



CCAM

CONNECTED, COOPERATIVE
& AUTOMATED MOBILITY

ASSOCIATION GENERAL ASSEMBLY 4 JUNE 2025

ccam.eu

Meeting will be
recorded!

CCAM Association General Assembly

4 June 2025, 09:30-13:45 (CEST)

Hybrid: Brussels and online: Webex

MEETING RULES

- If joining online, identify yourself as following:

COMPANY/ORGANISATION, FIRST-NAME AND LAST-NAME

It is possible to change the name before joining the meeting, if you want to change it, you need to disconnect and connect again.

- Please keep your microphone on mute
- Do not use the camera
- Raise your hand or indicate in the Q&A, or chat if you would like to speak
- The chat can also be used at any time to share comments or questions
- The chat messages will be recorded



Reminder of the Code of conduct

The participants are aware that **competition law** applies to the CCAM Association's meeting and they are fully committed to ensuring **compliance with competition law** during the meeting.

This means that the participants will **not discuss their current or future commercial strategy** (including future product characteristics and production capacities), and that they will **not disclose or exchange any other commercially sensitive information** relating to their business, their competitors or business partners.



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I PROCEDURE

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Welcome

Christian Merkt, BMW

CCAM Chairman



Agenda

I Procedure

09:40-09:45 Approval of the Minutes of the General Assembly from 3 December 2024

II Administration & Statutory Matters

09:45-10:35 Membership, Accounts 2024, Information on past and ongoing activities, CCAM Association Budget 2025, Elections: Partnership Delegation

III Any Other Business

10:35-10:40 Closing of the administrative part

IV Developing the Partnership

10:40-11:10 Presentations and panel discussion with the European Commission

11:50-12:10

COFFEE BREAK

12:10-12:25

Presentation by EUSPA

12:25-13:35

Presentation and breakouts on the challenges and barriers for the deployment of road transport research results

13:35-13:45

Report on the status of work with cities and regions

13:45-14:45

LUNCH

**THE GENERAL ASSEMBLY IS ASKED
TO APPROVE THE AGENDA.**

CCAM Association General Assembly, 4 June 2025

Minutes of the General Assembly of 3 December 2024

The General Assembly is asked
to approve the minutes.



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II ADMINISTRATION & STATUTORY MATTERS

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Review and endorsement of applying members and resigning members

CCAM Association membership

10 applications received which fulfil the requirements:

- 1.1. Automotive manufacturers, **IVECO**, Italy
- 1.3. Physical and digital infrastructure, **A2A SPA**, Italy
- 2.1. Universities, **Technische Universität Ilmenau**, Germany
- 2.1. Universities, **University of Auckland**, New Zealand (as observer)
- 2.1. Universities, **University of Glasgow**, UK
- 2.1. Universities, **ZHAW Zurich University of Applied Sciences**, Switzerland
- 3.2. Mobility providers for the transport of passengers, **Navya Mobility**, France, SME
- 3.4. Other services: insurance, maintenance, repair, etc., **Automotive Proving Ground Zala**, Hungary
- 4.3. Local and regional authorities and transport authorities, **Ministerium für Verkehr Baden-Württemberg**, Germany
- 5.2. Platform or cluster at national or regional level, **BasqueCCAM**, Spain

**THE GENERAL ASSEMBLY IS ASKED
TO APPROVE THE ENDORSEMENT ALL TOGETHER
OF ALL APPLICATIONS**

CCAM Association membership

At the beginning of 2025 Secretariat received five resignations. As they were received before the invoicing, these resignations will take effect retroactively as from 1st January 2025. These 5 resignations are:

- 1.3. Physical and digital infrastructure, **ANGOKA**, UK, SME
- 2.1. Universities, **University of the West of England**, UK
- 2.2. Research institutes, R&D providers, **IBDiM**, Poland
- 4.2. National transport authority, road authority, road operator, **Transport Scotland**, UK
- 5.2. Platform or cluster at national or regional level, **Kemin Digipolis Oy**, Finland

**THE GENERAL ASSEMBLY IS ASKED
TO NOTE THE RESIGNATIONS**

CCAM Association General Assembly, 4 June 2025

CCAM Association membership

After the invoicing, another resignation was received:

- 3.4. Other services: insurance, maintenance, repair, etc., **Macif**, France

The article 7.1 of the CCAM Association Statutes will apply in this case: “Any member wishing to resign from the Association must provide notice to the Secretariat **at least two months prior to the end of the calendar year**. The resignation will take effect at the end of the calendar year when it is notified.”

CCAM Association membership

As of 19 May 2025, 3 members still have outstanding membership fees from previous years:

- 4.1. National Ministry, **Transport Malta**
- 5.2. Platform or cluster at national or regional level, **NAAEV**, Serbia
- 5.2. Platform or cluster at national or regional level, **Zone Cluster Hungary**

The Secretariat unsuccessfully attempted contact with those three members several times during 2024 and 2025 and thus proposes to activate article 7.2 of the Association's Statutes, asking the General Assembly for exclusion of these members, and to start the legal process of enforcing the payment.

**THE GENERAL ASSEMBLY IS ASKED
TO EXCLUDE **TRANSPORT MALTA, NAAEV, AND
ZONE CLUSTER HUNGARY** FROM THE MEMBERSHIP
IN THE CCAM ASSOCIATION**

CCAM Association membership

- As of today: 239 members and 2 observers

<https://www.ccam.eu/members/>

**More than 200 Members
have joined the Partnership**



NOVALIA



HUNREN | SZTAKI



All members

Accounts of the CCAM Association for 2024

Income:

- Annual membership fees are the main source of revenue for the association:
 - 2024 membership income at 493.000,00 €

In 2021: 329.500,00 €

In 2022: 387.500,00 €

In 2023: 410.000,00 €

Expenses:

Category	2024 budget plan	2024 realised (rounded)
Personnel	140.000	95.500
Communication support	40.000	48.400
Office space rental and costs	15.000	18.300
Office supplies	6.000	2.100
Communications	6.000	1.800
Graphics and documents production	22.000	5.700
RTR Conference, General Assembly, Partnership Board, Multiclustert meetings, other meetings and events (incl. TRA2024)	225.000	188.400
Accounting	6.000	5.400
Travelling	30.000	16.000
Others	5.000	10.600
Contract for 1-year CCAM projects monitoring	100.000	100.000
Total	595.000	492.200

Comments on the expenses:

- Personnel (higher budgeted amount):
 - It was originally budgeted to hire a half-time office assistant in 2024 which finally had to be postponed due to organisational issues
- Graphics, documents and giveaways production (higher budgeted amount):
 - The difference is a result of accountant's assignment of video creation costs to the CCAM meetings position
- Travelling (higher budgeted amount):
 - The budget was set up with a reserve in mind
- Others (higher costs):
 - Higher costs than anticipated reflect more legal and notary costs for the unanticipated statutory changes in 2024

Situation at the end of 2024

Results	Amount
Brought forward from 2021	238.577,79 €
Brought forward from 2022	86.137,13 €
Brought forward from 2023	49.689,03 €
Result of 2024	3.047,63 €
TOTAL result to be carried forward	377.451,58 €

→ The General Assembly is asked to approve the 2024 accounts and to discharge the members of the Administration Board from the 2024 accounts.

