

**NEXT-GENERATION ENVIRONMENT PERCEPTION
FOR REAL WORLD CCAM OPERATIONS:**

**ERROR-FREE AND SECURE TECHNOLOGIES TO
IMPROVE ENERGY-EFFICIENCY, COST-
EFFECTIVENESS, AND CIRCULARITY**

CCAM WORK PROGRAMME 2025

CCAM Cluster	Topic title	Type of action	Budget (EUR million)	# of projects expected to be funded
Cross-cluster	Advancing remote operations to enable the sustainable and smart mobility of people and goods based on operational and societal needs – Societal Readiness Pilot	RIA	12	2
1	Preparing for large-scale CCAM demonstrations – <i>Societal Readiness Pilot</i>	CSA	4,5	1
2	Next-generation environment perception for real world CCAM operations: Error-free and secure technologies to improve energy-efficiency, cost-effectiveness, and circularity	RIA	8	2
3	Integration of human driving behaviour in the validation of CCAM systems	RIA	5	1
5	Approaches, verification and training for Edge-AI building blocks for CCAM Systems	RIA	4	1
7	Federated CCAM data exchange platform	IA	4	1

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Organisation name	IN-MOVE
Interest in the call and / or expertise to be brought into a consortium	<p>Test and validate advanced environment perception systems for PT use cases (i.e., buses, micro-buses, etc.)...</p> <p>Sandbox at Barcelona's Port to carry out environment perception systems tests with both passenger and logistics purposes...</p> <p>Testing and validating new energy efficiency, circularity, and eco-design environment perception systems in buses.</p> <p>Sense-control-act process for both vehicle- and infrastructure-based smart sensor systems and networks, controllers, and actuators to ensure safety and trustworthiness of CCAM</p>
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Lukasiewicz Research Network - Automotive Industry Institute

Interest in the call and / or expertise to be brought into a consortium

- **Development of a simulation environment** based on advanced graphical and physical engines for validation of CCAM systems, realization of virtual test scenarios (image, materials, weather conditions, dynamic environment). Environment adapted to the implementation of critical road scenarios in accordance with the requirements of approval for AV.
- **Conducting research on the effectiveness of AV perception systems** in various weather and lighting conditions (validation of simulation test results).
- **Development of requirements** for simulation environments for validation of CCAM algorithms in accordance with EU 2022/1426.
- **Research on the limitations of commercial simulation environments** in terms of their impact on the effectiveness and safety of final CCAM solutions (quantitative description of validation error for models depending on the simulation environment).

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Organisation name	IDEMIA
Interest in the call and / or expertise to be brought into a consortium	<p>As a Road Safety Equipment provider, IDEMIA wants to develop preventive and collaborative infrastructure perception capabilities.</p> <p>Topics of interest:</p> <ul style="list-style-type: none">- AI-based 3D detection and tracking;- Motion forecasting of vehicles and vulnerable road users;- Dangerous behaviors or driver distraction detection;- Secure communication V2X;- Robust, modular and scalable multi-sensor road-side equipment to host above functionalities. <p>Expertise: Road & Public Safety, AI for Perception & Video Analytics, Edge AI, Secure Connectivity, Cryptography, Road Safety equipment, ...</p>
Contact details	<p>philippe.hercelin@idemia.com: Innovation Program Manager</p> <p>aiman.bensallam@idemia.com: AI/Computer Vision Research Engineer</p>

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Organisation name	FZI Research Center for Information Technology
Interest in the call and / or expertise to be brought into a consortium	<p>Background and expertise</p> <ul style="list-style-type: none">• Own AD/L4 stack and sensor data fusion for environment perception• Distributed inference (vehicles + infrastructure) including EdgeAI• Framework for EdgeAI SoC generation (HW+SW) based on RISC-V• Model-based DevOps flow for IoT devices• Vast experience with dataset collection (e.g. KITTI, INTERACTION datasets)• Sensor test bench with augmented real data (e.g. real object and recorded background; different materials; clothes etc.) <p>Interests and ideas</p> <ul style="list-style-type: none">• Automated model-guided hardware and software systems hardening, systematic approach to validate lidar/camera sensors within their ODD• Modular diagnostic components functions/components, Failure-cause identification and classification (Safety, cybersecurity) using AI (federated learning)• Comprehensive system generation, optimization and V&V for RISC-V based HW/SW platforms• High precision sensor validation and AI validation demonstration• Lidar point cloud augmentation (e.g. generate critical situations by integrating object point clouds in driving scenes) for training and validating on large scale data sets• Multi-modal, spectral perception beyond the visible field; e.g. near-/short wave infrared.• Automated outlier and novelty detection in driving scenarios.• Camera+LiDAR Sensor Fusion for robust all-Weather Situation Recognition• Development of V2X Messages, esp. ITS-G5 CPM• Self-Aware Perception Systems, Holistic Error Propagation and Error Handling for reliable Perception Systems
Contact details	Alexander Viehl, Division Manager, viehl@fzi.de ; +497219654414

