Horizon Europe: UK–EU CCAM Collaboration Webinar Series 2025

WEBINAR 4- Human-Centred and Inclusive CAM Services

22nd October 2025

www.iukbc.org.uk

UKRI Innovate UK | Business Connect

CCAM
CONNECTED, COOPERATIVE & AUTOMATED MOBILITY

Opportunities

CAM Pathfinder: Enable

UK registered organisations can apply for a share of up to £15 million for projects to trial Connected and Automated Mobility (CAM) services for future deployment at scale.

Registration Details

Opens: 20/10/2025 **Closes:** 17/12/2025 11:00

CAM Pathfinder: Demonstrate

UK registered organisations can apply for a share of up to £20 million for technology focused research and development projects for close to market Connected and Automated Mobility (CAM) solutions. This funding is from UK Government.

Registration Details

Opens: 20/10/2025 **Closes:** 17/12/2025 11:00

CAM Pathfinder: Feasibility studies 2

Up to £250k per project for UK feasibility studies on commercial deployment of Connected and Automated Mobility (CAM) services.

Registration Details

Opens: 10/10/2025 **Closes:** 26/11/2025 11:00

https://iuk-business-connect.org.uk/opportunities/

https://iuk-business-connect.org.uk/events/connected-futures-uk-eu-collaboration-for-mobility-innovations/

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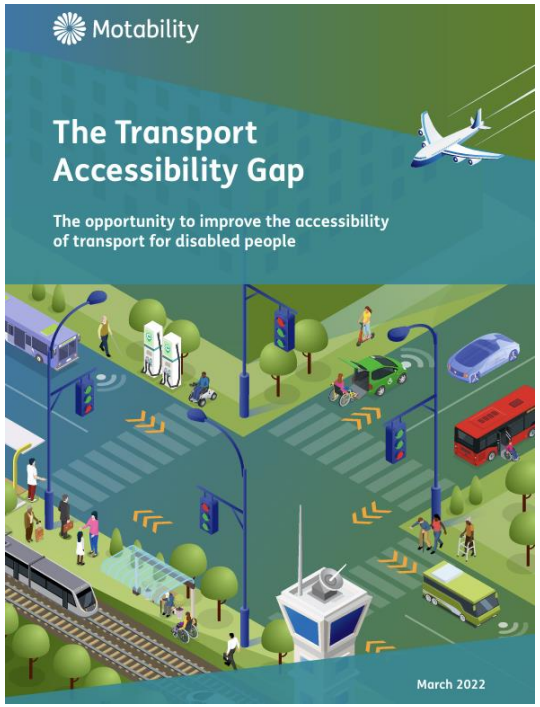
Welcome – Human-Centred and Inclusive CAM Services



https://www.motabilityfoundation.org.uk/research-and-innovation/research/our-reports/

1. Inclusive Design Is Foundational to Safe Automation

- Automation must work for everyone — not just the average user.

2. Integration Is About Systems, Not Just Technology

- True safety and resilience come from integration across **vehicles, infrastructure, data, and people**.

3. Collaboration Is the Path from Innovation to Inclusion

- The challenges of connected, cooperative, and automated mobility are global — and so are the solutions.

UKRI Innovate UK | Business Connect

Speakers

Karla Jakeman

Head of Safety Business Development, TRL

John Paddington

Head of PMO, ERTICO

UKRI Innovate UK | Business Connect

Transport Without Barriers: A Journey Towards Inclusion

Karla Jakeman – Head of Safety Business Development

A track record of delivering impactful innovation

1949
Zebra Crossing

1960s
Early simulator

1969
The self-driving Citroën DS19

1979
SCOOT deployed in Glasgow

1997
NCAP launched

2014
Cycle infrastructure development

2015
Gateway driverless shuttles

2016
Electric double decker bus

2017
HGV Truck Platooning

2019
Supporting the European Union revision of General Safety Regulations

2020
London Smart Mobility Living Lab

2021
eScooter safety

2022
Zero emission freight

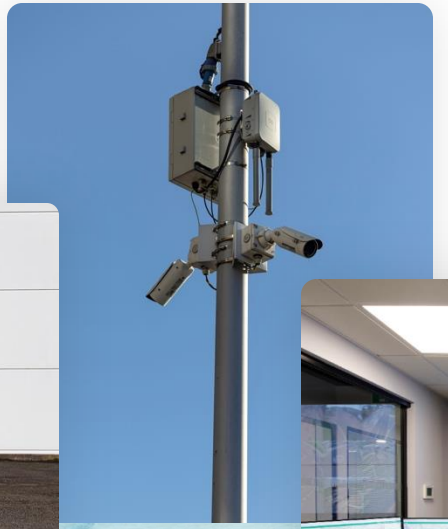
2023-25
Autonomous car public trials

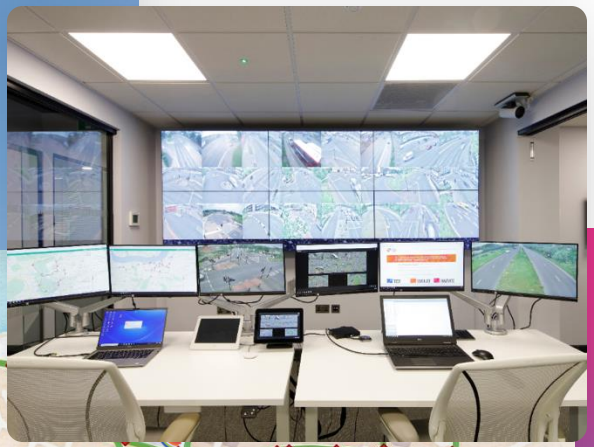
Our History in CAM Technology

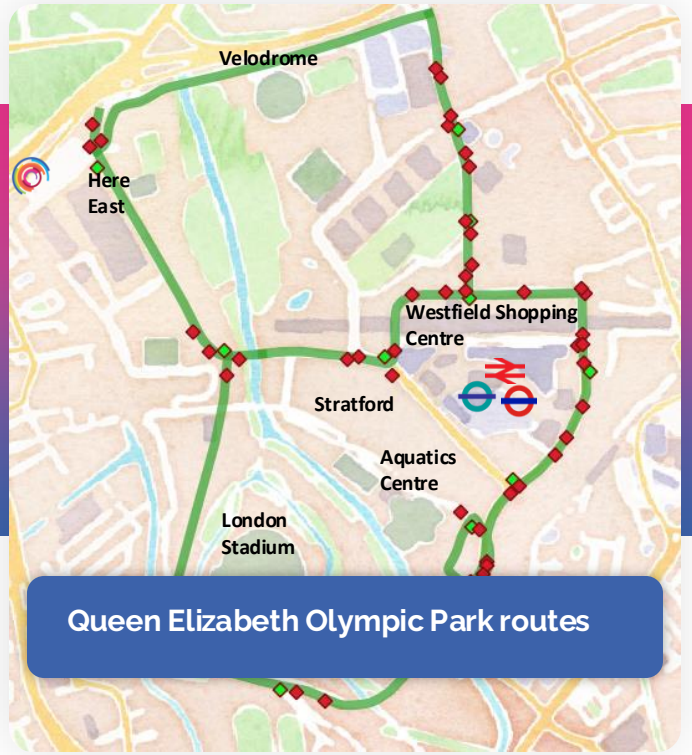
https://www.youtube.com/watch?v=MwdjM2Yx3gU

SMLL PUBLIC ROAD TESTBED ENVIRONMENT

24 km of routes, **200+** monitored locations in London







Queen Elizabeth Olympic Park routes

Royal Borough of Greenwich routes

Newer infrastructure, generally lower levels of complexity, ideal for earlier testing (6km).

Wider range of features, environments and levels of complexity (18km).
Road types range from 5mph residential to 50mph divided highway.

The Promise of Automation

- Modern, flexible vehicles
- Improved provision of services
- Improved reliability
- Enhanced safety
- Greater independence

People are diverse – and neurodiverse!

Segment 1
Less Mobile, Car Reliant

Brian

I am a wheelchair user and the door-to-door experience is infinitely easier if I drive.

Betty

Driving helps me to enjoy my retirement and I've become reliant on it due to my arthritis.