Accounts of the CCAM Association for 2024

The General Assembly is authorizing Jean-Pierre Verstraeten (JPS ATN), certified public accountant, with power of substitution, to file the accounts with the commercial court registry.

Information on past and ongoing activities



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FP10



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ERTRAC, 2Zero and CCAM joint position paper on road transport research in FP10 and Dinner with MEPs

On 11 December CCAM, ERTRAC, and the European Partnership 2Zero were honoured to present their perspective on research and innovation to **members of the European Parliament from the ITRE Committee**: Andrea Wechsler, Elena Sancho and Matej Tonin.



Expanding the scope of 2Zero and CCAM Partnerships:
Their focus areas of **Decarbonisation** and **Automation** are still valid.

Proposed enlargement to:

-  **2Zero:** system approach extended to circular economy
-  **CCAM:** scalability and deployment through Digitalisation and AI

Set a next EU Framework Programme (FP10) enabling flexibility and cross-sector collaboration

- ✓ **Collaboration** between relevant initiatives (e.g. enabling technologies)
- ✓ **Flagship initiatives** to create impacts and accelerate implementation and market uptake
- ✓ **Ring-fenced budget** to ensure an ambitious and adequate support to innovation

CCAM Association position paper for FP10

On 14 February the CCAM Association released its **concept paper** outlining a bold strategy for Europe's leadership in CCAM under the upcoming Tenth Framework Programme (FP10).

This came at an important moment, when the European Commission was working on **the Action Plan for the Future of the European automotive industry** to be published on 5 March. Also in this process, the importance of research for competitiveness, and specifically the pre-competitive collaborative research, was crucial to be highlighted.



Next steps for FP10?

Automotive Action Plan mentions one automotive partnership in the future.

There has been some first alignment between CCAM, ERTRAC, 2Zero Boards as well as EUCAR, CLEPA and EARPA – an update will be provided later during the day.

Let's discuss this at 10:40 with the European Commission colleagues.



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EVENTS AND MEETINGS

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European Conference on the Results from Road Transport Research (RTR Conference 2025) (11-13/02)

With a total of 90 projects presentations and 23 sessions, 900 participants enjoyed high-level content over 3 days.

The presentations showcased concrete final outcomes from numerous Horizon 2020 projects. Many of the CCAM Partnership Horizon Europe projects have been presented at their mid-term.



#RTR2025
Summary
Report



DOWNLOAD

A dynamic two days for CCAM stakeholders in Brussels (24-25/03)

The CCAM community came together for an intense and inspiring two-day event in Brussels on 24-25 March, packed with insightful discussions, innovative ideas, and forward-thinking collaborations.

Day 1: FAME workshop – lessons learned & challenges ahead

Day 2: CCAM Association Networking on WP25 & Multicluster Meetings with focus on cities and regions



SRG Gdańsk placeholder



CCAM Association General Assembly, 4 June 2025

The 5th European Conference on Connected and Automated Driving (EUCAD2025) (13-15/05)

The 5th European Conference on Connected and Automated Driving (EUCAD2025) from 13-15 May brought together over 400 experts, researchers, industry leaders, and policymakers at the European Commission's Joint Research Centre (JRC) in Ispra, Italy.



Launched at EUCAD2025:

New Animation by the CCAM Association:
Making CCAM Understandable!

A short animated video that brings CCAM technologies to life and shows how they will transform road transport in Europe by making it safer, smarter, and more efficient.



The results indicate that although the automated vehicles offer higher safety and increased quality of life, and need more energy on a vehicle level, they can contribute to reduced overall energy consumption in the traffic system.

The results suggest that, if designed properly and applied carefully – both in the urban as well in a highway scenario with dense traffic – energy and travel time can be reduced substantially.

Placeholder to embed the animation?



ITS European Congress in Seville (19-21/05)

Including a session with Tereza Cizkova, Stefan Deix and David Storer about **impact of CCAM on the competitiveness** of the European automotive industry.

Is our European **step-by-step approach** to automated driving the right one? At the end, this is a marathon - we not only **have to take the society with us**, we should come up with **scalable and affordable mobility solutions** that address the **real market needs**.

Next steps for CCAM in Europe?

- ❶ Harmonised regulations in the EU Member States
- ❷ CCAM Partnership's large-scale demonstration
- ❸ Acceleration



Distributed at EUCAD and ITS Congress:

A new postcard-portfolio of
30 CCAM Partnership
Horizon Europe projects





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WORK PROGRAMME AND PROJECTS

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New CCAM projects



Started on 1 December 2024 and 1 January 2025



Started on 1 May, 1 June and 1 July 2025

EC Work Programme 2025 is officially published

CCAM Cluster	Topic number	Topic title	Type of action	Budget (EUR million)	# of projects expected to be funded
Cross-cluster	HORIZON-CL5-2025-01-D6-01	Advancing remote operations to enable the sustainable and smart mobility of people and goods based on operational and societal needs – <i>Societal Readiness Pilot</i>	RIA	12	2
		open for submissions!			
1	HORIZON-CL5-2025-01-D6-02	Preparing for large-scale CCAM demonstrations – <i>Societal Readiness Pilot</i>	CSA	4,5	1
2	HORIZON-CL5-2026-01-D6-03	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	HORIZON-CL5-2026-01-D6-04	Integration of human driving behaviour in the validation of CCAM systems	RIA	5	1
5	HORIZON-CL5-2026-01-D6-05	Approaches, verification and training for Edge-AI building blocks for CCAM Systems	RIA	4	1
7	HORIZON-CL5-2026-01-D6-06	Federated CCAM data exchange platform	IA	4	1

The total indicative budget is 37,5 M€.
 Societal readiness pilots: 6 May 2025 – 4 September 2025
 Other four topics: 16 September 2025 – 20 January 2026



Draft CCAM Work Programme 2026-27

CCAM Cluster	Topic title	Type of action	Budget (EUR million)	# of projects expected to be funded	Year
1	Flagship-pilot: large-scale demonstrations of CCAM	IA	100	1	2026
2, 3, 5	Generative AI for smarter CCAM: enhancing perception, decision-making, and validation	RIA	14	2	2026
4	Holistic solutions for CCAM integration in critical scenarios	RIA	8	2	2027
6	Geopolitical competition and socioeconomic resilience in CCAM: an innovation and policy roadmap for EU leadership	RIA	6	2	2026
7	European CCAM knowledge hub and tools for safe and scalable deployment	CSA	4	1	2027

Draft Work Programme 2026: Large-Scale Demonstration project

**Field Operational Tests - FOTs (TRL 7-8)
and Technology pilots (TRL 4-6)**

Individual Mobility



**Public Transport
and Shared Mobility**



Freight Transport



Enhancing CCAM Technology

TRL – technical readiness level



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IKAA REPORT FOR 2024

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IN-KIND ADDITIONAL ACTIVITIES REPORT 2024

