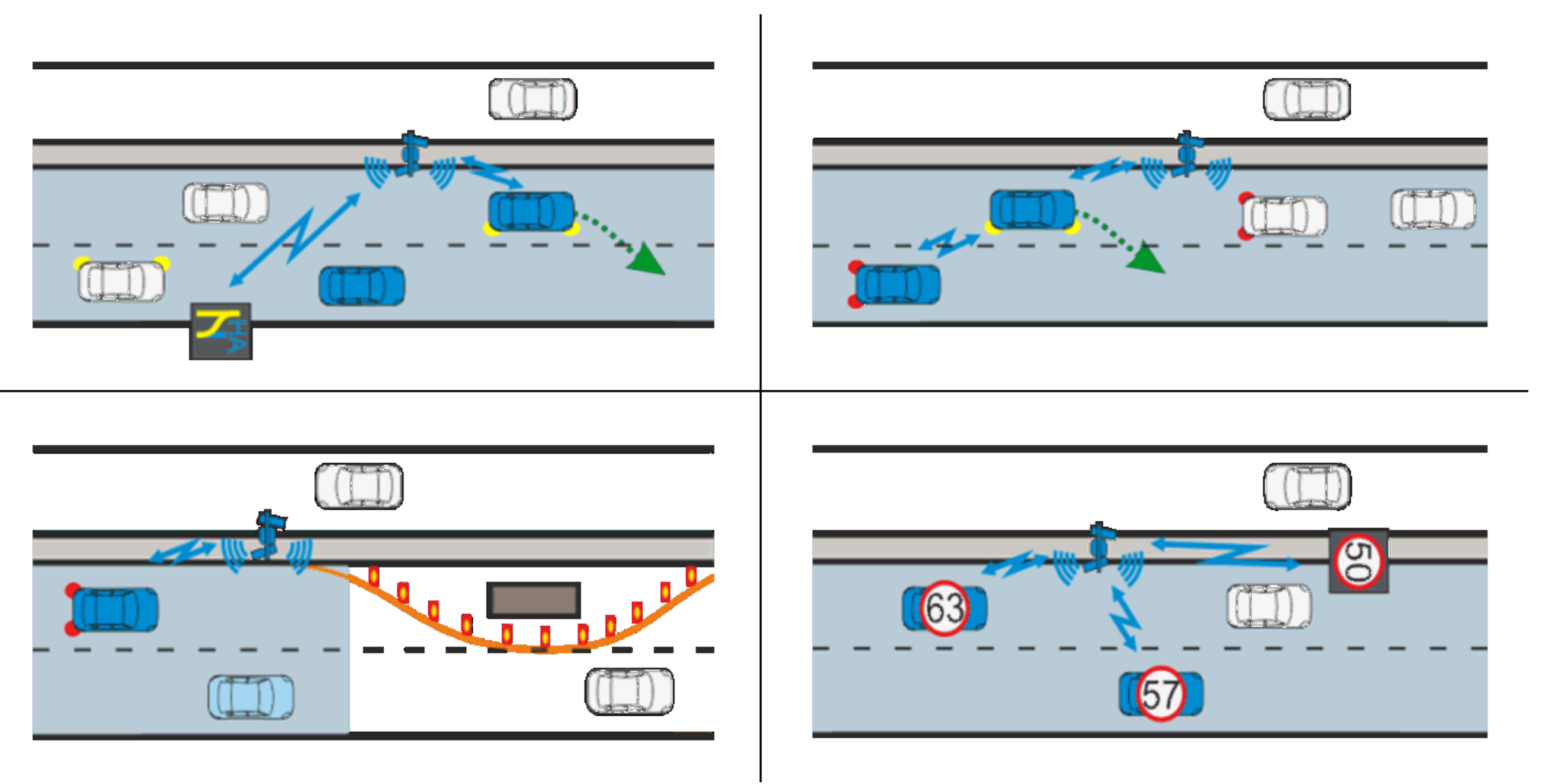


# TransAID



## Transition Areas for Infrastructure-Assisted Driving

### The Project in a Nutshell

*TransAID develops and demonstrates traffic management procedures and protocols to enable smooth coexistence of automated, connected, and conventional vehicles.*

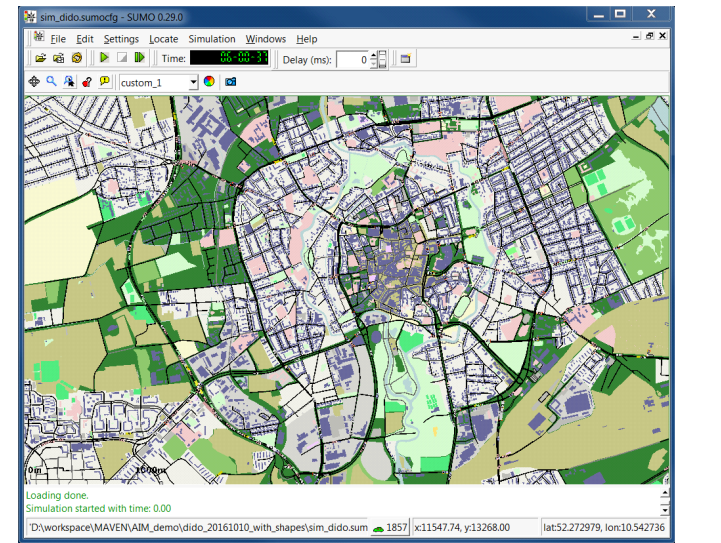
What should a vehicle do when the automation system fails (for various reasons)?

