



BIENNIAL FULL REPORT

JUNE 2023 TO
DECEMBER 2025

EXECUTIVE SUMMARY



PREPARED BY:
CO-PROGRAMMED
EUROPEAN PARTNERSHIP
CCAM

EXECUTIVE SUMMARY

**Biennial¹ Full Report of the Co-programmed European Partnership
CCAM.**

for the period 30/06/2023 – 31/12/2025

**For Additional activities, the reporting period is 01/01/2024
– 31/12/2025.**

Author:
**Benedetta Trignani, CCAM Association Monitoring and Reporting
Officer.**

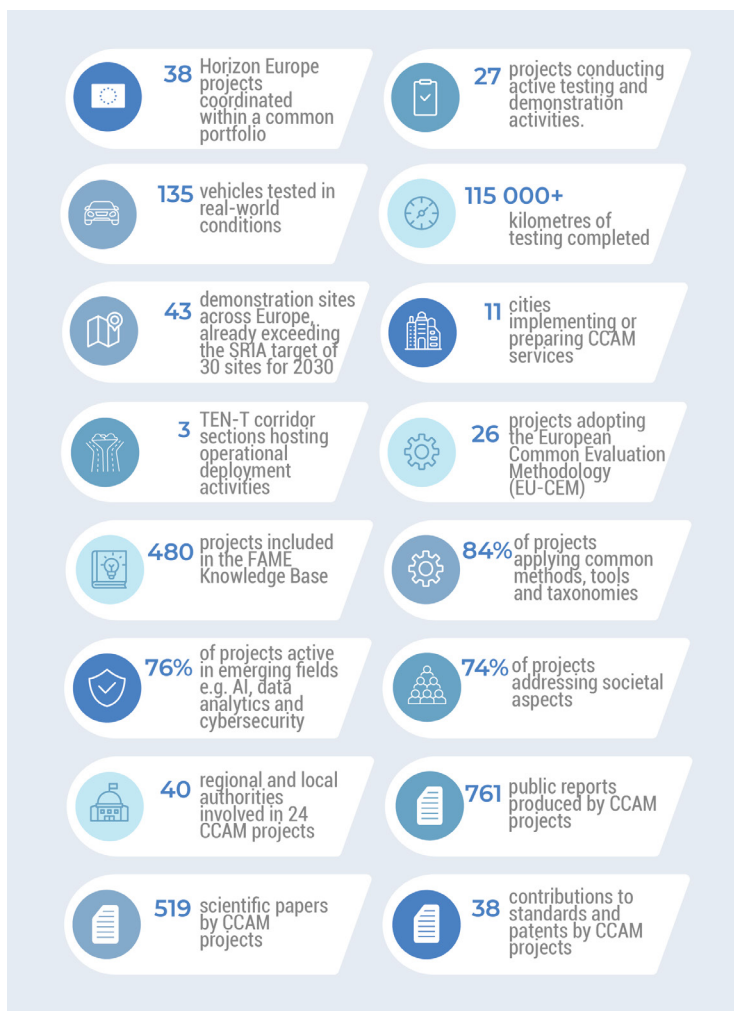
¹ i.e. every 2 years.

Building a European capability for Connected, Cooperative and Automated Mobility

What's impressive about the achievements of the CCAM Partnership during June 2023–December 2025 is that they go beyond the delivery of individual research projects. Indeed, CCAM created and breaded a unique European ecosystem that brings together industry, research organisations, public authorities, infrastructure operators, cities, Member States and the European Commission around a common strategic agenda, with common strategic objectives and goals to pursue through collaborative effort. Thanks to this approach, the Partnership has evolved beyond a traditional research and innovation platform. It has established a coordinated European framework capable of aligning investments, developing common methodologies, supporting regulatory and standardisation efforts, sharing knowledge across stakeholders, creating pathways from research to deployment.