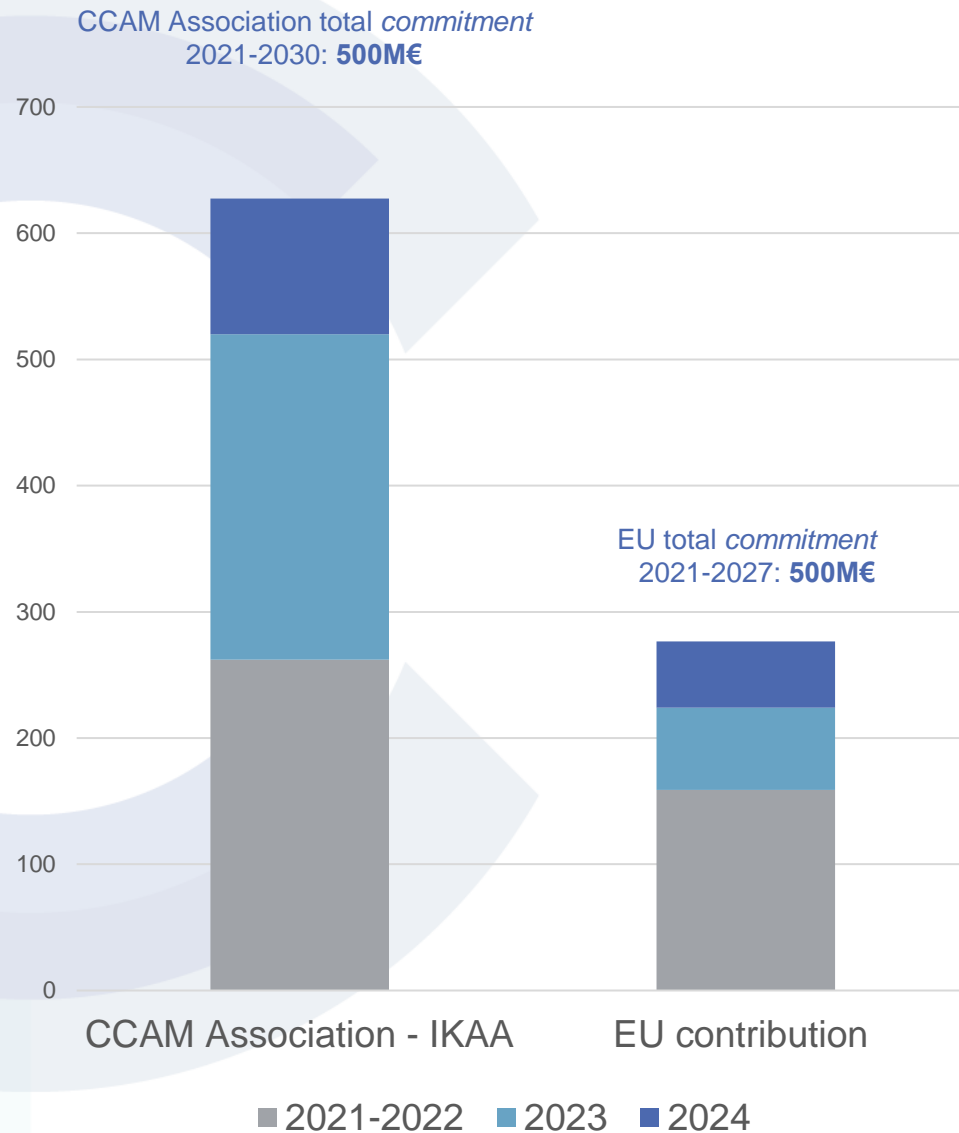
Report on in-kind contributions in Additional Activities by the Partners other than the Union

- The IKAA Report 2024 summarises the responses to the **survey** carried out among the members of the CCAM Association in April-May 2025.
- Reminder: The EC has decided to make the IKAA report **biennial** and discontinue the IKAA plan. → contributions collected in 2024 will be included in the next IKAA report, which will cover **2024** and **2025**.
- **36** CCAM members replied to the survey.

Total IKAA reported in 2024	EU funding committed in WP 2024	Commitment by Partners other than the Union (including IKAA)
107,5 Mio€	52,5 Mio€	500 Mio€ for 2021-2030

Total amount reported :
107,569,747.73 €

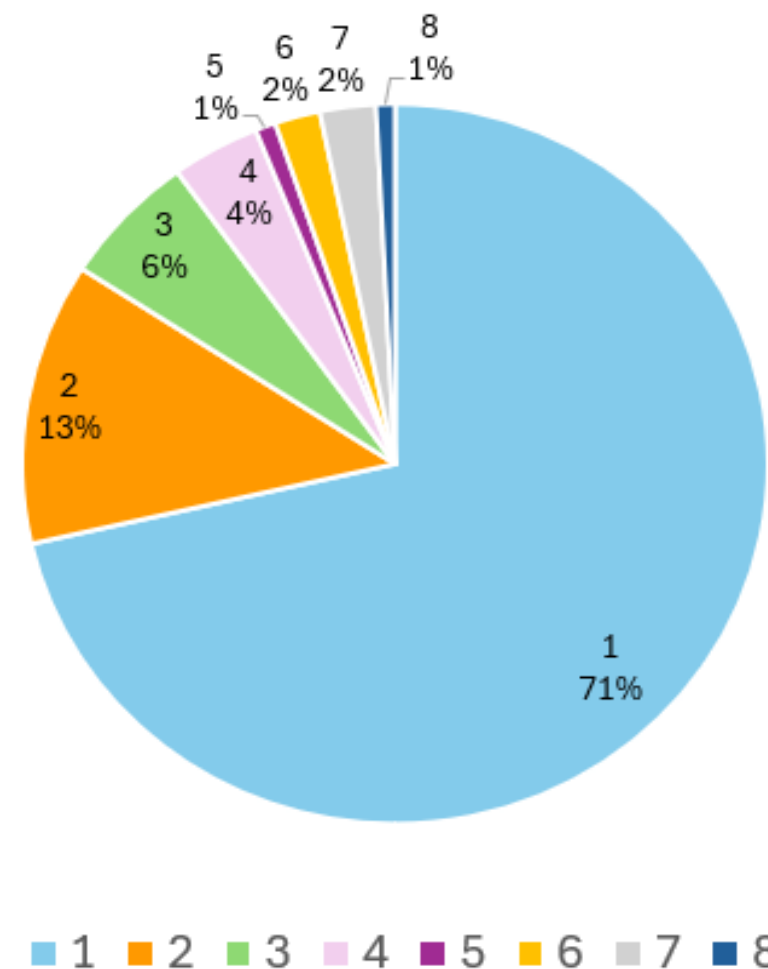
Cumulated contribution from each side of the CCAM partnership (in M€)



	CCAM Association - IKAA	EU contribution
2021-22	262.11	159
2023	257.79	65 (including Cities mission topic)
2024	107.5	52.5
Cumulated	627.4	276.5

AMOUNTS REPORTED BY IKAA CATEGORY

Category	Amount	%
1) Support to additional R&I	76843790.73	71.44%
2) Scale-up of technologies	13655000	12.69%
3) Demonstrators	6393000	5.94%
4) Creating new business opportunities	4126100	3.84%
5) Training & skills development	953739	0.89%
6) Contribution to the development of new standards, regulations and policies	2116975	1.97%
7) Supporting ecosystem development	2597300	2.41%
8) Communication, dissemination, awareness raising, citizen engagement	883843	0.82%
Total	107569747.7	100,00%



SUCCESS STORIES



IKERLAN

The **NimbleAI** project, coordinated by Ikerlan, is pioneering a neuromorphic, event-driven vision chip that mimics the human eye by processing only relevant visual changes. This enables real-time perception with ultra-low energy use and fast response times, making it ideal for ADAS, obstacle detection, and pedestrian recognition. By embedding this intelligent, low-power vision technology directly into vehicles, NimbleAI supports more efficient and reliable autonomous driving.

