developed in 2010

Deployments we can learn from:

- ABS which has now developed into automatic braking;
- ESC with additional functionality;
- Lesson learned is that one has to go step by step;
- Involving community is increasingly important.

In Deployment Phase 1

- Define components for interoperability;

- Conclude partner agreement and contract, especially with road operators;
- the deployment road map WG has spoken to the other Car2Car WGs and developed a view on what is needed for achieving interoperability;
- there are design decisions that have to be taken:
  - Certification process for Car2Car compatible devices
  - Security – PKI
  - Wireless minimum performance antenna/transceiver
  - Applications.

All these have been presented in a Pre-Deployment Roadmap.

*EU-US OEM Harmonisation Task Force, Markus Bauer, BMW*

About the Böblingen meeting:

- The history leading to the Böblingen meeting, the independent starts by OEMs, the FOTs, ETSI – IEEE/SAE;
- Common hardware: particularly important for globally operating OEMs – all, same chipset (as a main cost driver), agree on same security basis;
- Common software and harmonised communication protocols - has achieved harmonised message sets;
- Congestion Control - same possibilities identified, cooperative work ongoing;
- Certification – common certification process, but in US government-led whereas in Europe private-sector-led;
- Security/Privacy – work packages considered after Böblingen, one key issue is secure hardware.

Conclusions: Böblingen was a good meeting. Japanese representatives were present there. Follow up on the identified tasks is needed, as are results from different FOTs.

*Task Force Certification, Sebastian Roglinger:*

- Target: to ensure quality of sent data ([EVITA](#) approach: End-to-end security);
- Must have success with Day-One applications – certification;
- An example of successful deployment: Wi-Fi, which has a certification process;
- ETSI conformance and plug tests, ERTICO wants to be involved;
- The Working Group is open for additional participation.

Juhani Jääskeläinen  
Head of Unit