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Organisation name	
<p data-bbox="147 468 596 654">Interest in the call and / or expertise to be brought into a consortium</p> 	<p data-bbox="631 468 2015 589">ACTIA is a Tier 1 company of 580 M€ and 4.000 employees, specialized in on board smart electronic systems mainly for the Heavy Vehicles Market (Bus & Coach, Trucks).</p> <p data-bbox="631 601 2015 943">ACTIA is developing a new generation of cockpit HPC for its OEM customers. Following SDV (Software Defined Vehicle) orientations, a centralized architecture allows hosting heterogeneous levels of criticality on the same HPC (High-Performance Computing) unit. It is essential to partition the software architecture to ensure safety in real-time clustering domains and ADAS functions, while avoiding disruptions from In Vehicle Infotainment functions. To address the increased cyber attack surface, it is crucial to isolate potentially corrupted parts and reduce constraints and costs on less critical functions.</p> <p data-bbox="631 955 2015 1076">ACTIA wants to join a consortium that judge essential not to be limited to proprietary hypervision systems but to reduce costs and move towards standardization through open-source systems.</p>
<p data-bbox="147 1150 453 1186">Contact details</p>	<p data-bbox="631 1150 1065 1265">David.elizalde@actia.fr Head of Open Innovation Mob: +33 6 67 92 58 19</p>



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Organisation name	autostrade per l'Italia 
<p>Interest in the call and / or expertise to be brought into a consortium</p> 	<ul style="list-style-type: none">• Multi-operator remote assistance platform and V2X connectivity to extend the ODD for L4 ADS<ul style="list-style-type: none">➢ ASPI and Movyon (technological subsidiary) are interested in the industrialization of an integrated remote assistance platform with dedicated views and functionalities for different operators, including fleet managers overseeing L4 vehicles, law enforcement, road operators managing traffic, and public administrations for urban applications➢ Design and implementation of a proof of concept (PoC) to track moving vehicles using V2X road infrastructure, enhancing autonomous driving capabilities in challenging environments such as tunnels• ASPI's Interest<ul style="list-style-type: none">➢ Real scenario testing: provide access to ASPI's highway network and existing C-ITS infrastructure (e.g., ITS-G5 roadside units) to test and validate new environmental perception technologies in complex scenarios, including interactions with emergency vehicles➢ Advanced monitoring and traffic management: supply data and tools to assess the integration of automated vehicles with traffic management centers, enhancing response capabilities in critical situations➢ Cybersecurity and resilience: conduct cybersecurity assessments to evaluate the resilience of CCAM technologies against cyber threats, particularly in sensitive infrastructures (e.g. tunnels)

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Organisation name	ISTANBUL OKAN UNIVERSITY (OKAN)
Interest in the call and / or expertise to be brought into a consortium	<p>OKAN concluded the OPINA <u>O</u>pen Innovation Autonomous Vehicle Development and Testing Platform with IPAll support of the EU. So the university have the infrastructure and research team that could support a consortium on:</p> <ul style="list-style-type: none">- Any functional development and adaptation of a CCAM function on a demonstrator- SIL, MIL, HIL or DIL validation of CCAM functions and HW/SW components (ie. smart sensor systems and networks, controllers, and actuators etc)- Any other engineering development including machine learning, SW defined vehicle, image processing etc.
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Organisation name

MOTOR TRANSPORT INSTITUTE (ITS, Poland)