RWTH Aachen

RWTH Aachen's **ACDC course** on edX, recently awarded by the Global MOOC Alliance in 2024, exemplifies successful knowledge transfer in CCAM. It combines online learning with hands-on research projects in Aachen, aligning student work with current CCAM initiatives.

The course equips students with skills for careers in connected and automated mobility, while actively contributing to research in the field.



SUCCESS STORIES



Netherlands Rijkswaterstaat

C-ROADS is a European initiative that successfully tested and deployed Cooperative Intelligent Transport Systems (C-ITS) across multiple EU member states. By moving beyond lab settings into real-world traffic, it demonstrated that services like road work alerts, weather warnings, and traffic jam notifications can operate reliably across different countries, vehicle brands, and infrastructure systems. This large-scale rollout proved that cooperative technologies can already enhance road safety and traffic efficiency, making C-ROADS a practical and scalable model for CCAM deployment in Europe today.

Traficon

Traficon coordinated the project "**The roles of the authorities in the implementation and operational use of C-ITS services**" for the Finnish Transport and Infrastructure Agency. The final report establishes a comprehensive framework for C-ITS deployment in Finland. It fostered cooperation between public authorities, technology providers, and researchers, enabling real-time data exchange between vehicles and traffic systems. The project addressed regulatory challenges and provided practical guidelines for CCAM implementation, while also promoting cross-border interoperability—especially with Sweden.



Amendments to CCAM Association budget 2025

Budget 2025 amendment proposal

SPENDINGS	year 2025	Proposed amendment
Staff	140.000,00 €	
Communication support	46.000,00 €	
Office space rental and costs	18.000,00 €	
Office supplies (internet, computer, phone, furniture)	6.000,00 €	
Communications (website, social media, online tools)	6.000,00 €	
Graphics, documents production, giveaways, videos	55.000,00 €	
RTR conference	45.000,00 €	70.000,00 €
General Assembly x 1	30.000,00 €	
Partnership Board x 2	10.000,00 €	
Multicluster meetings x 2	85.000,00 €	
Other meetings and events	30.000,00 €	
Accounting	6.500,00 €	
Travelling	15.000,00 €	20.000,00 €
Others	10.000,00 €	
Contract for CCAM projects monitoring	100.000,00 €	
TOTAL	602.500,00 €	632 500,00 €

INCOME/CAPITAL	
Membership fees 2025 planning	485.000,00 €
Balance sheet 2024	377 450,00 €
TOTAL	862 450,00 €

**THE GENERAL ASSEMBLY IS ASKED
TO APPROVE THE AMENDMENT OF THE BUDGET FOR 2025**

Elections: Partnership Delegation

Representatives stepping down

- **Adrià Ferrer** from the position of Partnership Delegate of member category
Other services: insurance, maintenance, repair, etc.

**WE WOULD LIKE TO THANK ADRIÀ FOR HIS TIME
AND USEFUL INPUTS**

Partnership Delegation

**CANDIDATE TO REPRESENT MEMBER CATEGORY:
5.2.3.4 OTHER SERVICES: INSURANCE,
MAINTENANCE, REPAIR, ETC.**

Name	Company / Organisation	Formally supported by European association
Núria Parera	IDIADA	EARPA



**THE DELEGATES FROM MEMBER CATEGORY 5.2.3.4
OTHER SERVICES: INSURANCE, MAINTENANCE, REPAIR,
ETC. ARE ASKED TO APPROVE THIS DELEGATE**

Partnership Delegation

CANDIDATE TO REPRESENT MEMBER CATEGORY: 5.2.5.3 CIVIL SOCIETY REPRESENTATION

Name	Company / Organisation	Formally supported by European association
Laurianne Krid	FIA	FIA



**THE DELEGATES FROM MEMBER CATEGORY 5.2.5.3 CIVIL
SOCIETY REPRESENTATION ARE ASKED TO APPROVE
THIS DELEGATE**



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III ANY OTHER BUSINESS

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Activity plan for the next months

16 June 2025 15:30-17:30	CCAM side event at the UITP Summit in Hamburg
26-27 June 2025	Seminar: European coalition of transport providers for the deployment of automated road mobility in Paris
1 July 2025	ERTRAC Conference in Brussels
2 July 2025 15:00-17:00	Event at the EP: Autonomous Vehicles in the EU
16-17 September 2025	European Research & Innovation Days 2025 in Brussels
October 2025	CCAM States Representatives Group meeting in Athens
October 2025	CCAM Multicluster meeting (TBC)
November 2025	CCAM-POLIS meeting for cities and regions (TBC)
December 2025	CCAM Association General Assembly & Partnership Board meeting in Brussels (TBC)
10-12 February 2026	RTR Conference in Brussels
18-21 May 2026	TRA2026

TRA2026 call for papers

Organisers welcome everyone involved in transport and mobility research to contribute to TRA2026. The flexible program is designed to ensure all stakeholders have a voice. The call for papers is now open, and we look forward to your submissions!

Submit your paper by 15 June!





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IV DEVELOPING THE PARTNERSHIP

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Current status and next steps in the preparation of the Competitiveness Fund / FP10 and the Automotive JU/Partnership, as well as relation to the CAV Alliance

Placeholder for EC slides

Draft new automotive partnership proposal preliminarily developed by the CCAM, ERTRAC and 2Zero Boards

Process for the future of Partnerships:

➤ Development of a common proposal:

1. Step one: define the proposed scope (no details, only main approach)

Team: ERTRAC Executive Group, 2Zero Board, and CCAM Board members (representing different stakeholders) + EUCAR & CLEPA