Segment 2
Young Urban Families

Farah

My husband and I share our car, and between commuting and school runs – a second car would be very handy!

Segment 3
Older Less Affluent

Gina

I work in adult social care and my car is essential for getting out and about to my clients. I don't have any choice but to drive.

Segment 4
Comfortable Empty-nesters

Jeff

We got rid of one of our cars when we retired. With the slower pace of life, we enjoy using bus and train services.

Segment 5
Suburban Families

Nigel

I work from home a lot more but I still drive to work. I'm hoping that we might be able to afford an electric car soon.

Segment 6
Heavy Car Users, Frequent Flyers

Oliver

I use the car every day – it's down to where I live, my job and driving the kids around.

Segment 7
Elderly And Low Income Without Cars

Peter

I miss the freedom of using my car but having an over-60s pass helps me to get out and about.

Pippa

My spinal condition means that bus journeys are just too uncomfortable, so I am more reliant on lifts from my daughter.

Segment 8
Urban Professionals Without Cars

Rosa

I can get everywhere I need to easily by public transport, but I'd like to use my bike more.

Segment 9
Young Low Income Without Cars

Zoe

I can access bus and Metro services from where I live but I'd love to have my own car when I can afford it.

Zahir

I'm out of work and struggling financially – so I walk and cycle whenever I can to save money for essentials.

Non-car Owning Segments

DfT Transport User Personas: [Transport user personas: understanding different users and their needs - GOV.UK]

Research Institute for Disabled Consumers (RiDC) Social Model of Disability:

- Shifts the focus from the individual to society
- People aren’t disabled by their impairments — they’re disabled by barriers in the world around them.

Our role is to remove these barriers through inclusive design, ensuring technology and transport systems work for everyone — not just the average user.

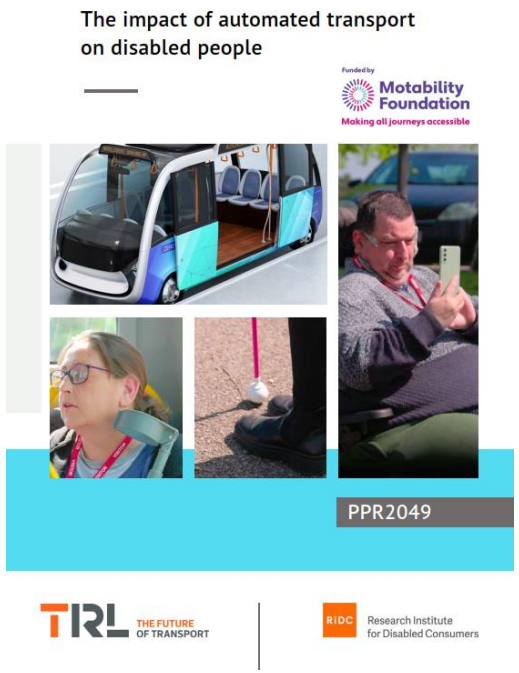
Are we asking all the right questions?

Where do people encounter barriers to travel?

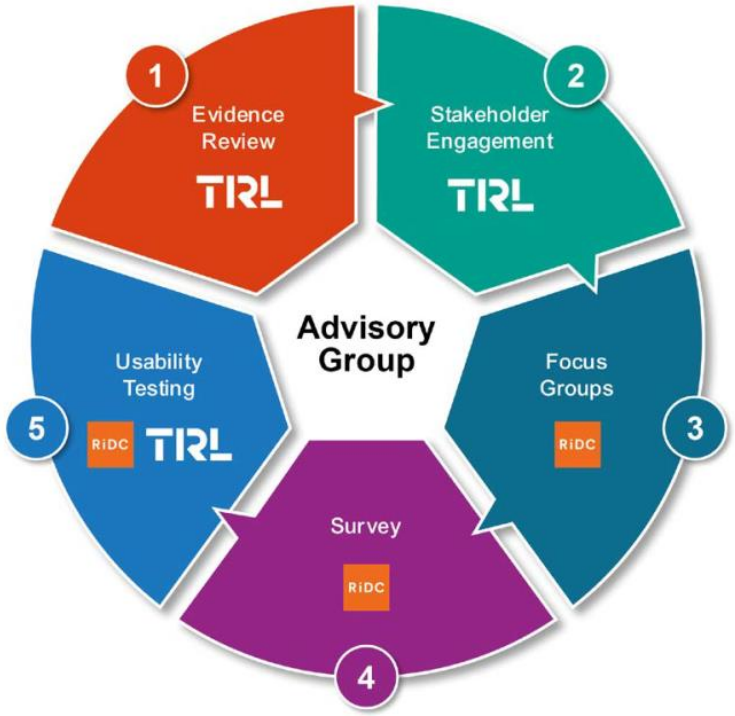
Deciding to travel → Planning a trip → Booking a trip → First ‘mile’ → Boarding the vehicle → Riding on the vehicle → Alighting the vehicle → Last mile → The end of the trip

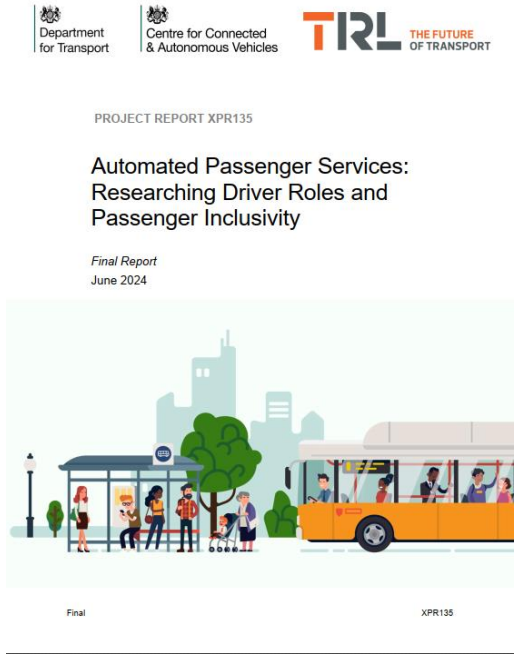
The “End to End Journey” starts before you think…

Will automated transport be accessible?

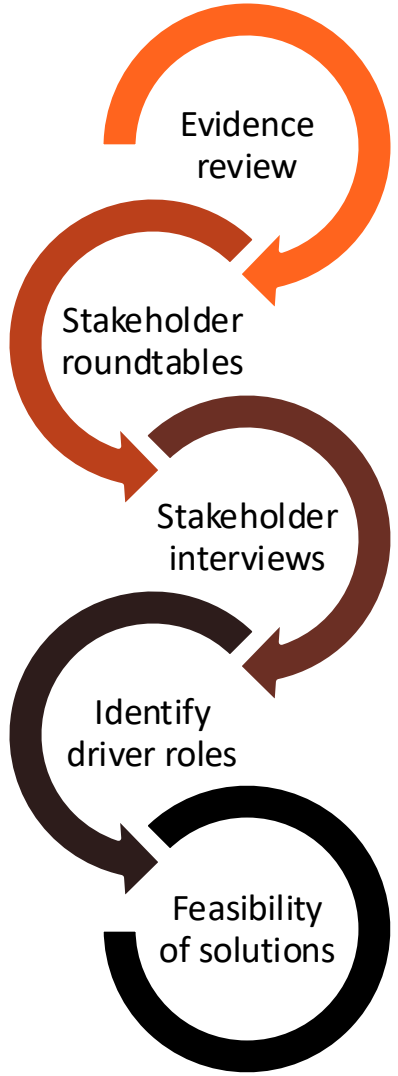


Search 'TRL RiDC impact of automated transport on disabled people'