Interest in the call and / or expertise to be brought into a consortium

- providing dataset for testing various perception systems (840 scenarios already existing, more to-be-extended up to needs),
- cutting-edge measuring set for environmental data recording in 360°, 19 sensors including:
 - 4 LiDARs (20 Hz, 128 lines),
 - 7 RGB cameras (200 fps, 2048x1536),
 - 6 RADARS (sensitivity on passenger car up to 95m),
 - IMU-GPS-RTK (1000 Hz, accuracy 1 cm),
 - thermal imaging camera (125 fps, 640 x 480)
 - CAN data
- fully-synchronised dataset!
- representation of East-European driving conditions (Poland and abroad),
- safety-critical real road scenarios in various road conditions (different weather conditions, VRUs, obstacles - animals, agricultural equipment, interactions with emergency vehicles),
- previous experience in HE and H2020 projects.



Contact details

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Organisation name	TECNALIA
Interest in the call and / or expertise to be brought into a consortium	<ul style="list-style-type: none">• Development of distributed solutions for environment modeling considering information from infrastructure and vehicle sensor data using V2X capabilities (VRUs detection, motion prediction, etc.)• Code and algorithm optimization to increase perception efficiency and reduce energy consumption.• Fault tolerant localization through collective perception.• Development of methods to assist remote operation through perception located in the infrastructure• Automatic generation of scenarios (digital twin) via high level orders or semantic information (sensor-centered digital twin).• Edge Computing, Cybersecurity• Data Spaces, TEC is GAIA-X member <p>Related Projects: ACCAM, AWARE2ALL, SELFY"</p>
Contact details	sergio.diaz@tecnalia.com , rayalejandro.lattarulo@tecnalia.com

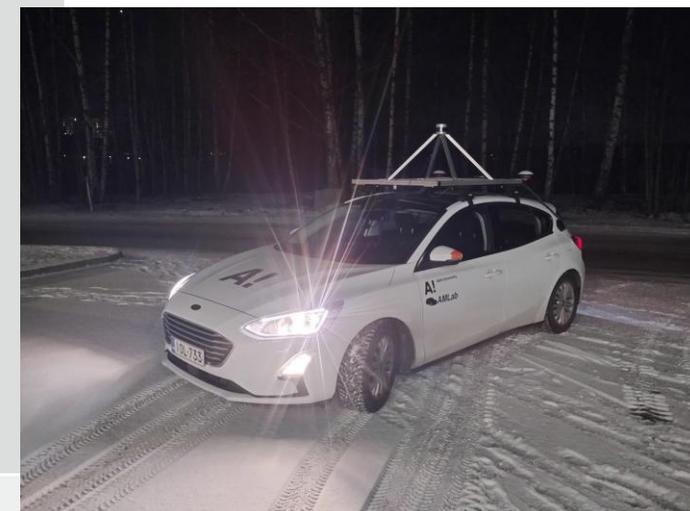
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Organisation name	Fondazione LINKS
Interest in the call and / or expertise to be brought into a consortium	<ul style="list-style-type: none">• Availability of validated prototypes of On board and Road Side units with perception capabilities<ul style="list-style-type: none">○ OBU/RSU with GPU (manufactured by LINKS)○ RSU with an integrated camera and LiDAR○ RSU validated at real junctions in Turin and available for further testing○ OBU/RSU are research platforms completely under LINKS' control• LINKS' OBU/RSU can be used to test CCAM perception, including accuracy, delays (network, computation, etc), ...• Cooperative software can be easily orchestrated between OBU/RSU and edge/cloud• OBU/RSU with a modular containerized SW approach
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Organisation name	Aalto University
Interest in the call and / or expertise to be brought into a consortium	<p>Interest in the call: Sustainable robust perception in versatile challenging environments (considering harsh climate, large scale, dynamic scenarios) with focus on complete perception and modelling pipeline combining the on-board sensors as well as infrastructure-based sensors.</p> <p>Competences missing:</p> <ul style="list-style-type: none">- Modelling of affective state of humans- Sensing and sensor fusion- Communication and networks- Policy making- Deployment competencies
Contact details	Tomasz Kucner (tomasz.kucner@aalto.fi), Risto Ojala (risto.j.ojala@aalto.fi)