Timing: by July 2025

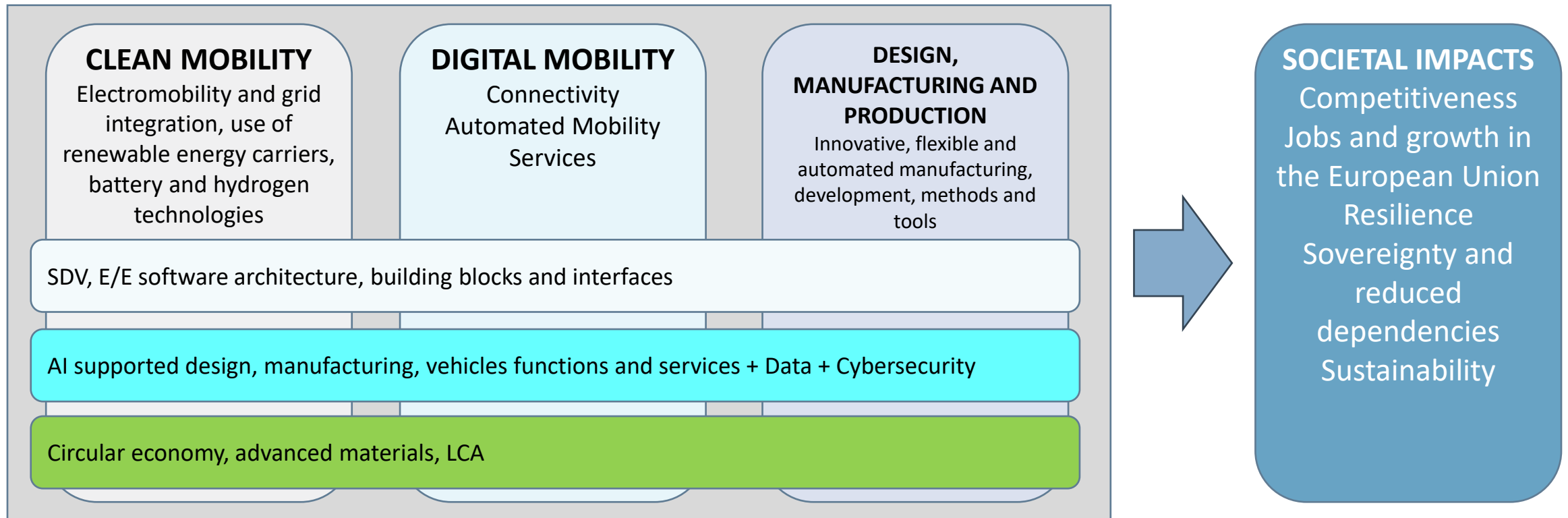
2. Step two: set up a drafting team responsible to draft the Partnership proposal with details of research themes covered and links with other PPPs.

Team: <20 experts representing the different stakeholders, having the backing of their European association

Timing for first public draft: by the end of 2025



Key elements for future Competitiveness of Automotive Industry



Draft new automotive partnership proposal preliminarily developed by the CCAM, ERTRAC and 2Zero Boards on 6-7 May 2025

Panel discussion: Outlook into the future of CCAM

- Jane Amilhat (DG RTD)
- Stefan Bogensberger (DG CNECT)
- Geert Van Der Linden (DG MOVE)
 - DG GROW (TBC)
- Christian Merkt, BMW, CCAM Association Chair

Moderated by Marzena Jougounoux, CCAM Association Head of Office

COFFEE BREAK

20 MINUTES



EU Agency for the Space Programme (EUSPA) on Galileo's high accuracy and trustworthy signal and future SATCOM

BY KATARZYNA PORZUC

Placeholder for EUSPA slides

The challenges and barriers for the deployment of road transport research results according to STREnGth_M project

BY PETER URBAN



Task 1.2: Identify barriers for the deployment of research results

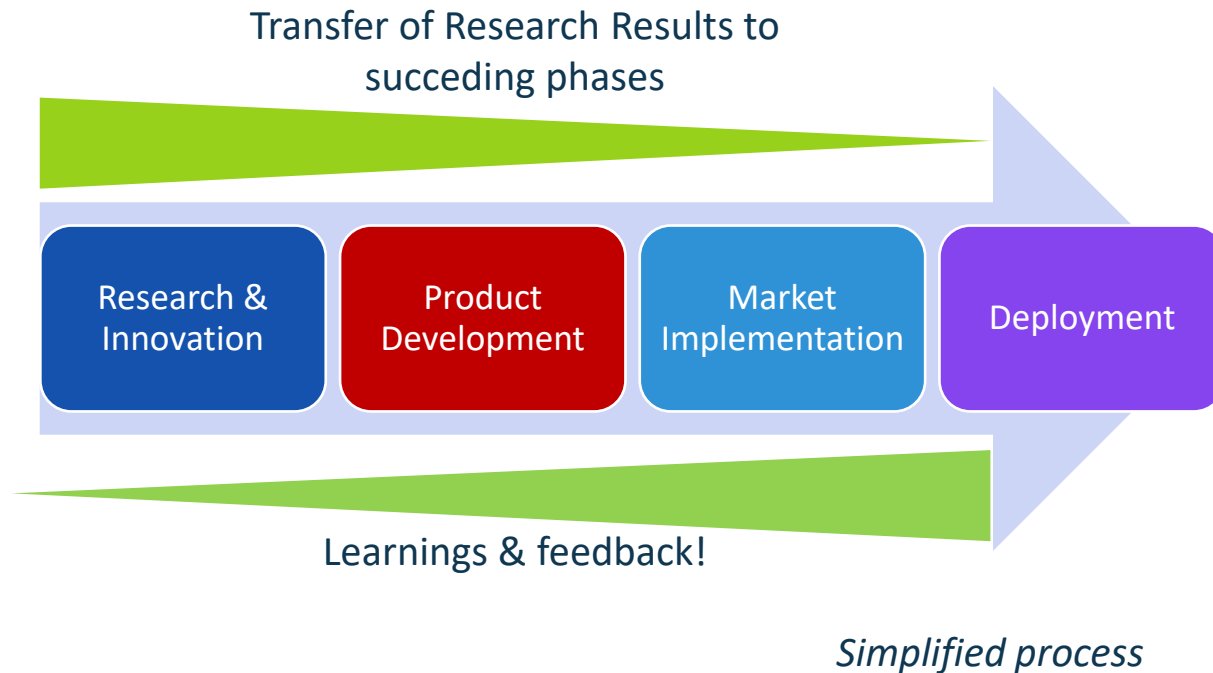
Lead: VOLVO

Contributors: AVL, AUTH, BOSCH, RIC-D, RWTH, SAFER, UEMI



This project has received funding from the European Union's Horizon Europe research and innovation programme under grant agreement No 101096253

From Research & Innovation To Development, Implementation and Deployment – and Back !



- **How**, what is the most suitable method for transfer results. Demonstration, pilots, reports, conferences, etc.?
- **When**, what is the best timing of transferring results ?
- **What**, considering confidentiality, competition compliance, etc.
- **Who**, to whom should the transfer be done, who is best suited etc.



Follow-up and analyse a selection of the RTR2024 projects;