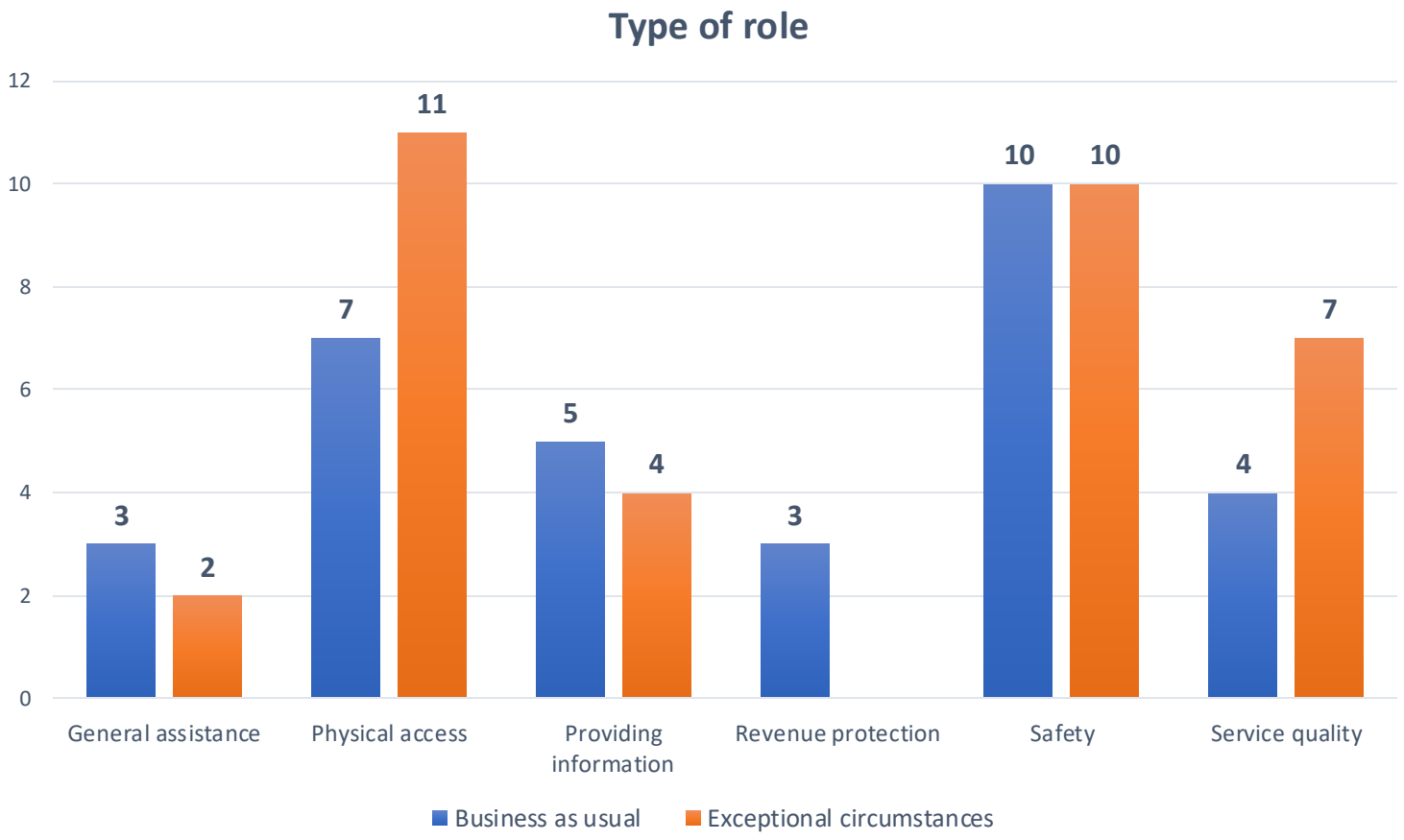


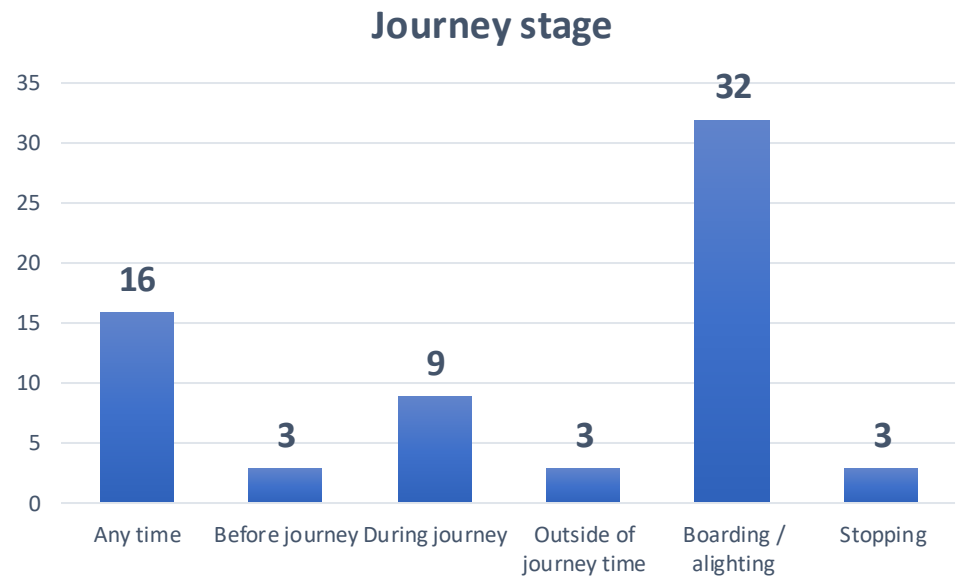
Search 'TRL CCAV non driver duties'

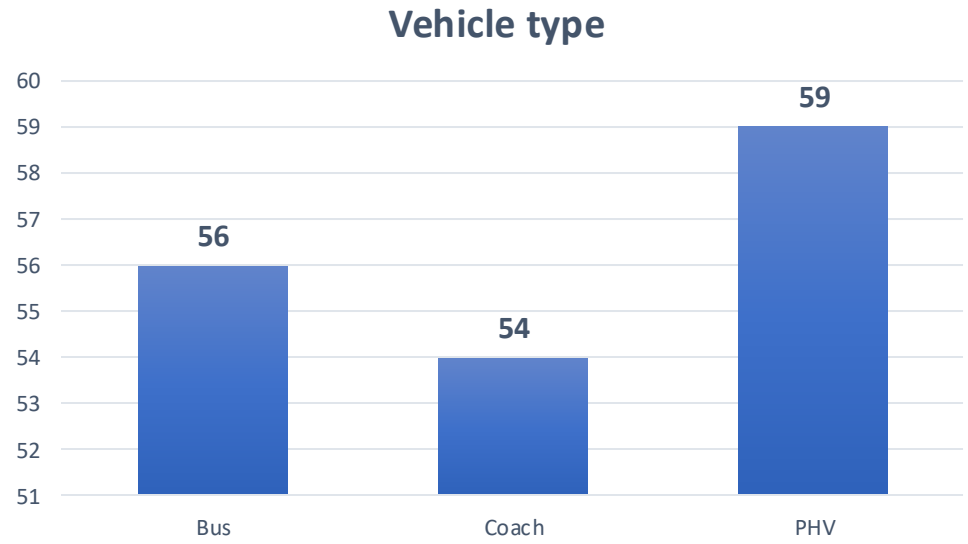


What does a driver do other than drive?