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Organisation name	Chalmers
Interest in the call and / or expertise to be brought into a consortium	Developed methodologies to train robust multimodal foundation models for environmental perception in autonomous vehicles, utilizing extensive unlabeled sensor data to learn how to understand current traffic scenes and anticipate near-future scenarios.
Contact details	Lennart Svensson <lennart.svensson@chalmers.se>; Lars Hammarstrand <lars.hammarstrand@chalmers.se>

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Organisation name

IKERLAN

Interest in the call and / or expertise to be brought into a consortium

- **Project coordination.**
- **Real-time SDV SW architecture:** modular, scalable and upgradable SDV SW platform for safe collaborative perception systems connected to the Edge-Cloud.
- **Robust perception:** Safe communication protocols for the sense-control-act chain, diagnostic functions, diverse sensor matching mechanisms and safety patterns.
- **Low latency and deterministic comms:** Time Sensitive Network (TSN) over 5G, DetNet, Zenoh over C-V2X, and QUIC over NTN for **efficient and secure** data transmission. **Laboratory** for remote validation of such communications.
- **AI and task optimization:** AI models advanced optimization techniques (model partitioning, early-exit), intelligent task offloading and efficient **deployment** considering target platform.
- **Scenario Dataspace** creation and **ML lifecycle** management.
- **High-fidelity simulation and validation** environment incorporating traffic participants and providing a V2X communication emulator.
- **Ultra-low power DVS** (Dynamic Vision Sensor) processing algorithms for **3D perception** to reduce the energy footprint while enabling faster decision-making.
- **Scalable HW** platforms: Modular HW architectures and Multi-OS support to enable optimized cross-platform deployment and long-term maintainability.

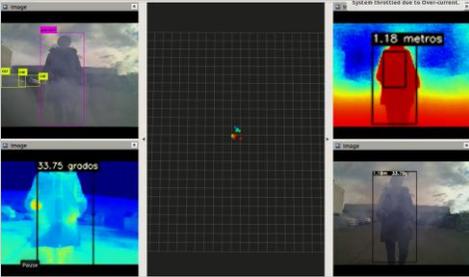
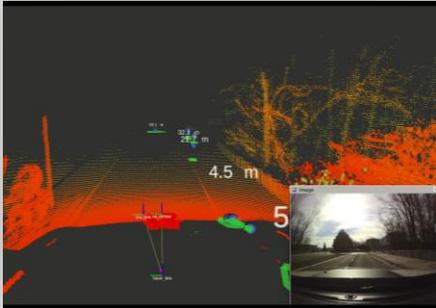
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Organisation name	APRR
Interest in the call and / or expertise to be brought into a consortium	<p>APRR has been involved in C-ITS projects since 2016 and has developed what is becoming a living Lab for C-ITS and CCAM.</p> <p>Our road networks are monitored, among other things, by some 1500 video surveillance cameras. Our goal is to make these sensors smart on demand thanks to centralized AI technologies or AI at the Edge Technologies. The first Use Cases concern the basic needs of a road operator (incident detection, traffic counting) and these basic needs could be completed by more specific Use Cases dedicated to CAVs vehicles.</p> <p>APRR master the needs and specificities of a road operator, good knowledge of the C-ITS and CCAM domain.</p> <p>Associated with our subsidiary Data New Road, and our internal Data Department we can bring expertise on AI algorithms and computer vision solutions applied to road sensors.</p>
Contact details	APRR - Benoît VUADELLE - CCAM and C-ITS programs manager - benoit.vuadelle@aprr.fr