Project Acronym	Project Title	Project Abstract
DIT4rM	Distributed Intelligence and Technology for Traffic and	The way people and products move has changed dramatically over the past decades and will
FRONTIER	Next generation traffic management for empowering CAVs	The EU-funded FRONTIER project will develop, apply and test the network and integrated
ORCHESTRA	Coordinating and synchronising multimodal transport	Technological and organisational innovations pave the way to an integrated transport
TANGENT	ENHANCED DATA PROCESSING TECHNIQUES FOR DYNAMIC	Transport is at a crossroad. The sector is paved with disruptive technologies and mobility
HPETS	NANOPARTICLE EMISSIONS FROM THE TRANSPORT SECTOR	To improve air quality, Europe is tough on emissions. Emission standards for road vehicles
LEON-T	Low particle Emissions and low Noise Tyres	Traffic noise is a serious nuisance that can affect our health and lead to premature death.
ULTRAS	Ultrafine particles from Transportation – Health Assessment	They may be tiny but ultrafine particles (UFPs) can pose a big health risk. For instance,
AeroSense	Fast track to cleaner, healthier urban atmospheres by market ready	Europe is steadily working towards cleaner air and zero-emission electric vehicles. However,
TUBE	Transport derived Ultrafines and the Brain Effects	The aim of the research is to study the effects of smallest traffic related ultrafine- or
BeLeVe	Delivering the 3 rd generation of LNM0 cells for the xEV market	The development of better materials for use in rechargeable batteries is vital for the future
SENSE	Lithium-ion battery with silicon anode, nickel-rich cathode and	Lithium-ion batteries are the most popular power sources for future transportation.
COBRA	Cobalt-free Batteries for Future Automotive Applications	Cobalt is necessary for the production of the most common types of lithium-ion batteries (Li-
IMES-Gent	Innovative and Sustainable High Voltage Li-ion Cells for Next	Focusing on electromobility applications, especially electric cars, buses and trucks, the EU-
PLANET	Progress towards Federated Logistics Through The Integration	The Trans-European Transport Network (TEN-T) consists of hundreds of projects aimed at
Efficienter	Enhanced Physical Internet-Compatible Earth-Friendly Freight	The seamless transport of goods is a top priority of the trade and logistics sector. Focusing
FTORM	Smart Freight Transport and Logistics Research Methodologies	The current landscape of freight transport and logistics is undergoing an intense
FOR-FREIGHT	Flexible, multi-modal and robust FREIGHT Transport	Freight transport is a driver of competitiveness and an essential part of supply chain and
INCT-EV	Large demonstration of user-centric urban and long-range	INCT-EV aims to demonstrate an innovative set of charging infrastructures, technologies
EV4EU	Electric Vehicles Management for carbon neutrality in Europe	The Electric Vehicles Management for carbon neutrality in Europe (EV4EU)The Electric
SCALE	SCALE – Smart Charging Alignment for Europe	SCALE will enable and facilitate the mass deployment of electric vehicles and the
IMAB	Framework for commercial Automated Mobility in Europe	As it delivers cars on reducing environmental impacts, the cooperative, connected and
SUNISEE	Safety assistance (framework for connected, automated	cooperative, Connected, and Automated Mobility (CCAM) technologies and systems must
SINFONICA	Social Innovation to Foster Inclusive Cooperative, connected	SINFONICA aims to develop functional, efficient, and innovative strategies, methods and
Move2CCAM	Methods and tools for comprehensive impact Assessment of	In the future, vehicles will interact directly with each other and with the transport
LEONARDO	Microvehicle for stable alone and shared mobility	It has never before been easier, faster, greener or more energy efficient to make our way
REFLECTIVE	RECONFIGURABLE LIGHT ELECTRIC VEHICLE	Emissions from the transport sector are a major contributor to climate change. Transport
SOLUTIONplus	Integrated Urban Electric Mobility Solutions in the Context of	Innovative and integrated e-mobility solutions represent a key step in the transition towards
POdium	PdI connectivity and cooperation enablers building trust and	Physical and digital infrastructure (PdI) is key to improving cooperative, connected and
AUGMENTED CCAM	Augmenting and Evaluating the Physical and Digital	Physical and digital infrastructure (PdI) represents a key resource for enabling and
AbolitionLAB	Lab for prototyping future Mobility Data sharing cloud	There has been an explosion of mobility services and data sharing in recent years. The EU-
IMMORTAL	Material, Operating strategy and Reliability optimisation for	Fuel cell stacks generate the electrical energy used to power fuel cell electric vehicles. While
StashH	Improved lifetime stacks for heavy duty Trucks through ultra-	The membrane electrode assembly (MEA) is the core of proton-exchange membrane fuel
StashH	Standard-Size Heavy-duty Hydrogen	The EU-funded StashH project gathers a consortium of 11 fuel cell module suppliers, 9
URBANIZED	Modular and flexible solutions for urban-sized Zero-	The management of logistics flows in urban areas becomes a challenging process within the
Multi-Moby	Safe, Secure, High-Performing Multi-Passenger and Multi-	Even though sales of electric vehicles and hybrids account for less than 2 % of new
SGCoCo	Fifth Generation Cross-Border Control	The possibility of providing connected, cooperative and autonomous mobility (CCAM)
SG-CORIN	SG for Connected and Automated Road Mobility in the	Road networks are destined to become more connected and automated thanks to
SG-MORIN	SG for cooperative & connected automated MOBILITY on X-	High-speed, widely available 5G networks will be needed to support the data deluge that will
PHIVICE	Prototype for heavy duty hydrogen refuelling	With funding from the Fuel Cells and Hydrogen 2 Joint Undertaking (FCU), the PHIVICE
PHISul	Hydrogen fuel cell trucks for heavy-duty, zero emission	The production of heavy-duty trucks with zero emissions for commercial operations can
DEFACTO	Battery Design and manufacturing Optimization through	Rechargeable lithium-ion batteries (LIB) power everything from portable electronics to
MODALIS2	Modelling of Advanced Li Storage Systems	The EU battery sector faces significant challenges in a global, highly competitive
LONGRUN	Development of efficient and environmental friendly LONG	In recent years, climate change has shot to the top of the world's agenda. To combat
NextTRUCK	Efficient and affordable Zero-Emission logistics through NEXT	The volume of the commercial freight sector is expected to increase towards 2050.
VALLES	Verification and Validation of Automated Systems' Safety and	Failures in highly automated systems can be catastrophic. With increasing complexity and
ArchitectCA2030	Trustable architectures with acceptable residual risk for the	An in-vehicle monitoring device will be able to measure the health status, diagnose faults
ASTRABAT	All Solid-State Reliable BaTtery for 2025	To avoid relying on other countries to meet its energy transition goals, Europe is faced with
SAFE/LiMVE	Advanced All-Solid-State Safe Lithium Metal technology	Electric vehicles (EVs) play an important role in the list to meet global goals on climate
GOLDIFY	Liquid-Processed Solid-State Li-metal Battery: development of	Sustainable batteries with ultra-high performance and smart functionalities will play a
SALIENT	Novel Concepts for Safer, Lighter, Circular and Smarter Vehicle	Automotive safety is one of the most crucial factors in vehicle development and future
VSASAFETY	Vehicles and VRU Virtual Evaluation of Road Safety	Policies designed to ensure the safety of all road users from vulnerable road users to
SAFE-UP	proactive SAFETY systems and tools for a constantly Upgrading	Future innovations for connected automated vehicles, the highest priority will be safety
CONNECT	Continuous and Efficient Cooperative Trust Management for	cooperative, connected and automated mobility (CCAM) is a growing trend in the EU that
SELF	SELF assessment, protection & healing tools for a trustworthy	By 2026, the number of connected cars is projected to reach 50 million in Europe. Safety will
EVENTS	Reliable in-vehicle perception and decision-making in complex	In the context of this project, unexpected situations faced by the Connected and Automated
MOVE21	Multimodal and interconnected hubs for freight and passenger	The rapid transition to zero emissions and climate resilient transport systems requires an
SCALE-UP	Scale up user-centric and data-driven solutions for connected	Transport today represents almost a quarter of Europe's greenhouse gas emissions. To
LEAD	Low-Emission Adaptive last-mile logistics supporting 'on-	Spawning cities need smart urban logistics to become more environmentally, socially and
ULaads	Urban Logistics as an on-Demand Service	The EU-funded ULaads project sets out to offer a new approach to system innovation in
SHOW	Shared automation Operating models for Worldwide adoption	Urban traffic represents a serious challenge for European societies seeking effective and
WARD	All-Weather Autonomous Real logistics operations and	Connected and automated vehicles have a significant impact on the logistics industry.
Hi-Drive	Addressing challenges toward the deployment of higher	EU-funded Hi-Drive will push automated driving further towards high automation. The goal
PowerDrive	Power electronics optimisation for next generation electric	With the purpose of transforming road transportation in Europe to zero-emission mobility,
PHOSAS	Introducing High-performance power converters for heavy-	PHOSAS project aims at developing disruptive topologies of power converters using new
HPS	High-Performance Power Electronics Integrations	The EU-funded HPS project is developing energy efficient, cost-effective, modular, compact
HEIDI	Holistic and adaptive Interface Design for human-technology	In most current cars, human-machine interfaces (HMI) have limited understanding of the
MEDIATOR	MEdiating between Driver and Intelligent Automated Transport	Problem: Automated transport technology is developing rapidly for all transport modes, with
FITDRIVE	Monitoring drivers for overall fitness of Drivers	Every year more than 25 000 people lose their lives on EU roads, while another 135 000 are
REVOLUTION	Supporting the electric vehicle REVOLUTION through	The EU-funded REVOLUTION project aims at overcoming the challenges hindering the use of
ALMA	Advanced Light Materials and processes for the eco-design of	The future of electric vehicles hinges on their weight. Since it takes less energy to accelerate
Fatigue4Light	Fatigue modelling and fast testing methodologies to optimize	The EU-funded Fatigue4Light project plans to investigate lightweight solutions adapted to
HighScope	High efficiency, high power density, cost effective, scalable and	Focused on BEV architectures with distributed multiple wheel drives, and, specifically, in-wheel
PROGRESSUS	Highly efficient and trustworthy electronics, components and	the high-power powertrains of ultra-fast charging stations give rise to special challenges when
ADRIAN	Holistic Approach for Driver Role Integration and Automation	Automated driving cars will pave the way to improved traffic flows, mobility and increased
NextPerception	Advanced sensing technologies for the health and automotive	Smart complex systems have become of great significance particularly in healthcare and
NEMO	Noise and Emissions Monitoring and radical mitigation	Cars are responsible for around 12 % of total EU emissions of carbon dioxide (CO2), the
LENS	L-vehicles Emissions and Noise mitigation Solutions	Cities, regulators, and enforcement officials need support in finding ways to reduce noise