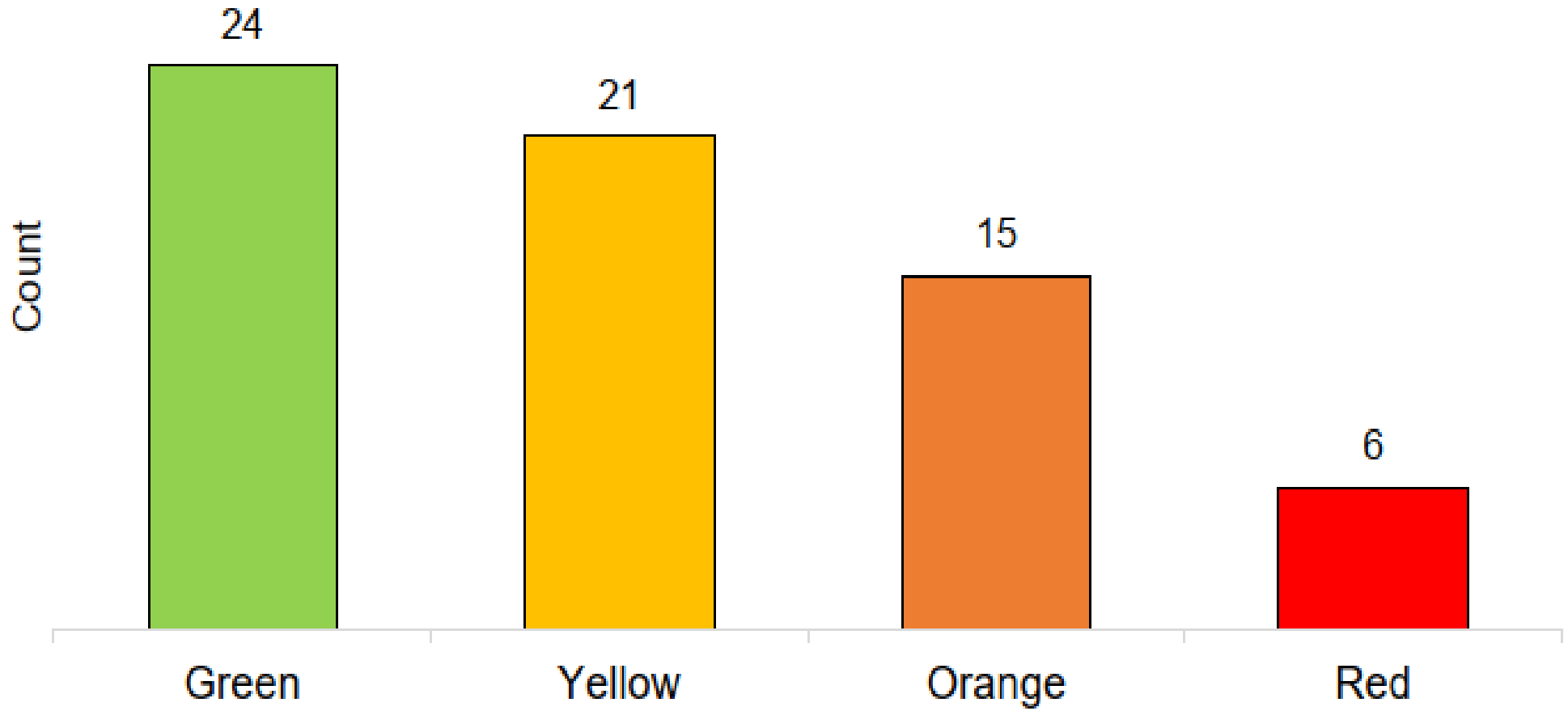
66 non-driving related roles







Can these roles be automated?



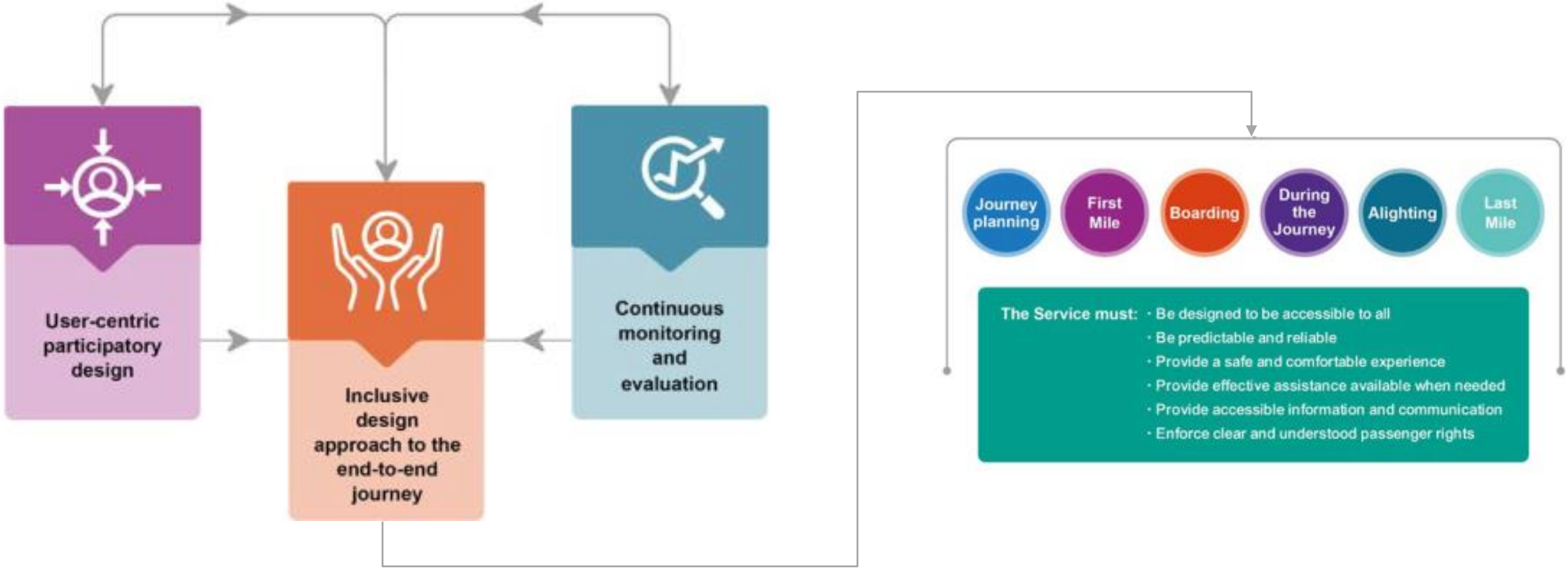
Can be easily fulfilled without a human onboard

Possible to fulfil without a human onboard, but…

Challenging to fulfil without a human onboard

Cannot be fulfilled without a human onboard

How can we deliver more inclusive services?



Final messages….

Karla Jakeman
Head of Safety Business Development

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ERTICO
ITS EUROPE

Thoughts on Horizon Europe Projects

John Paddington, Head of PMO

INNOVATION
FOR TOMORROW'S
JOURNEY.

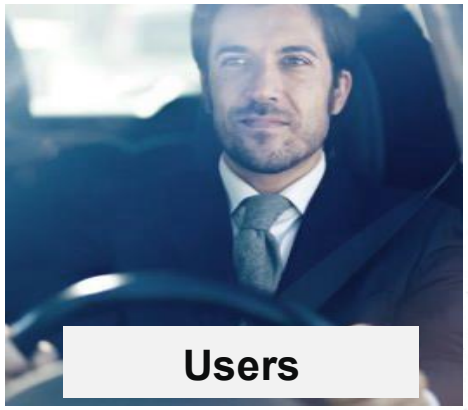
ERTICO

120+ Partners

Cross-Sector, not for profit membership organisation

Based in Brussels

Involved in 30+ HE Projects



Hello!

What do I want to talk about:

- How can you benefit from some research already done in HE projects
- Some example HE projects
- Some tips

All in ten minutes (hopefully)…

Note: This is Travel Basil – he's from St Basils a homeless charity that works with young people in Birmingham. He's probably more famous than me now…

