

**Transition Areas
for Infrastructure-Assisted Driving**

Newsletter nr. 1 | November 2017



Welcome to the first newsletter of the European 'TransAID' Horizon 2020 project!

TransAID stands for '*Transition Areas for Infrastructure-Assisted Driving*'. It is our aim to develop and demonstrate traffic management procedures to enable smooth coexistence of automated, connected, and conventional vehicles. This is especially applicable at locations and situations where automated vehicles have to change their level of automation due to missing sensor inputs, complex situations, ...

TransAID is backed by a consortium of 7 partners from 6 European countries, and runs from September 2017 until August 2020.

Enjoy your read!

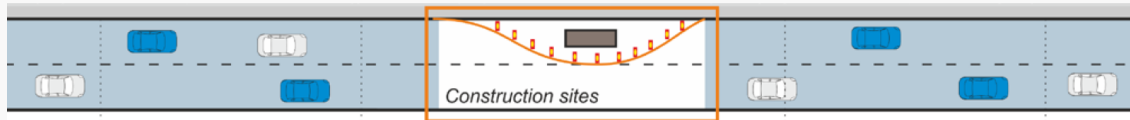
Julian Schindler

What is TransAID?

As the introduction of automated vehicles becomes feasible, even in urban areas, it is necessary to investigate their impacts on traffic safety and efficiency. This is particularly true during the early stages of market introduction, where automated vehicles of all SAE levels, connected vehicles (able to communicate

via V2X), and conventional vehicles share the same roads with varying penetration rates.

There will be areas and situations on the roads where high automation can be granted, and others where it is not allowed or not possible due to missing sensor inputs, high complexity situations, ... At these areas many automated vehicles will change their level of automation. We refer to these areas as “Transition Areas”.



TransAID develops and demonstrates traffic management procedures and protocols to enable smooth coexistence of automated, connected, and conventional vehicles, especially at Transition Areas. A hierarchical approach is followed where control actions are implemented at different layers including centralised traffic management, infrastructure, and vehicles.

Research and development activities

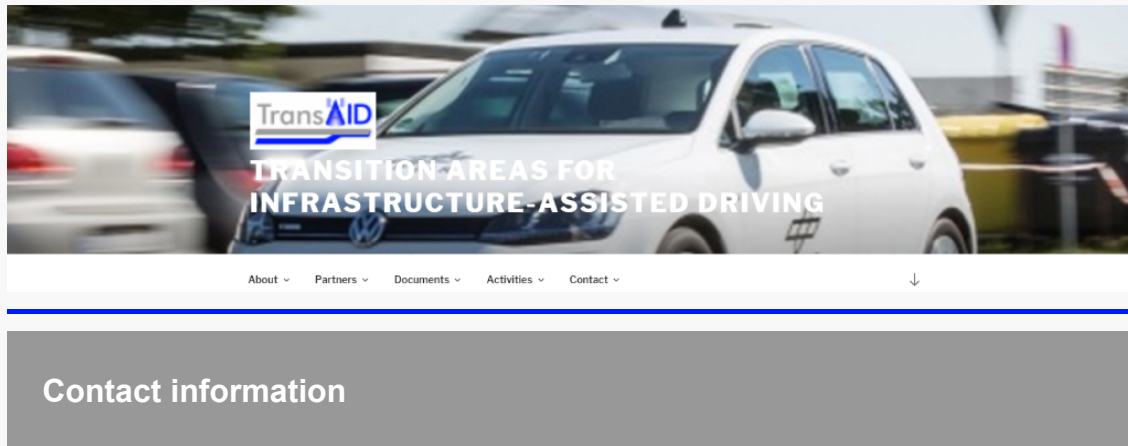
First, simulations are performed to find optimal infrastructure-assisted management solutions to control connected, automated, and conventional vehicles at Transition Areas, taking into account traffic safety and efficiency metrics. Then, communication protocols for the cooperation between connected/automated vehicles and the road infrastructure are developed. Measures to detect and inform conventional vehicles are also addressed. The most promising solutions are then implemented as real world prototypes and demonstrated under real urban conditions.

TransAID is going to prototypically implement the results on real infrastructure hardware. It is planned to use the “*Application Platform for Intelligent Mobility*” (AIM) for this purpose. AIM includes an ITS reference track, a research intersection equipped with several sensors, various laboratories, mobile infrastructure platforms, test vehicles, and simulation approaches. Finally, guidelines for advanced infrastructure-assisted driving are formulated. These guidelines also include a roadmap defining activities and needed upgrades of road infrastructure in the upcoming fifteen years in order to guarantee a smooth coexistence of conventional, connected, and automated vehicles.

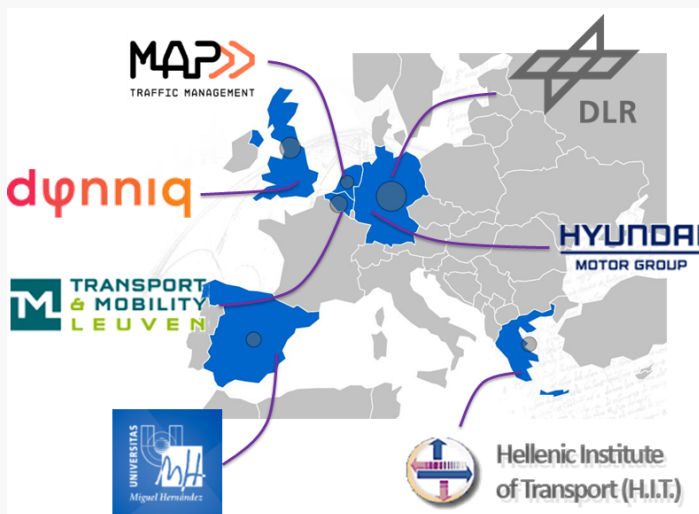
Have you seen us?

- 10/10/2017 | Brussels | POLIS joint CoEXist/MAVEN/TransAID workshop
- 16/10/2017 | Scheveningen | RSS17 Workshop
- 08-10/05/2017 | Montreal | ITS World
- 16-19/04/2018 | Vienna | 7th Transport Research Arena (TRA2018)
- 29-31/10/2017 | Dubai | 5th IRF Middle East Regional Congress (MERC)

You can access all available information via [our website!](#)



If you want to get in touch with the TransAID project, please send us an email message at info@transaid.eu, or contact our Project Coordinator Mr. [Julian Schindler](#), or our Dissemination Leader Mrs. [Meng Lu](#).



The TransAID Consortium consists of 7 partners from 6 European countries: DLR, CERTH, Dynniq, Hyundai Motor Group European Technical Center, MAP Traffic Management, Transport & Mobility Leuven, and Universidad Miguel Hernández de Elche (UMH).

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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This newsletter is published by the TransAID consortium in English and informs about the achievements of the project. The sole responsibility for the content of this newsletter lies with the authors. It does not necessarily reflect the opinion of the European Commission. The European Commission is not responsible for any use that may be made of the information contained therein.



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