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Organisation name	NAITEC - Mobility and Mechatronics Technological Center Navarra, Spain	
Interest in the call and / or expertise to be brought into a consortium	 	<p>NAITEC Urban Test Bed: Located in Pamplona, Navarra, NAITEC Urban Test Bed is a controlled urban environment ideal for testing and validating CCAM technologies. It can recreate complex real-world conditions, offering diverse mobility scenarios. The test bed is equipped with traffic measurement infrastructures, V2X communications, and a centralized data platform, making it a valuable asset for the project.</p> <p>Advancements in the sense-control-act process:</p> <p>NAITEC has developed innovative solutions in smart sensors and data fusion systems, applied to autonomous vehicles and infrastructure systems. Our extensive expertise in sensor fusion, proficiently working with LiDAR, radar, vision cameras, and infrared sensors, enhances the accuracy and reliability of environment perception systems for CCAM technologies. These technologies ensure the safety and reliability of CCAM operations, facilitating effective disruption management.</p> <p>Adoption of modular, reusable, and open software platforms:</p> <p>Promoting modular and sustainable platforms like ROS, Autoware, and FIWARE that support environment perception for CCAM. These platforms ensure transparency of operation, verification, and safety assessment, building trust with authorities, decision makers, and the public through direct performance explainability.</p>
Contact details	Dr. Nere Garmendia, Head of Mobility Unit, ngarmendia@naitec.es	

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Organisation name	Federal Highway and Transport Research Institute (BASt)
Interest in the call and / or expertise to be brought into a consortium	<p>BASt would like to support with three key contributions:</p> <ul style="list-style-type: none">• Validation Expertise: The call requires validated perception technologies for complex real-world scenarios. Therefore, physical testing is vital. BASt has extensive experience in evaluating vehicle safety systems—both on test tracks (e.g., Euro NCAP) and in real-world environments.• Risk Definition and Accident Data: Before a system can recognise foreseeable risks, they need to be defined. Leveraging BASt’s access to the GIDAS accident database—which contains nearly 3,000 parameters and detailed accident descriptions—BASt can contribute to identifying key indicators of foreseeable risks.• Authority Perspective: The call requires direct performance explainability to build trust for different stakeholder groups. Since BASt is a subsidiary authority and very close to the German Ministry for Transport, we can provide regulatory insight with a special focus on requirements in type approval-regulations.
Contact details	Daniel Sander (sander@bast.de), Martin Thelen (thelen@bast.de)

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Organisation name	TNO
Interest in the call and / or expertise to be brought into a consortium	Facilities for validation and verification of future CCAM perception technologies
Contact details	Sven.Jansen@tno.nl

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Organisation name	LIST (Luxembourg Institute of Science and Technology)
Interest in the call and / or expertise to be brought into a consortium	Validated prototypes: Support simulation-based testing of V2X-enabled perception technologies to evaluate their reliability in complex real-world conditions. We can generate prototypes of next-generation vehicle and infrastructure-based environment perception technologies for robust, reliable, and trustworthy CCAM operation. We can also validate algorithms and strategies in real-world scenarios by leveraging the 5G private network deployed at Belval campus and testing hardware prototypes on both vehicles and road infrastructure (e.g., traffic lights or in proximity of zebra crossings). We can then participate in the process of assessment and validation of the prototypes given our experience in IN2CCAM, CANDI, 5GMOBIX and other projects.
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Organisation name	 Met Office
Interest in the call and / or expertise to be brought into a consortium	<p>Met Office, the UK's National Meteorological Service, has extensive experience in providing transport meteorology and consultancy both domestically and internationally. Since 2020, we have been involved in UK and European government-funded projects and standards related to CCAM sensors, ODD, MRX, and Space Weather.</p> <p>Our expertise enables us to support consortia in addressing various aspects of the dynamic weather environment, including the challenges and opportunities associated with CCAM sensors and ODD.</p>
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Polytechnic University
of Bari, Italy - POLIBA

Interest in the call and / or expertise to be brought into a consortium

POLIBA has a long experience in EU HORIZON projects on transport of people and goods (CO-GISTICS, AEOLIX, FENIX, optiTruck), CCAM (IN2CCAM, CHORUS), as well as on related fields, like Electric Mobility (NEMO, eCharge4Drivers) and communications (6G-TWIN). On these projects, POLIBA develops several activities, such as project, WPs and Tasks management, design and implementation of tools using modelling, simulation, AI, optimization, automation, Digital Twins, etc., management of Living Labs in Bari, involvement of different types of stakeholders, development of Use Cases and definition and use of evaluation methodologies and assessment of KPIs.

For this call, POLIBA is interested in coordination a proposal. In particular, POLIBA could provide and manage contributes in development and use of digital enabling technologies such as AI, Machine Learning, data spaces, Digital Twins, as well as in the design of suitable and comprehensive digital architectures for software platforms, on the base of the experience of the IN2CCAM and 6G-TWIN projects.