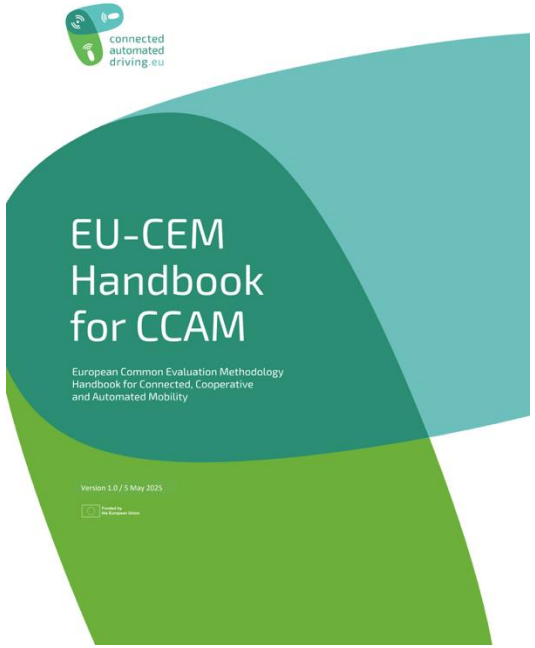
CORDIS

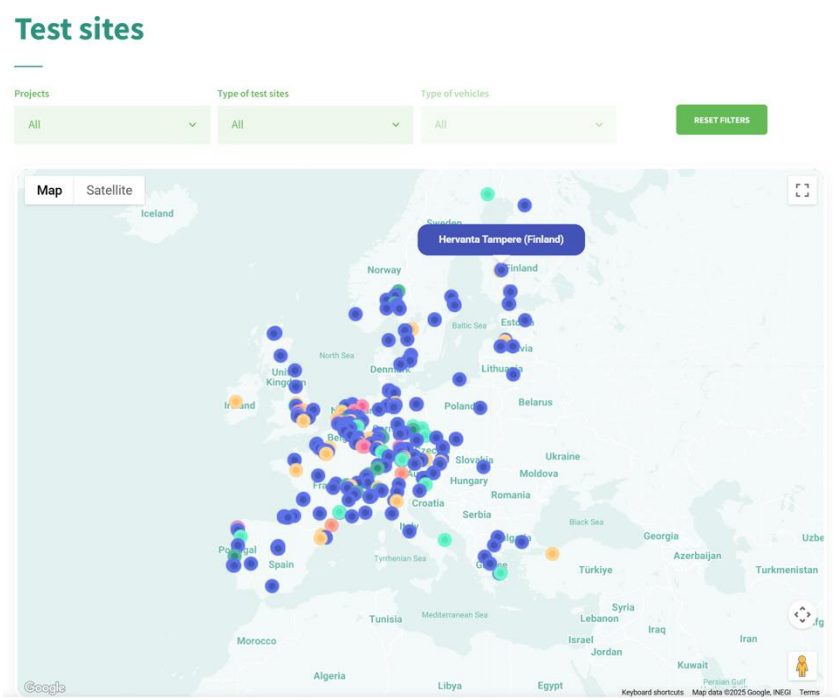
Every funded project listed here

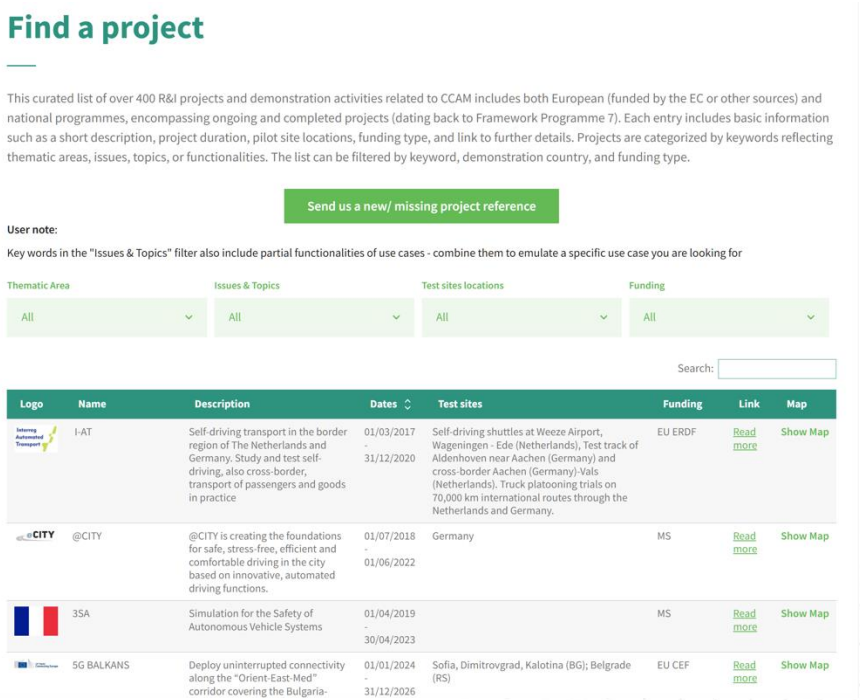
You can see deliverables, links to website, partners, funded amounts

https://cordis.europa.eu/

Connected Automated Driving Europe Website







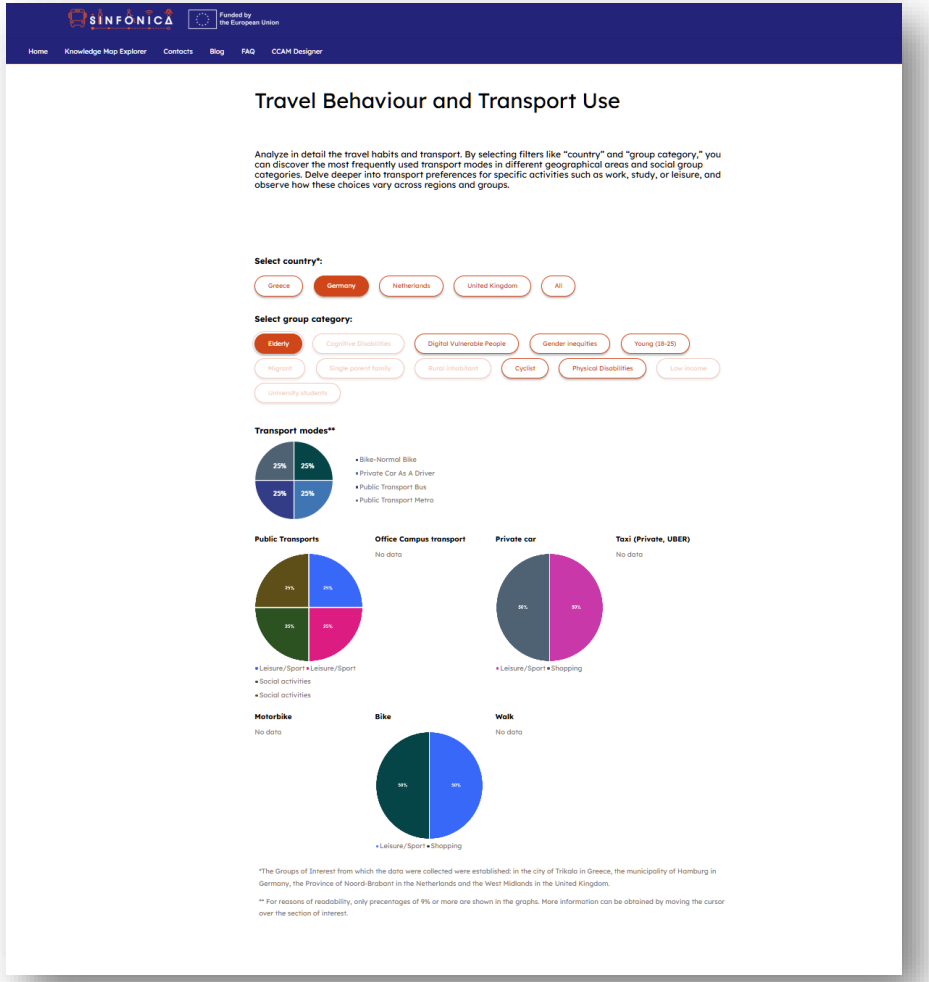
CCAMBassador Project (CSA)
Coordinated by ERTICO, June 2025 - May 2028
https://cordis.europa.eu/project/id/101203053