These achievements come at a critical moment. Connected and automated mobility is no longer a niche research topic. It is increasingly a strategic industrial, technological and transport-system capability at the intersection of Europe's competitiveness, technological sovereignty, artificial intelligence leadership, sustainable mobility ambitions, road safety objectives and transport resilience. As global competition accelerates, Europe's ability to maintain leadership will depend not only on technological excellence, but also on its capacity to coordinate innovation, testing, validation and deployment at scale.

CCAM at a Glance (June 2023–December 2025)



What the CCAM Partnership has created for Europe

1. A unique public-private ecosystem against fragmentation

CCAM deployment requires coordination across a highly diverse and interdependent value chain. Before the Partnership, activities were often organised through individual projects, national initiatives or sector-specific programmes with limited opportunities for cross-sectoral alignment.

The Partnership has created a shared European framework that enables stakeholders to work towards common priorities and objectives. Through its governance structures and thematic clusters, but also thanks to the State Representatives Group, Multicenter Meetings, networking events, EUCAD and RTR Conference activities, dedicated engagement with cities and regions (also together with POLIS), CCAM has connected communities that would otherwise remain fragmented. This has improved knowledge exchange, accelerated collective learning and created synergies that no single project or organisation could achieve alone.

The CCAM Association has supported and sustained this ecosystem through the organisation of General Assemblies, stakeholder consultations for the SRIA update, multichannel dissemination initiatives - such as the "Project in the Spotlight" series, animation, news spreading and more, collaboration with organisations including ERTRAC, 2Zero and EARPA. By helping align stakeholders across sectors and governance levels, it has demonstrated that coordinated European action can generate value beyond the sum of individual investments by creating a common direction for innovation and deployment: the combined value can exceed the sum of its individual parts.

2. A pathway from research to deployment

A defining achievement of the reporting period has been the shift from technology development towards deployment-oriented implementation. Across the portfolio, CCAM activities are increasingly taking place in operational environments, including urban roads, highways, cross-border corridors and mixed-traffic conditions involving cities, transport authorities, logistics actors and transport operators. Demonstrations are progressively addressing deployment challenges, user acceptance, operational integration and service readiness.

Flagship actions provide tangible evidence of this transition, with **ULTIMO** developing autonomous shuttle services approaching commercial readiness. At the same time, projects such as **IN2CCAM** and **CONDUCTOR** have demonstrated how CCAM solutions can improve traffic management and transport-system performance in real urban environments. **MetaCCAZE** and **MOBILITIES for EU** are deploying and testing autonomous shuttles, connected mobility services, smart charging solutions and other innovative transport technologies in European cities under real operating conditions. Progress is also crossing borders in the most literal sense. **MODI** is working toward joint approval processes between national authorities, building the regulatory groundwork that cross-border automated driving will eventually depend on.

These developments confirm that automated mobility is becoming part of Europe's future transport system rather than remaining confined to research environments.

3. Tangible outcomes with lasting European value

The value of the CCAM Partnership is reflected not only in the scale of its activities, but also in the tangible results delivered across the portfolio: not a scattered list of achievements, but a coherent story of progress, one where technical innovation, trust-building and collaborative infrastructure reinforce one another to position Europe at the forefront of CCAM.

From weather-resilient perception and trustworthy AI to collective awareness beyond line-of-sight and software-defined vehicle architectures, projects such as [ROADVIEW](#), [AutoTRUST](#), [Althena](#), [AI4CCAM](#), [AIGGREGATE](#), [HIDDEN](#), [EEA4CCAM](#) and [UP2DATE4SDV](#) are turning key CCAM enablers into deployable capabilities, strengthening the technological foundations for safe, connected and continuously upgradable automation.

In CCAM, infrastructure extends physically as well as digitally. [Augmented CCAM](#) shows what becomes possible when smart roads and smarter vehicles work together, offering a scalable way to evaluate infrastructure readiness. [PoDIUM](#) takes this into practice, validating CCAM-ready infrastructure and translating it into reusable deployment methods for cities and cross-border corridors. [FRODDO](#) and [iEXODDUS](#) are extending Operational Design Domains through digital twins, infrastructure-supported perception, advanced sensing and AI, while [CHORUS](#) and [CARMONY](#) are orchestrating the interaction of vehicles, infrastructure and traffic systems to enable coordinated, data-driven mobility at network scale.

