SESSION 2

Road operator perspective: “German Perspective on C-ITS Deployment”
Farzin Godarzi, BASt

The future of C-V2X: “Commercial deployment of C-V2X vehicles”
Johannes Springer, T-Systems

Certification: “The importance of Certification for 5G Automotive”
Thomas Jaeger, DEKRA

Testing Network V2X platform: “Vodafone’s V2X Safer Transport for Europe Platform (STEP)”
Robert Banks, Vodafone
Road operator perspective:

“German Perspective on C-ITS Deployment”

5GAA Workshop:  
C-V2X Interoperability and Deployment  
31st March 2022

Farzin Godarzi

Bundesanstalt für Straßenwesen
BASt role and facilities

- BASt operates in the domain of the Federal Ministry for Digital and Transport
- Main activity fields: Research, (Policy) Advise, Testing and certification, Standardization
- Participates in almost 875 national and international committees
- Monitoring the implementation of national, European and international legislation and harmonization procedures

Located in Bergisch Gladbach (close to Cologne), Germany
Number of employees: 400
Annual budget: about 47 MEUR
More than 300 internal research projects and more than 300 research projects conducted by external scientists
Connected Mobility

- Non-discriminatory, secure and reliable data exchange
- Create framework conditions for cooperation
- Requirements for vehicles and infrastructure
Key challenges for road authorities and operators

- Cooperative ITS implementation has started and Level 3/4 automated vehicles are expected to be introduced
- Mixed fleet (automated and non-automated) for decades to come
- NRAs can and should take a leading role to ensure that the potential benefits of Connected Cooperative and Automated Mobility (CCAM) can be harvested
- Current infrastructure – physical as well as digital – is not necessarily well prepared to facilitate change of role and tasks
- NRAs face an investment bump to be managed

http://www.cedr.eu/home/publications/
CCAM Roadmap by 2050

Key Challenges:

• Technological maturity
• Validation methods
• AI (Ethics, Data)
• Infrastructure
  ➢ Investment on infrastructure
  ➢ ODD / ISAD / Functional Safety
  ➢ Connectivity

Motivation for collaboration in the CCAM ecosystem

Point of view: Society

Point of view: Business

Public Stakeholders

Private Stakeholders


Leading behaviour: Coopetition collaborate on the essential parts of the system whereas (they) compete in other elements of the value network

- Co-Awareness of Issues
- Co-Understanding of Business Models
- Co-Designing of Governance Mechanisms
- Co-Investment and Benefit Sharing
Harmonization, Regulations and Standardization

- Participates in almost 875 national and international committees to develop regulations and standards, as well as harmonization procedures.
Key Results which BASSt has funded/co-funded

- Infrastructure requirements for automated driving (Dierkes et al. 2019, Report F 130) – Highway Chauffeur, Commuter Chauffeur
- MANTRA (Kulmala et al. 2020), DIRIZON, STAPLE – Projects of CEDR Call 2017 Automation, www.cedr.eu
- DIGEST, Symul8, lex2vehicle – Projects of DACH Call 2020 Infrastructure for Automation, ongoing
- Monitoring of Digital Testbeds (Database), www.testfeldmonitor.de

Partly projects from own research program, partly on behalf of BMDV
TEN-Tec Viewer

TEN-Tec Viewer

Thank you for your attention

Federal Highway Research Institute

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Connected Mobility

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