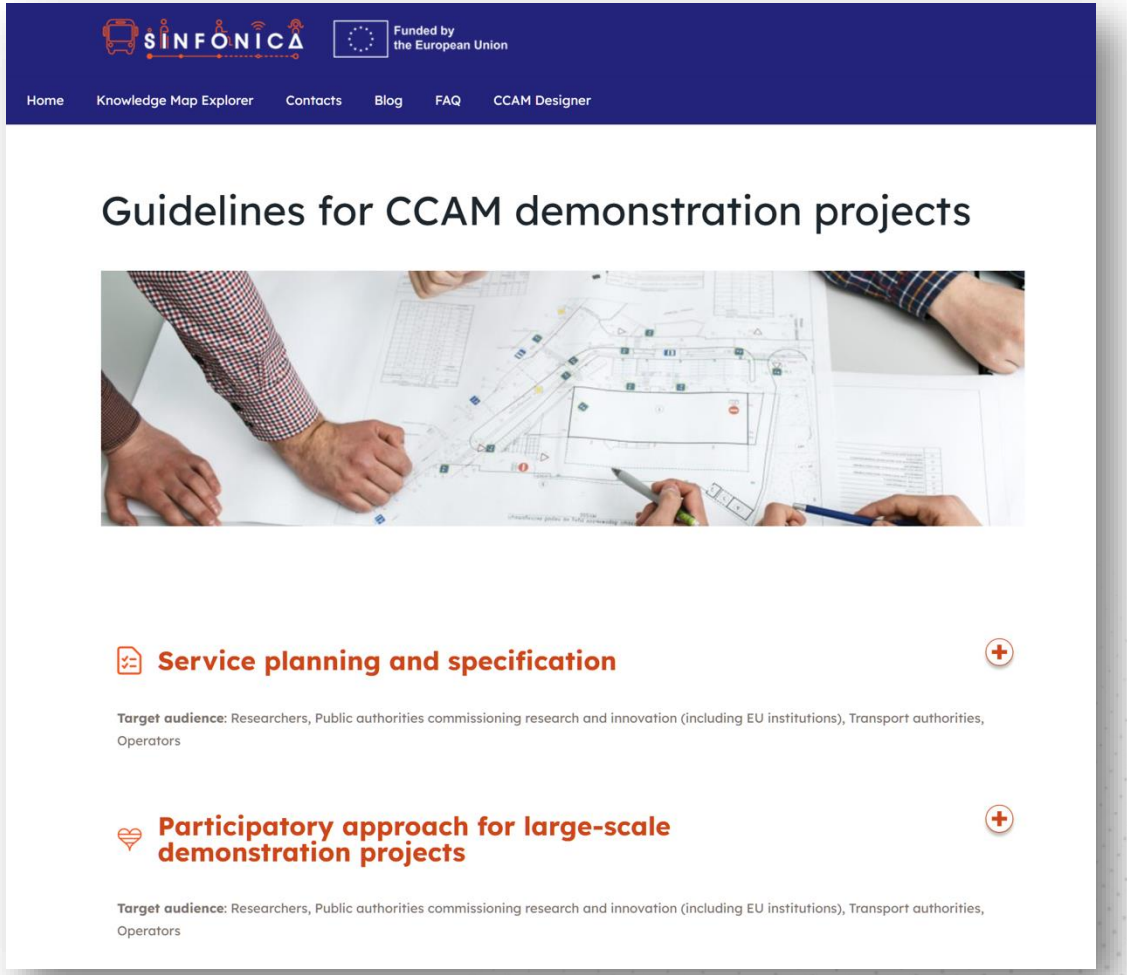
Funded by the European Union

https://www.connectedautomateddriving.eu/

ERTICO ITS EUROPE | INNOVATION FOR TOMORROW'S JOURNEY.

Sinfonica Knowledge Map Explorer https://www.sinfonica-kme.eu/





metaCCAZE: A City Missions Project

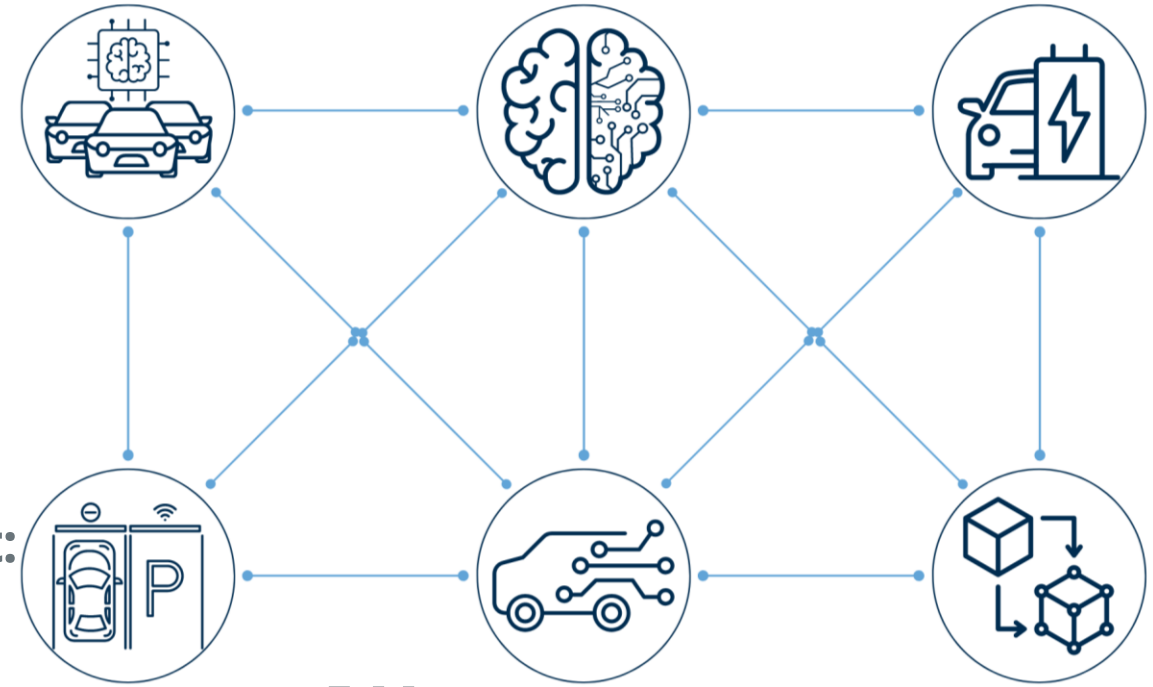
...that enable combined electrification, automation and connectivity:

2 Harmonise:

AI Data Warehouse for multi-sectorial and sensor data

1 Align:

Decentralised AI to align grid-fleet-demand



3 Charge:

Inductive and mobile charging infrastructure

4 Automate & Connect:

Remote control centers for AVs & ADAS for parking and docking

6 Digital Twin:

Planning & optimisation

5 Manage:

AI-driven (re-) scheduling tools & supply demand matching for on demand shared e-services

Living Labs

Trailblazers

Amsterdam – the Netherlands

Munich – Germany

Tampere – Finland

Limassol – Cyprus

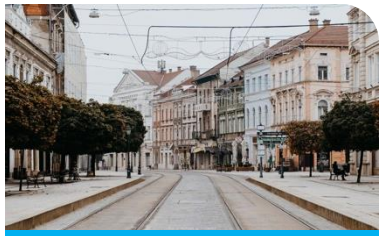
Followers

Athens – Greece

Krakow – Poland

Gozo – Malta

Milan – Italy



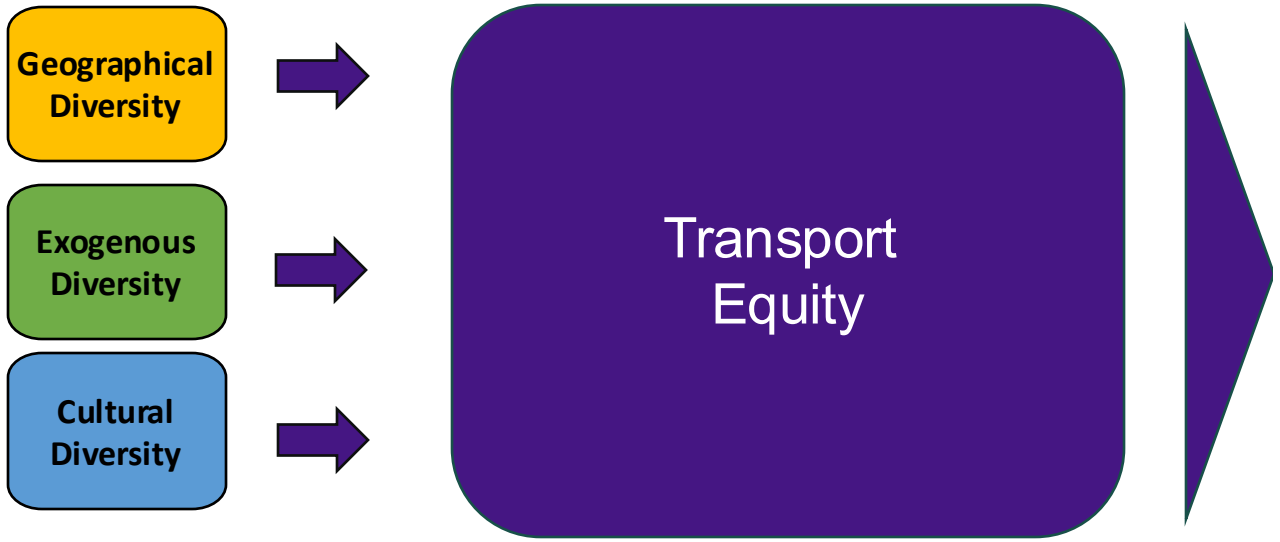
Miskolc – Hungary

Poissy, Paris – France

Observer Cities: Alexandroupolis (GR), Braga (PT), Bremen (DE), Bucharest (RO), Bursa & Nilüfer (TR), Cahul (MD), Helmond (NL), Liepaja (LV), Naples (IT), Vitoria-Gasteiz (ES)

No spoilers for the next webinar….

