High-Level Dialogue on Connected and Automated Transport

Background Paper

"Aligning the Introduction of CAD with Policy Goals"

For the Heads of Delegation breakout session

18 June 2024, Ghent, Belgium

1. Context

The Member States, European Commission (EC) and industry players have an important role in reshaping the future of mobility, ensuring the developments and services contribute to making transportation cleaner, more sustainable, safer, smarter and more efficient while moving from a driver-centred approach to a user-centred approach. Enhancing **road safety, sustainability and accessibility** of those services while fostering the necessary societal embracement of new mobility solutions and improving the overall efficiency and competitiveness of European industry prove to be challenging. All parties involved should align objectives and policies, cooperate with stakeholders and strive for sustainable business models.

The Commission has taken various steps over the past years, guiding both Member States and industry in the right direction, with the European Green Deal, the Sustainable and Smart Mobility Strategy[1] and the European Data Strategy[2] as overarching guidelines and principles. While all Member States are taking steps, it is happening at various speeds. With all the possibilities at hand, we want a successful scenario to unfold, ideally at a harmonized speed. The first session with the Head of Administrations aims to identify the future common policy goals for connected and automated driving (CAD) and how to reach those.

Without guiding principles, the introduction of connected and automated driving could lead to a rise in kilometres travelled to over 20% on average. When drivers can spend their time differently, more and longer trips are likely to be made. Furthermore, new transport concepts also ensure that latent demand could be met more easily and address transport poverty.

Much depends on the type of use case that will prevail. While private use of

[1] SSMS
[2] EU Data Strategy

vehicles and robo-taxis will have a significant impact on empty kilometres, robo-shuttles could avoid this and have a favourable effect on congestion, environment and space use. Within the freight sector, automated transport holds several benefits such as a decrease of the cost structure and more flexibility and efficiency for logistics in (peak) demand. The deployment of tele-operated services should be further explored and evaluated in order to agree on a common policy framework that favours the shared use of automated vehicles.

Current regulatory systems are often based on a division between the human driver's capability to drive safely (training and licencing) and vehicle capability (quality and safety standards). Connected and automated vehicles (AV) present challenges to this conventional system. AV-based services require an additional layer of regulatory interventions.

AV-safety performance will affect boundaries to their operation area and conditions. AV-based services could reduce crashes by eliminating driver errors, whereas in other situations, the systems are still lacking the cognitive skills to comprehend real-world situations heuristically, including machine-learning-based artificial intelligence (AI) systems.

A regulatory framework should not only guarantee safety, but should also address a new multi-dimensional approach that involves and set ups a cooperation between different governments and stakeholders. Industry and the general public should receive clear signals, while ensuring, where possible, technology neutrality.

On the other hand, both physical and digital infrastructure can contribute to a safer driving environment. Public authorities should provide and maintain better-quality infrastructure such as consistent lane marking and equipping the service area. They should also provide traffic information to

help service providers better manage their fleets. Mobile connectivity enables service providers to perform remote monitoring and intervention. Both public and private sectors need to work together to provide a sophisticated information exchange system and ensure data sharing for integrated transport services. Public authorities could foster and support the use of Vehicle to Vehicle (V2V) and Vehicle to Infrastructure (V2I) communication in order to secure network capacity improvements.

2. Session HoA: Aligning the Introduction of CAD with Policy Goals

Against this background, the Belgian Presidency is convinced that a profound debate on the barriers and enablers of a coordinated policy deployment for CAD is useful to guide the European Commission in its new term.

In Ghent, the Presidency will bring together Member States' Head of Administrations to discuss the future policy goals for CAD. During the first session, we would like to focus on the potential needs regarding infrastructure, especially in the context of safety, as well as the need for coordinated cooperation between public and private players to tackle the already known but also arising challenges.

3. Format

This session will invite the Heads of Delegations to express their views on the way forwards. Possible questions for the delegations to consider:

1. ***What are the three main barriers for deployment? What are the three key enablers for deployment and what needs to be prioritised?***

2. ***Considering the potential needs regarding infrastructure***

supporting AVs in increasing safety, are there strategies to ensure AV-based services' requirements are met?

3. ***Are there new issues arising that need to be taken up in a coordinated way by member states or together with industry?***

To allow all delegations and industry stakeholders to express their views, intervention time during this discussion round will be limited to 2 minutes per delegation.