Like for all the research projects in which it has been involved, POLIBA will exploit its international academic network to foster collaboration with relevant stakeholders around the world, in particular Japan, China and United States. Also, extended dissemination at scientific and qualified technical levels will be pursued, through publication of papers in scientific journals, and presentations in reviewed international conferences.

Contact details

prof. Maria Pia Fanti - mariapia.fanti@poliba.it
prof. Walter Ukovich - ukovich@gmail.com

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Organisation name	ETRA I+D
Interest in the call and / or expertise to be brought into a consortium	<p>ETRA's possible contributions to the project would be:</p> <ul style="list-style-type: none">• Availability to coordinate the project• Experience acquired in other projects (AUGMENTED CCAM and PoDIUM, in different urban contexts) where environmental perception models based on roadside sensors are being developed, implemented, tested and evaluated, for the scenario of VRUs protection.• Advanced development and testing of environmental perception models (both vehicle and infrastructure-based models) especially in complex urban areas where conditions can be ambiguous, unforeseen and/or safety-critical.• Implementation of advanced sensors, application of AI-at-the-edge for early risks detection and real-time decision-making.• Implementation, validation and demonstration on an urban Spanish pilot site in real-world conditions.• Application of the European Common Evaluation Methodology to evaluate the effectiveness of the developed solutions.
Contact details	Jorge Suárez (jsuarez.etraid@grupoetra.com) Ana Martínez (amrosello.etraid@grupoetra.com)

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Organisation name	VEDECOM
Interest in the call and / or expertise to be brought into a consortium	<p>Interest in the call</p> <p>We are strongly interested in contributing to scenario-based safety assurance for AI-driven ADAS and CCAM functions. Leveraging our expertise in scenario distribution modeling, proactive unknown-event detection, and AI reliability, we aim to enhance trustworthiness, robustness, and safety across the entire Operational Design Domain (ODD) lifecycle.</p> <p>Expertise to be brought into a consortium</p> <ol style="list-style-type: none">1. Scenario-based testing & databases: Building comprehensive libraries covering both common and rare events and continuously updating them with newly discovered scenarios.2. ODD partitioning & real time risk management: Defining and refining ODD boundaries (nominal, robust, resilient, failure) through continuous monitoring and structured risk assessment.3. Deep Learning & scene understanding: Ensuring data accuracy, fairness, and robust perception for reliable decision-making in diverse driving conditions.4. Adversarial & rare-event scenario generation: stress-testing system limits to identify potential failures and bolster system resilience.5. Generative AI for dynamic expansion: adapting ODD coverage in real-time, enriching scenario libraries with novel and high-impact events.6. Collaboration & standardization: Actively contributing to open platforms and European initiatives for seamless integration, compliance, and scalability.
Contact details	Laurent DURVILLE (laurent.durville@vedecom.fr)

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Organisation name	IMEC
Interest in the call and / or expertise to be brought into a consortium	<ul style="list-style-type: none">• Expertise in creation of perception models based on fused data sources<ul style="list-style-type: none">○ link with embedded university groups,○ link with Connected Sensing program within IMEC,○ link with IMEC initiative under the Chips Joint Undertaking in Automotive Sector• Expertise in AI workload distribution at the edge• Leveraging Edge AI testbed, enabling relevant network information in real time. <p>Assets to leverage: Perception models developed at imec, Next gen SWIR developed at IMEC, Efficient & secure compute technologies, Edge AI testbed, Mobilidata/C-ITS interchange & iTLC</p>
Contact details	IMEC: Sven.vlassenroot@imec.be

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Organisation name	AESIN
Interest in the call and / or expertise to be brought into a consortium	<p>AESIN acts as the national cluster for the UK's perception systems activity. Part of the UK funded Sim4CAMSens project, we represent several, world-class capabilities in</p> <ul style="list-style-type: none">• Real-world perception sensor characterisation• Physics-based sensor modelling• Perception requirements in use cases/applications• Sensors noise test, measurement and characterisation• Object material characterisation• Perception validation for safety assurance where we advise UK authorities on the use of simulation for assurance <p>• We would make the ideal partner to represent the UK as a technology lead and a dissemination contributor.</p>
Contact details	<p>Gunny Dhadyalla, Network Director Gunny.Dhadyalla@techworks.org.uk</p>