CulturalRoad



CulturalRoad (RIA)
Coordinated by ERTICO, May 2024 – April 2027
https://cordis.europa.eu/project/id/101147397

ERTICO ITS EUROPE | INNOVATION FOR TOMORROW'S JOURNEY.
Funded by the European Union
Project funded by
Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra
Swiss Confederation
Federal Department of Economic Affairs, Education and Research EAER
State Secretariat for Education, Research and Innovation SERI
UK Research and Innovation

What is it like in a HE Project

Why:

- Building connections / Understanding customers
- Collaborative development
- Get to travel ☺
- A lot of costs can be claimed (if needed for the project and declared up-front)
- Good funding rates:

  Private: 100% RIA / 70% IA + 25% overhead
  Others: 100% + 25% overhead
  Most projects allow pre-financing

What is good to know:

- **Get to know your Coordinator (and by extension the CINEA PO)**
- Admin is manageable (if planned)
- You can make tweaks between Proposal and Grant Signing
- Be sensible on deliverables / milestones
- Be clear on your IPR needs up-front
- Check to see if your proposal is lump sum funding
- Build upon your existing work

ERTICO

ITS EUROPE

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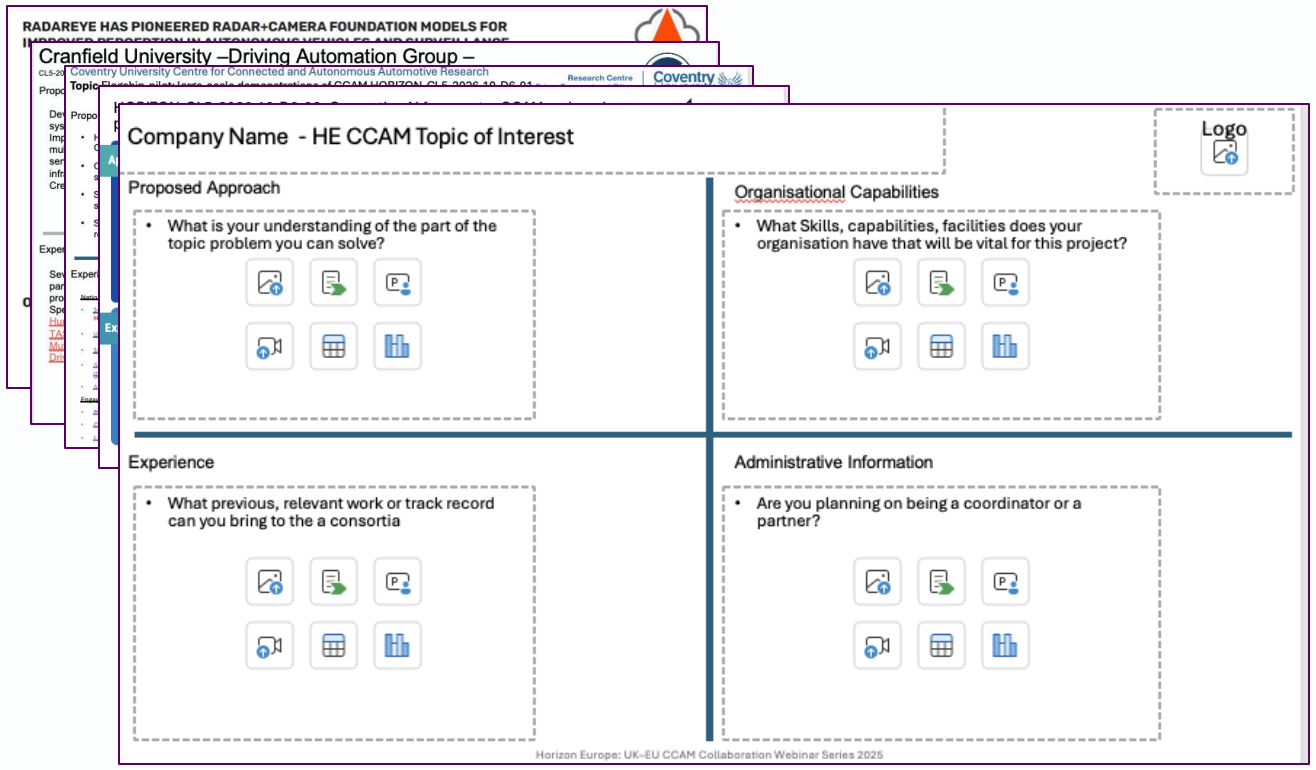
INNOVATION
FOR TOMORROW'S
JOURNEY.

Pitching



TEMPLATE : https://custom-eur.cvent.com/1EEE3F7178EC486E8926B23F55A0B125/files/1713637ffebd4beb969054c22a864269.pptx

Anthony Gallego
Automated Mobility Knowledge Transfer Manager
Innovate UK | Business Connect

Anthony.Gallego@iukbc.org.uk

Submit your 1 page pitch decks! To be included in the digital brochure we will compile at the end of this series!

Innovate UK | Business Connect

CL5-2026-10-D6-01 Flagship-pilot: large scale demonstrations of CCAM…
CL5-2027-05-D6-05 EU CCAM knowledge hub and tools…

The Floow

Proposed Approach

The Floow propose reuse of large scale real-world human driver data to support CCAM projects. This would support with:

1) *CAPABILITY: Risk analysis – to support operational design domain formation, testbed/route selection or deployment safety criteria.*
2) *TOOLS and DATA: Simulation testing and validation – providing real world location scenario data to help support verification and validation activities with real world test data.*

The Floows large-scale data and analytic resources bring driving behaviour insight across all differing environments including extreme outlier and risk behaviours. The Floow beyond technical, data & analytic work offer to support data management, ethical data protection, compliance aspects, risk management and IP areas as may be needed.

The Floow is keen to focus on data analytics especially in risk or vehicle behaviour (global leader).

Organisational Capabilities

Data, Analytics & management supporting partner.

The Floow has a recognised track record in globally impactful R&D projects including CCAM/CCAV projects. Working with collaborative partners, governments and regulators in areas related to risk and vehicles.

The Floow have globally unique mobility behavioural data, risk focused knowledge & technical analytics capabilities.