Challenges and barriers for deployment

1. Technology
2. Knowledge
3. Standardisation
4. Eco-System
5. User Involvement & Acceptance
6. Regulation & Legislation
7. Energy infrastructure & Fuels
8. Digital Infrastructure
9. Physical Infrastructure
10. Financial & Funding



This project has received funding from the European Union's Horizon Europe research and innovation programme under grant agreement No 101096253

Barriers and Challenges

- **Lack funding focus for R&I needed to support deployment!**
- Cost-benefits analyses including TCO and LCA
- Investments and operational costs for infrastructures
- Incentives to stimulate uptake and use
- Pricing schemes and subsidies

- Adapting physical infrastructures to reduce particle emissions.
- **Need for space for charging stations.**
- Maintenance of physical infrastructures.
- Adaptation and investment needs for electric road systems
- Potential need to adapt road network for automation

- Need for common data-spaces for information exchange
- **Need to collect & share data and use digital infrastructures**
- Need for high-quality, diverse and GDPR compliant data
- Robust and resilient digital infrastructures for real-time
- Investments and operational costs for digital infrastructures

- Lack of supply of renewable energy for transport
- **Lack of charging infrastructures for transport**
- Insufficient electric grid power along transport routes
- Scaling from local to international cross-border
- Not sufficient availability of renewable fuels e.g. Hydrogen

- **Focus on "useful" applications**
- High initial costs & upscaling
- Need for tools, methods & data
- Safety Validation of technologies
- Lack of Technology neutrality

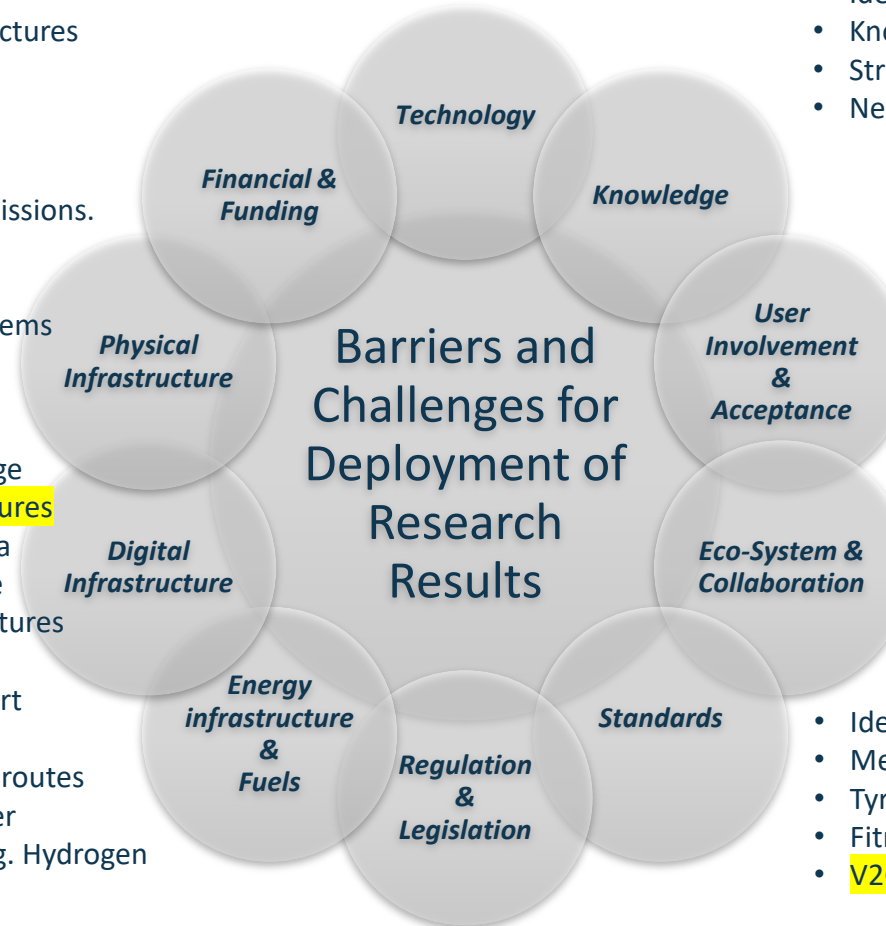
- **Lack of stakeholder awareness**
- Identification of knowledge gaps
- Knowledge dissemination for "fact-based" understanding
- Strengthen the link to education and training
- Need for knowledge repositories and toolboxes

- **Limited involvement of end-users**
- Effective methods for user involvement
- Need for large-scale demonstrations and pilots
- Lack of vehicles and fleets for testing
- Need for hands-on experiences to build users acceptance

- **Alignment with the broader eco-system goals**
- Compatibility between transport modes
- Involvement of all relevant stakeholders
- Identification of missing stakeholders
- Involvement of investors and insurance

- Identification of needs for standards
- Measurement metrics
- Tyre emission and UFP emissions
- Fitness for drive standards
- **V2G charging standards**

- Recommendations for data sharing, governance and privacy
- Harmonisation National, EU and International
- Lacking regulations in specific areas
- **Timing of when to regulate and when not to regulate**
- Conformance between different regulation areas



Recommendations

Improve the funding schemes to support the digital and green transition – with focus on deployment of new technologies and the removal of the barriers!

