

TransAID

- Twinning with CAMP - Wrap Up

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Workshop objectives

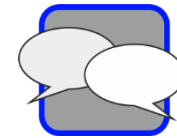
- Exchange of knowledge



- Investigation of parallels and differences



- Three focus areas
 - Traffic Management
 - V2X solutions
 - Simulation → Prototypes



Spotted Differences

TransAID & MAVEN

- Research driven
- Benefit in focus, deployment is 2nd step
- Top-down approach
- C-ACC with CAM extensions (future route)
- SPAT with Speed Advice Zones
- At red light: decelerate to low speed to get next phase at green

CAMP / TOSCo

- DoT and OEM driven
- Deployment of messages in focus
- Bottom-up approach
- C-ACC with BSM extensions (future accelerations)
- SPAT with "Green Window"
- At red light: keep speed and reduce speed only with comfort acceleration

Further Collaboration Ideas

- Use case definition
- Message definitions
 - MAP message for long road strips without any intersections
 - Message extensions
- Channel load and optimization discussion
 - Inclusion of DCC at TransAID...
- Risk Management (Liability) discussion
 - Infra advices, "commands", e.g. breaking/stretching laws, SPaT misalignment
- C-ACC string behaviour when starting from 0 m/s (TOSCo: below 5m/s: constant distance, .6 to 1s afterwards)
- Intersection behaviour, reaction to adaptive control

TransAID Final Event

FORUM ISTS2020

Forum on Integrated and Sustainable Transportation Systems
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