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.
• 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.
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.
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.