Continue involvement with physical infrastructure

Strengthen digital infrastructures: Services & Data

Improve the collaboration with energy infrastructure

Focus on R&I technologies!

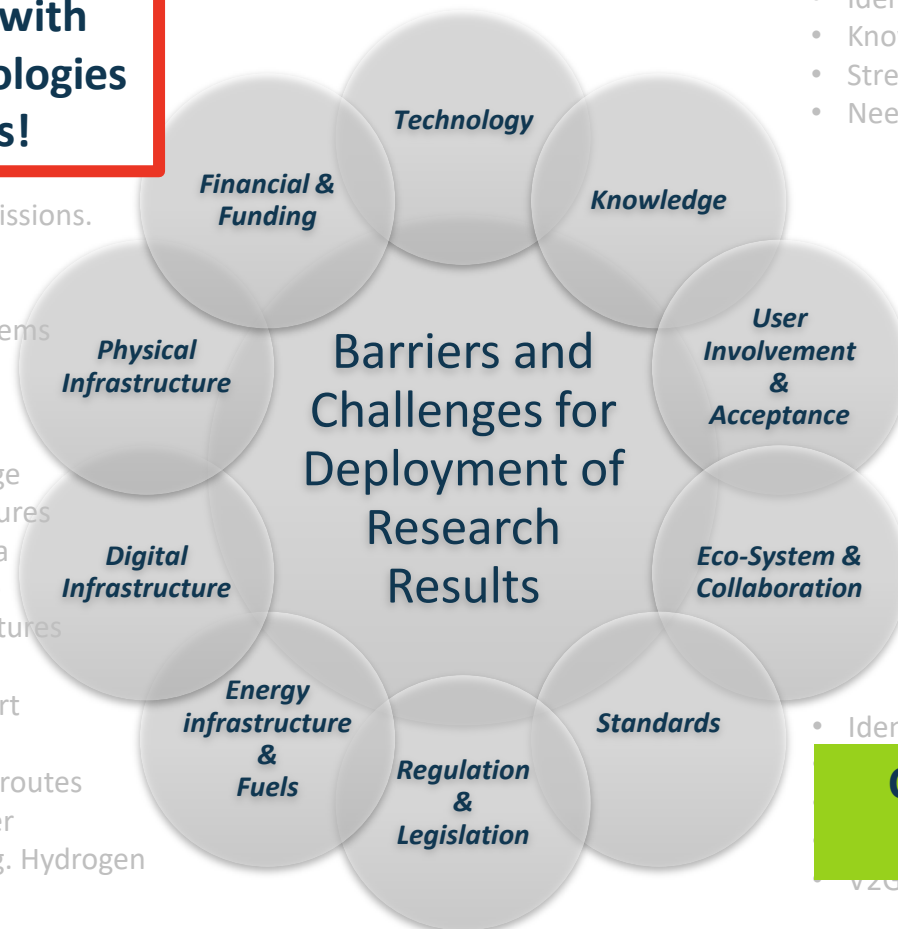
Improve the knowledge transfer of research results

Increase user involvement and user dialogue

Broaden the stakeholder eco-system engagement

Continued link to standardisation

Strengthen the link to regulation to enable deployment!



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Improve the funding schemes

- to support the digital and green transition!

- **Speed up the whole process** that precedes the start of EU research projects, from drafting calls for proposals to the completion of the grant agreement preparation phase, to make it easier for research projects to effectively address current challenges.
- **Have more focus on call topic descriptions to make sure that significant progress can be made in these focus areas**, rather than little incremental improvements in a broad range of research aspects that do not encourage deployment in the end.
- While ambition is important, **have a stronger focus on the realism of project objectives the evaluation phase of project proposals**, as project objectives that are ambitious, but not realistic to achieve, will not result in deployment.
- Consider to a larger extent **the capability of project consortia to finally deploy project results** in the evaluation phase of project proposals.



BREAKOUT EXPLANATION

Specific barriers for the deployment of CCAM research results

Knowledge & technology: with Gereon

Collaboration: with Dimitris and Ingrid

Regulation & standardisation: with Bastiaan and Stephane

Infrastructure: with Vivi and Julian

Financial & funding: with Peter

Demand and business cases: with Guido

6 breakouts in parallel in round tables

Everyone will be able to attend one breakout only

Free floating

Please select a different breakout if it is too crowded

In breakouts:

- 5 minutes for **confirmation of the barriers identified** by the STREnGth_M project
- 10 minutes for **brainstorming on any additional barriers**, perhaps more specific for CCAM
- 30 minutes for **brainstorming on how to overcome those barriers in the future** – perhaps in the new framework programme after Horizon Europe?

Outcomes will be summarized in the closing session and in written format

The challenges and barriers for the deployment of CCAM research results

SHORT WRAP-UP BY BREAKOUT SESSION
MODERATORS

Report on the status of work with cities and regions

Partnering with cities for the future of automated mobility

Why This Matters

- Embedding CCAM into sustainable urban mobility is vital for achieving efficiency, safety, inclusivity, and climate goals.
- Cities and regions are key enablers for real-world CCAM deployment and policy alignment.

Main Objectives of Cooperation

- Co-develop and scale real-world solutions responding to urban/regional mobility needs.
- Support cities in defining Operational Design Domains (ODDs) for complex urban environments.
- Strengthen public-private collaboration and societal readiness.
- Facilitate the harmonised deployment of CCAM aligned with local, national, and EU strategies.

From expression of interest to impact

Opportunities for Cities/Regions

- Shape innovation agendas, influence EU-wide CCAM development.
- Access knowledge, networks, and potentially co-funded pilot deployments.
- Align local priorities with European Green Deal and CCAM SRIA.

Ongoing Initiative

- CCAM launched a Call for Expression of Interest (deadline: 1 June 2025).

Path Forward

- Workshop with applicants post-summer 2025.
- Explore and tailor potential Memoranda of Understanding (MoUs) based on city-specific needs.
- Leverage synergies between regional and EU funding (e.g., Horizon Europe)

CCAM call for expression of interest for cities and regions to enter into a collaboration

Who was able to apply?

- City governments looking to implement smart mobility solutions
- Regional authorities aiming to align development funds for CCAM to Horizon Europe calls

How to apply?

Interested cities and regions were invited to submit their expression of interest in the form of a one-page outline by the deadline of **1 June 2025**



Placeholder for slides about received applications



CCAM

www.ccam.eu

THANK YOU!

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✕ @CCAM_EU



CCAM Association