None of this matters, however, unless people are part of the journey. Projects of Cluster 6 on Societal aspects have made that case concrete, developing co-creation frameworks that give diverse communities a real voice in shaping CCAM solutions, creating replicable models that ensure automated mobility is designed with society, not just for it.

4. Foundation-building for safety, trust, validation and knowledge exchange

Long-term European leadership in automated mobility depends not only on technological advances but also on the availability of common frameworks, datasets, validation methods and evidence that enable technologies to be tested, evaluated, certified and deployed consistently across countries and use cases.

The European Common Evaluation Methodology (EU-CEM) provides a shared basis for performance assessment and impact evaluation, while the [SUNRISE](#) Safety Assurance Framework contributes to a common approach for safety validation and regulatory readiness. [CERTAIN](#) is further shaping methodologies that could influence how automated vehicles are approved across borders, turning individual research into shared European infrastructure for trust.

Trust and safety are in fact central items in CCAM, reinforced through growing R&I activities: [CONNECT](#) is building trust-assessment frameworks that are already shaping industry standards; [i4Driving](#) contributed with virtual validation frameworks; [SELFY](#) complemented these efforts by addressing cybersecurity challenges for connected and automated vehicles.

Behind these advances lies a quieter but equally decisive achievement: the ability to share data and validate at scale. [BERTHA](#) laid an empirical foundation for how automated vehicles understand human behaviour, delivering a Driver Behaviour Model and an open-source data hub that others can build on; [AWARE2ALL](#) broadened this foundation with rich scenario catalogues and annotated datasets. [SYNERGIES](#) is building a federated validation platform designed to outlive the project itself, ready to support the next generation of Horizon Europe initiatives; [EVENTS](#) added hybrid testing infrastructure that speeds development while easing data exchange.

Today, data are the connective tissue of digital technologies, providing the foundation on which the CCAM ecosystem can grow. These outputs constitute strategic European assets on which future research, certification and large-scale deployment can build.

Looking ahead: a foundation for the Future European Automotive Partnership

The key lesson from June 2023–December 2025 is not simply that CCAM projects have delivered successful results. It is that Europe has built a functioning coordination, innovation and deployment ecosystem for automated mobility.

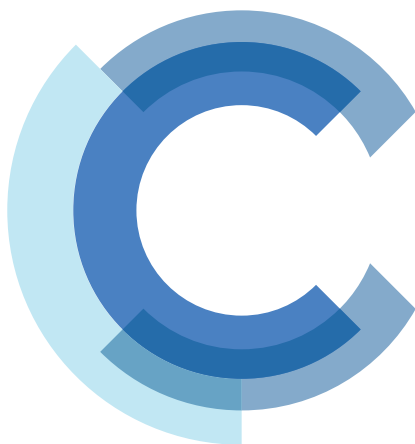
The next challenge is to accelerate deployment, support market uptake, strengthen industrial competitiveness and secure European leadership in an increasingly competitive global environment.

The foundations for this next phase already exist. Europe now has a coordinated stakeholder community, common methodologies, shared knowledge assets, validated approaches to safety and evaluation, growing deployment experience, and established cooperation between industry, research organisations, public authorities, cities, Member States and the European Commission.

These should not be viewed as temporary outputs. They are strategic European assets created through sustained public and private investment. Any future European partnership for automotive research and innovation should therefore build upon, rather than fragment or recreate, the knowledge, achievements, methodologies, stakeholder networks established through the CCAM Partnership. The evidence from this reporting period leads to a clear conclusion: through CCAM, Europe has created something more valuable than a portfolio of projects. It has built a European capability for connected, cooperative and automated mobility. Preserving, strengthening and scaling this will be essential to Europe's future competitiveness, resilience and technological leadership.

Access the full report







**VISIT OUR WEBSITE
FOR MORE
INFORMATION:**

CCAM.EU