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Organisation name	CEA
Interest in the call and / or expertise to be brought into a consortium	<ul style="list-style-type: none">- AI-based multimodal perception algorithms: 3D reconstruction, BirdEye view*- Optimization and porting of AI algorithms agnostic to HW platform and compliant to safety-critical requirements: Open source sovereign <u>AIDGE platform</u> developed by CEA and hosted by Eclipse foundation- Trustworthy and frugal embedded AI- Advanced tools for the verification and safety assessment to build trust and direct performance explainability of AI. <p>Related projects: SHOW, EVORoads, CPS4EU, EBSF2, CONFiance.AI, PRISSMA, TWINLOOP, CONVince,</p> <p>*Recent publication: 3d Gaussian representation meets perception models for BeV segmentation, F. Chabot, N. Granger, G. Lapouge, WACV 2025</p>
Contact details	eleonore.lesquins@cea.fr

NEXT-GENERATION ENVIRONMENT PERCEPTION FOR REAL WORLD CCAM OPERATIONS: ERROR-FREE AND SECURE TECHNOLOGIES TO IMPROVE ENERGY-EFFICIENCY, COST-EFFECTIVENESS, AND CIRCULARITY

Organisation name	 <p>IRU - International Road Union</p>
Interest in the call and / or expertise to be brought into a consortium	<p>Accurate environmental perception is a fundamental enabler of CCAM, particularly for freight and passenger transport, where safety and efficiency are top priorities. The development of secure, energy-efficient and cost-effective perception solutions is crucial for their large-scale adoption, reducing operational costs and enhancing the overall sustainability of transport systems.</p> <ul style="list-style-type: none">• Insights into the operational challenges that next-generation perception systems must address, drawing from real-world experiences of commercial transport operators.• Ensuring compliance with industry regulations and standards, evaluating the cost-effectiveness of integrating advanced perception technologies into existing business models.• Conduct cost-benefit analysis to assess the financial viability and potential return on investment; develop exploitation plan; elaborate roadmaps for successful exploitation and commercialization.• Dissemination activities and stakeholders' engagement.
Contact details	Ted Zotos: ted.zotos@iru.org

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Organisation name

Toulouse University, FR

Interest in the call and / or expertise to be brought into a consortium

The **autOCampus** platform, deployed on the campus of the University of Toulouse, serves as a **continuum** of experimentation dedicated to autonomous and connected mobility. It combines **onboard perception** (vehicles equipped with advanced sensors) and **remote perception** (infrastructure featuring LiDARs, cameras, and computing units) to enhance environmental awareness. With an infrastructure integrating V2X communications, edge computing, and private 5G.



For this call, we propose our expertise from autOCampus, and we are interested by:

- Combining onboard and remote perception through sensor fusion (LiDAR, cameras, V2X, AI-based object detection).
- Leveraging edge computing, private 5G, and MEC to reduce latency and optimize energy use.

We offer a real-world testbed for validation and experimentation, aiming to enhance CCAM safety, efficiency, and sustainability.

Contact details

Rahim.Kacimi@irit.fr , Co-head of autOCampus platform ,
<https://www.irit.fr/autocampus/>

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Organisation name	F6S Network https://innovation.f6s.com/
Interest in the call and / or expertise to be brought into a consortium	<p>The F6S Network leverages the reach and assets of the F6S platform of +5.7 stakeholders via www.f6s.com</p> <p>Communication & Dissemination</p> <p>We go beyond traditional methods, integrating social media, project websites, webinars, podcasts, events and innovative outreach in high impactful promotion & dissemination strategies.</p> <p>Stakeholder Engagement</p> <p>F6S drives stakeholder engagement through high-impact campaigns, global community building, and interactive co-design workshops. We are experienced in implementing an efficient multi actor approach and building synergies/ clustering activities among projects and EU initiatives.</p> <p>Exploitation, Sustainability & Impact</p> <p>F6S accelerating projects teams and value proposition towards market We provide guidance in exploitation pathways for Key Exploitable Results</p>
Contact details	Robert Carroll: EU Projects Development Manager Email: robert@f6s.com