Experience

The Floow, has a strong track record in CCAM and risk R&D including:

- *Enabling Europe's first Robotaxi launch (covering areas of planning, operating and measured risk)*
- *Collaborative autonomous projects, e.g. MOVE_UK (UK CCAV project) prior work includes work with: leading OEMs, global 1st tier1 supplier, Leading research orgs, testbeds – prior roles have focused upon CCAM risk and data areas including dedicated projects on validation approaches.*
- *Horizon and EU projects in road risk areas (e.g. PHOEBE (ongoing) leading, data and AI management and USE cases – focus is calculating locational risk under differing scenarios)*
- *Supporting governments (directly contracted to UK's agencies supporting vehicle type approval data analysis work + technical legislative work supporting GB-Approval covering areas of vehicle data capture and type approval requirements).*

Administrative Information

The Floow are happy to:

- *lead technical **OR** data WPs,*
- *Lead data/ethics management, data protection, compliance, IP and risk management areas*
- *Or simply be a collaborative partner.*

Contact details:
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https://www.linkedin.com/in/samchapman/
+44(0)7595821729
The Floow (PIC number 950743270)

University of Southampton - HORIZON-CL5-2026-10-D6-03

Proposed Approach

- Collective Decision Making among CCAMs
- Predicting road user behavior
- Explaining road user behavior to Autonomous Vehicles
- Predicting vehicles' driving style

Organisational Capabilities

- Access to large pool of researchers and academics
- Access to a wide network of industry partners
- 1-1 Match PhD funding available

Experience

- Collective Decision Making
- Human-swarm Interaction
- Swarm Coordination

Administrative Information

- Seeking Partnership Role
- Email: M.Soorati@soton.ac.uk
- University of Southampton, UK
- PIC: 999975329

Autoware Foundation – Flagship-pilot: large-scale demonstrations of CCAM

(CL5-2026-10-D6-01)

THE AUTOWARE FOUNDATION

Proposed Approach

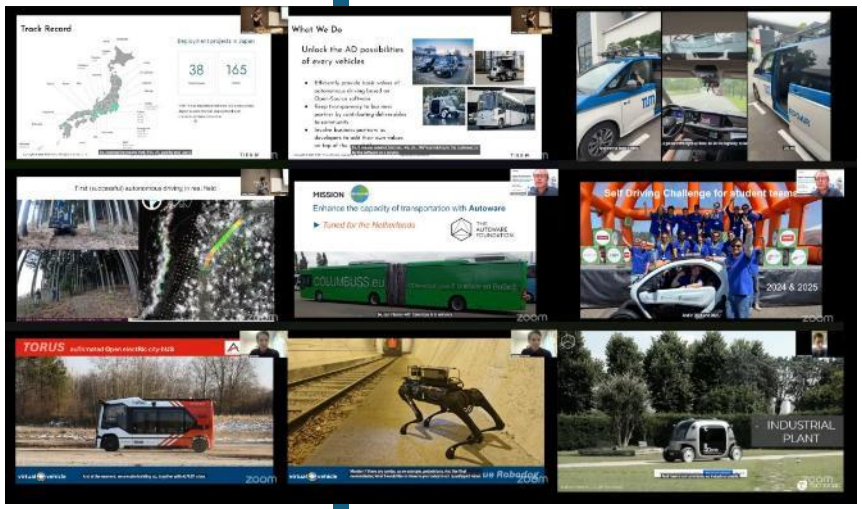
- **Provide the open-source autonomous driving software backbone** for large-scale CCAM pilots.
- Enable integration of diverse vehicle platforms, sensors, and AI models in a neutral, validated stack that strengthens Europe's resilience and independence.
- Support real-world demonstration by reducing cost, duplication, and vendor lock-in.
- Contribute also to Geopolitical competition and socioeconomic resilience (2026-02), Generative AI (2026-03) and Knowledge Hub (2027-05) calls, ensuring synergies across CCAM projects.

Organisational Capabilities

- Autoware Foundation: **Neutral, non-profit** steward of the Autoware open-source stack.
- Global community (100+ members) and contributor base providing expertise in perception, planning, control, and validation.
- Access to simulation, validation tools, and integration pipelines.
- Proven track record in aligning industrial, academic, and public stakeholders.

Experience

- 10+ years of global open-source AD stack development with proven deployments in low-speed shuttles, logistics, and testbeds
- Active collaborations with global OEMs, Tier-1s, research institutes, universities, and city pilots
- UNECE WP.29 & WEF cite Autoware as enabling standardized, open-source development
- Involved in pilots such as Tier IV L4 shuttles in Japan, EU projects (e.g. SHOW, VEDLIoT), and university testbeds
- Foundation-led community building, autonomous system standardisation, & governance



Administrative Information

- Role: Partner (enabling software backbone, validation pipelines, and ecosystem support)
- Country: Global / Japan HQ, UK CLG (TBC)
- PIC: TBC
- Contact: Steve Taylor steve.taylor@autoware.org

MOTOR Ai
Where Public Transport Drives Itself.

HORIZON-CL5-2026-01-D6-03, HORIZON-CL5-2026-01-D6-04,
HORIZON-CL5-2026-10-D6-01, HORIZON-CL5-2026-10-D6-03

Proposed Approach

Perception: Deliver validated full sensor stack demonstrating robust perception capabilities
Explainable Decision Making: Develop validated models of human driving behaviour in safety-critical scenarios; Resolve limitations of general-purpose AI hardware
Data & Simulation: Large scale data collection and model training**;** Develop high-fidelity digital twin for scalable validation
Safety & Security: Audit aligned with ISO 26262 requirements; HARA for remote intervention functions
Large-Scale Deployment: Improve safety driver interface & passenger management system; Testing in expanded ODDs

Organisational Capabilities

MOTOR Ai is building a complete Level 4 AD-software stack designed for retrofit on production vehicles:
Multimodal Perception and Sensor Fusion: Lidar, Radar, Camera, IMU, GPS, supported by HD-Maps
Decision Making: Software layer based on Active Inference as part of explainable AI architecture; proof of security according to regulatory needs
Motion planning: Trajectory planning with built in-constrains ensuring safe and comfortable driving
Hardware: Integrated sensor suite, Drive-by-Wire, and computing hardware enabling retrofit of production vehicles
Technical Supervision: Fleet monitoring and intervention system

Experience

Customer projects: Experience in real-world-applications of implementing autonomous driving Level 4 in public transport in Germany.

R&I collaboration: Experience in applied research projects, gathered in cooperation projects with the German Aerospace Center (DLR).

Real-World demonstrations: Test permit received by German Federal Transport Agency (KBA) in Q2/2025 for public road testing in Germany. Proven capability to bring AI-driven prototypes to practical use cases.

Administrative Information

PIC 894153179

Philipp Ehner | Public Funding Manager

philipp.ehner@motor-ai.com

MOTOR Ai GmbH
www.motor-ai.com
Scheringstraße 1
13355 Berlin

Coventry University National Transport Design Centre

Topic Human factors and behavioural models to enhance user acceptance and safety in CCAM. HORIZON-CL5-2026-D6-04

Research Centre
Future Transport and Cities | Coventry University

Proposed Approach

- Understand public trust & readiness at the:
  - Consumer level, expectation leading to user centred product and service design accessible to all
    - Accessible to persons of reduced mobility
    - Safety and security e.g. for lone female passengers
  - Operator level; inclusive and accessible service design
    - Efficient remote assistance with bi-direction comms with consumers

Organisational Capabilities

Staff: 20 Researchers; 28 Total Staff
PhD: 48 current PGRs
2024 Income: Over £1.8m
Outputs 2024: 51% Q1; 18 in Top 10%

- 3 DoF Motion platform immersive human in the loop driving sim
- SecureCAV testbed Human in the loop cyber simulation
- Remote ops Centre
- 2 fully automated Streetdrone ENV 200 MPVs



Experience

Nationally funded and CCAV projects -

- Project CERTUS – *Integrating physical vehicles into mixed reality simulation environment to test partners development of AI driven search space optimization to discern what to test , how to test and when to stop testing.*
- AI Security Institute - SynSafe project - Use of synthetic data for Safe AV development
- UKCITE: UK Connected & Intelligent Test Envionment (UK CITE)
- Safely Advancing Vehicle Automation On Roads (SAVOR)
- Solihull & Coventry Automated LinksEvolution (SCALE) project - Deployment of L4 AV buses at theNational Exhibition Centre (NEC)

Engagement

- **Member of UK Autocouncil CAM Working Group**
- **CCAM Member**
- **Local Authority Transport Board Member**

Administrative Information

PIC 999612161

Partner Role

Contact:

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ntdc national transport design centre
Centre for Connected Autonomous Automotive Research
ncat National Centre for Accessible Transport

Research Centre
Future Transport and Cities | Coventry University

Thank you and Reminder

29nd of October 2025 , 12pm GMT

https://iuk-business-connect.org.uk/events/horizon-europe-uk-eu-ccam-collaboration-webinar-series-2025/

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Submit your 1 page pitch decks! To be included in the digital brochure we will compile at the end of this series!

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