- Just relinquish control to the driver?
- Stop the vehicle where it is?
- Perform a more complex minimum risk maneuver according to the remaining options?

What will be the impact on traffic safety and efficiency? What is going to happen when several vehicles have the same problems at the same spot?

[www.transaid.eu](http://www.transaid.eu)

### Approach and Expected Results

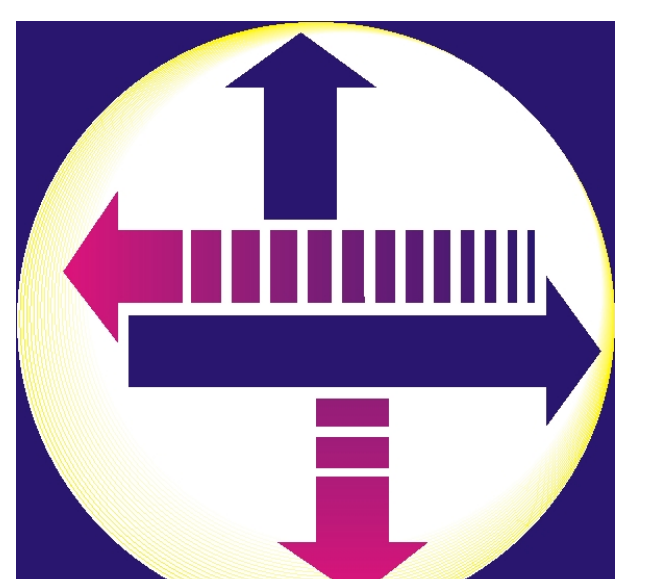
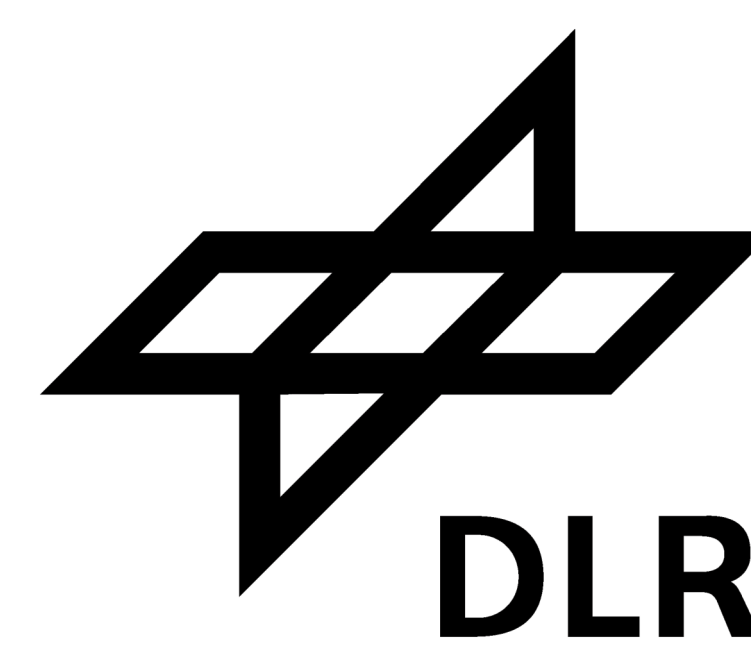


- **Simulations** using SUMO, ns-3, and the iTETRIS framework are performed.
- Different approaches in terms of **hierarchical traffic management** are investigated
- Development of **new V2X message sets**.
- Prototypical **field implementations** in Braunschweig, Germany.
- **Guidelines** and a **roadmap** for stakeholders (OEMs, road authorities, cities...) are provided



This is the FASCarE, one of the research vehicles which will be used for prototypic implementations and test drives on the roads. The vehicle is equipped with laser scanners, highly accurate GPS, lane camera, radar, ultrasound sensors, and V2X components. It offers direct access for vehicle control.

### The Consortium



In addition, there are also 12 associated partners: Attikes Diadromes, Car2Car-Communication Consortium, DGT, ECTRI, EURECOM, Huawei, IKUSI, ITS Niedersachsen, Region of Central Macedonia, Rijkswaterstaat, TRL, and University of Twente.

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