European Truck Platooning Challenge 2016

EU Presidency in 2016

During its Presidency of the European Union in 2016, the Netherlands will initiate a European Truck Platooning Challenge. This will involve various brands of automated trucks driving in columns (platooning), on public roads from several European cities to the Netherlands. Main European ITS corridors could be used like for instance the Nordic Way and Rotterdam-Frankfurt-Vienna. The aim of the Challenge is to bring platooning one step closer to implementation, indeed we believe that truck platooning can become a reality in Europe in the near future.
At the same time, realisation will depend on bringing together member states and private parties with a view to crossing borders while harmonising policies and technical issues. Close cooperation between significant partners in the truck industry, logistics services, research institutes and governmentals can realise the 'big picture'.

Platooning trucks: opportunity for Europe

Automated trucks (see chart) is the opportunity for Europe. Worldwide, the European truck industry leads the field in terms of smart driving. The ICT and telecom sectors are also ready for the next step in smart mobility. The EU member states are invited to:

- give permission for truck platooning through their national road authorities
- implement innovations that improve safety, efficiency and the environment
- boost the European truck industry's position
- create new jobs and economic growth in the traffic and transport sector
- enable the market introduction of automated trucks through a coordinated approach
- seize the momentum; time for action.

Market introduction of Truck Platooning

The Netherlands is ready for the next step: the European Truck Platooning Challenge in 2016. En route to the market introduction of automated trucks in Europe in the near future. Hence the Netherlands is keen to position this aspect prominently during its EU Presidency and to open the Dutch roads for "learning by doing". And to use our good contacts to help realise cooperation between the truck industry, research institutes and government.

Crossing borders

A lot of work has yet to be done to accomplish this next step. And it requires a different way of working: from competing with each other to cooperating together, with each participant making a contribution based on his own role and responsibility. Crossing borders, in other words, and tearing down existing barriers. The Netherlands invites EU member states to cooperate with the ICT and telecom sector, the automotive industry, suppliers and research institutes. So that together, we can ensure that law and legislation are harmonised. Co-creation in the shape of concrete action: learning by doing.

Concrete European cooperation

The time has come to join forces at European level, starting with cooperation in terms of:

- making agreements to test and continue developing truck

Level	Name	Narrative definition	Execution of steering and acceleration/ deceleration	Monitoring of driving environment	Fallback performance of dynamic driving task	System capability (driving modes)	BASt level	NHTSA level
Human driver monitors the driving environment								
0	No Automation	the full-time performance by the human driver of all aspects of the dynamic driving task even when enhanced by warning or intervention systems				n/a	Driver only	0
1	Driver Assistance	the driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task					Assisted	1
2	Partial Automation	the driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task					Partially automated	2
Automated driving system ("system") monitors the driving environment								
3	Conditional Automation	the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene					Highly automated	3
4	High Automation	the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene					Fully automated	3/4
5	Full Automation	the full-time performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver				All driving modes		

= System = Human driver = Some driving modes

platooning along European corridors.
- disseminating knowledge and experience in the field of:
  - flexible and adaptive legislation
  - technological knowledge and experience
  - (accelerated) market introduction of (highly) automated trucks.

Cooperating partners

The European Truck Platooning Challenge 2016 makes a joint appeal to the following parties, both private and public:
- EU members states and road authorities
- European Commission
- European automotive industry
- European ITS industry
- European Research & Development institutes
- Vehicle admission and registration authorities.

Join the initiative and let us work together on the future of automated truck platooning. Let us, as Europe, now take the next step. Together we can make the difference!

Contact

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Photo

The Dutch minister of Infrastructure and the Environment

In cooperation with:

Ministry of Infrastructure and the Environment
Rijkswaterstaat *Ministry of Infrastructure and the Environment*
RDW
CEDR Conférence Européenne des Directeurs des Routes Conference of European Directors of Roads
ACEA European Automobile Manufacturers Association