



Kingdom of the Netherlands

Anglo-Dutch Seminar on Connected and Autonomous Vehicles

Thursday May 18, 2017 | 11:00-17:00 | Embassy of the Netherlands | 38 Hyde Park Gate | London SW7 5DP

Autonomous vehicles are coming to town. In Europe there is increasingly more attention to the added value of a connected vehicle as addition to its autonomous driving systems. This development of connectivity and autonomy within vehicles will not only hit the Dutch roads, but also those of the United Kingdom. Therefore ITS UK and Connekt/ITS Netherlands, in cooperation with the Embassy of the Netherlands in London, initiated the very first Anglo-Dutch seminar on Connected and Autonomous Vehicles.

The Airbus banked in the clear sky above London. The 6 Dutch experts who travelled were offered a great view of the Thames and the swarming vehicles on bridges and river banks of London. A few moments later the effects of rush hour on the A4 were visible. What would be the sight when connected and autonomous vehicles were the main mode of transport in London? A program full of renowned experts from both the UK and the Netherlands would give some insight on the answer. It was just a 45-minutes Underground ride away.

After a warm welcome by the **Dutch Ambassador Simon Smits**, who showed a funny commercial about insurances of the connected car (clip can be found [here](#)), the seminar was officially opened by Jennie Martin (ITS UK) and Marije de Vreeze (Connekt).

First to start was **Peter Vermaat, working at TRL**. He gave a broad overview of the developments like the SAE levels. But also mentioned several projects in which TRL is monitoring the technical developments by reviewing issues, such as human factors and security. Peter stated: "C-ITS doesn't only enables more convenience and efficiency, it will be autonomous driving 2.0." Next up was **Ray Ashworth, managing director of DAF UK** about the benefits of Truck Platooning and the vision of DAF on the speed of the developments. Ray expected the first tests of multibrand Platooning to take place in 2018. The Truck Platooning Challenge already showed the proof of concept. Benefits are less fuel consumption, less emissions, more traffic safety and efficiency. The most ideal distance between two platooning trucks would be 7 meters (less than 0.5 seconds) to gain those benefits.



After these two presentations, two Dutch experts gave insight in the Dutch developments. **Pieter van der Stoep, RDW**, told the audience about the Dutch law which gives the possibility for RDW to exempt autonomous vehicles for test purposes. RDW follows a process together with the applicant, road authorities and the National Safety Research Institute (SWOV) to assess the proposed test and to give an exemption. An important part of this process is the connection between the exemption and the knowledge questions from involved stakeholders, thus forming the main part of the evaluation. The morning was closed by **Ferry Smith, Director Public Affairs at ANWB** which urged parties to work on traffic safety. In order to reduce the number of accidents, a combination of safe vehicles and safe roads is needed. Traffic = communication, so connected cars are an essential part of the new system to further reduce the number of accidents.

After the first presentations the attendants could meet-up and network while enjoying a tasty lunch. The first connections were made and information was shared about projects and roles of various organisations. After the networklunch, the second part of the seminar started.

Giles Perkins, who works at Mouchel, connected the topic to other trends that are visible in the UK and Dutch society, such as sharing. For example, 9 out of 10 of private new cars are now on some form of lease or contract. What drives these trends? It's all about the digital landscape, the connectivity. The question remains which user groups are in need of a specific solution in order for them to be healthy and safe? **Priscilla Boyd works at Siemens** who are focusing on Vehicle-to-Infrastructure communications that could be applied to road vehicles as well as other types of transportation (ships, planes, trains). Siemens supports the vehicles with connectivity by adding sensors, communication and services. Priscilla called upon the attendants: "stop re-inventing the wheel and let's start sharing our results in order to achieve global solutions."



Andy Graham and Matt Cowley focused on the quick wins of connectivity, with **Trackm8**. Trackm8 is a startup company in the UK who are selling a connected car, via a dongle: the Google Chromecast of the car industry. This product is implemented via pay-as-you-drive insurances in the UK, and offers huge quantities of data which can be used by various companies to create services like 'potholes-as-a-service'. The dongle is the solution for this hybrid phase, until connected vehicles are being sold by OEM's.

Jill Hayden, Atkins, gave the final presentation of this seminar by presenting their research on the impact of connected and autonomous vehicles. There is an evidence gap of the potential so they started a research on the impact on traffic delays. Results showed a significant decrease of traffic delay on motorways, when 50% of the cars were connected and autonomous. Within cities this impact starts with even less connected and autonomous cars. Jill therefore concluded that cities are to be the focus areas.

Jennie and Marije closed this first successful seminar by summing up various topics which passed by and questioning the audience which topics are important and needs to be shared. The result of this was a list of topics which will be the agenda of the next Anglo-Dutch seminar in September/October of this year in the Netherlands.

After the network drinks at the bar of the Embassy, the Dutch experts left for Heathrow Airport to catch their flight back home. With them went the Anglo-Dutch wishlist on connected and autonomous driving.

Topics for the 2nd Anglo-Dutch seminar on CAV

1. How to allow the CAV?
2. What will be the impact?
3. What about the user?
4. Roadmap of transition
5. Cybersecurity as road block.

Guest List

Company	Name	Surname
ITS (UK)	Jennie	Martin
Embassy of the Kingdom of the Netherlands	Simon	Smits
Atkins	Dr. Jill	Hayden
ANWB	Ferry	Smith
Connekt/ITS Netherlands	Marije	de Vreeze
DAF trucks	Ray	Ashworth
Mouchel	Giles	Perkins
RDW	Pieter	van der Stoep
Siemens plc	Priscilla	Boyd
Trakm8	Matt	Cowley
TRL	Peter	Vermaat
White Willow Consulting	Andy	Graham
Aimsun	Mark	Brackstone
Akabo Media	Katharina	Tkatchenko
Akabo Media	Maria	Highland
Amey	David	Trousdale
Arup	Leon	Shrewsbury
Atkins	Jessica	Darvill
Atkins	Gareth	Tilley
BIS Consulting Group	Nina	davila
BMF	Anna	Zee
BOVAG	Michou	Kortrink
Connekt/ITS Netherlands	Nick	Juffermans
Costain Ltd	Tony	Mallichan
Costain Ltd	Dr. Kum	Wah Choy
Dovu	Arwen	Smit
Dynniq Nederland B.V.	Marc	Roberts
Embassy of the Kingdom of the Netherlands	Matthijs	Houet
Embassy of the Kingdom of the Netherlands	Yordi	de Vries
HORIBA MIRA Ltd	Nigel	Skellern
HORIBA MIRA Ltd	Calum	Cawley
HORIBA MIRA Ltd	Jamie	Anderson
HORIBA MIRA & Coventry University	Milena	Kukova
ITS (UK)	Rachael	Louis
ITS (UK)	Paul	Hutton
Local Transport Today / Landor LINKS	Daniel	Simpson
Metropoolregio Rotterdam Den-Haag	Jan-Willem	Immerzeel
Mouchel	Zuzana	Tothova
OC Mobility	Rien	van der Knaap
Swarco AG	Jeremy	Cowling
Tass International	Martijn	Schut
Thales	Timothy	Murphy
Transport for London	Rana	Ilgaz
UK Autodrive	Brian	Matthews
University of Southampton	Dr. John	Walker