Horizon Europe: UK–EU CCAM Collaboration Webinar Series 2025

WEBINAR 2- Designing Large-Scale CCAM Demos: Scaling What Works

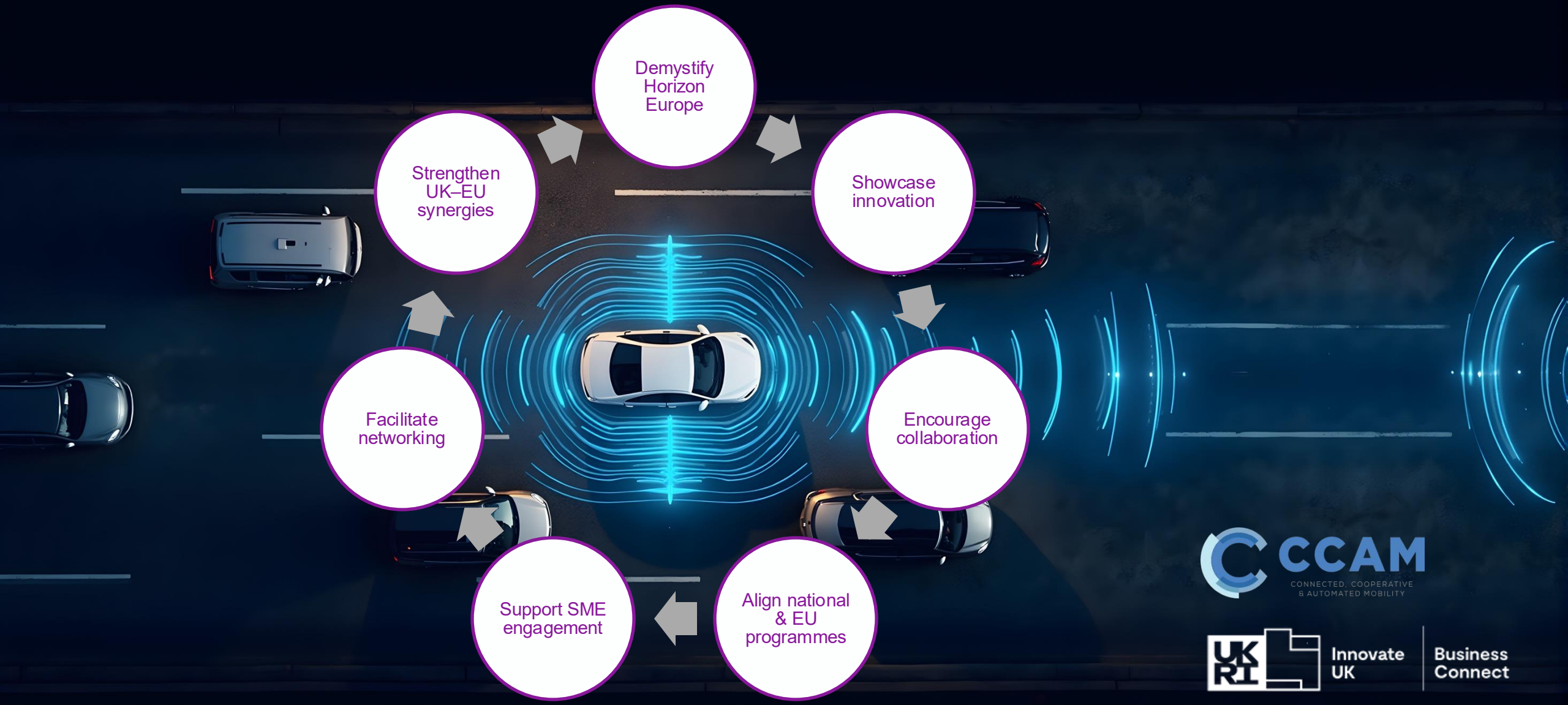
1st October 2025

www.iukbc.org.uk

UKRI Innovate UK | Business Connect

CCAM
CONNECTED, COOPERATIVE & AUTOMATED MOBILITY

Welcome - Horizon Europe: UK–EU CCAM Collaboration Webinar Series 2025



CCAM
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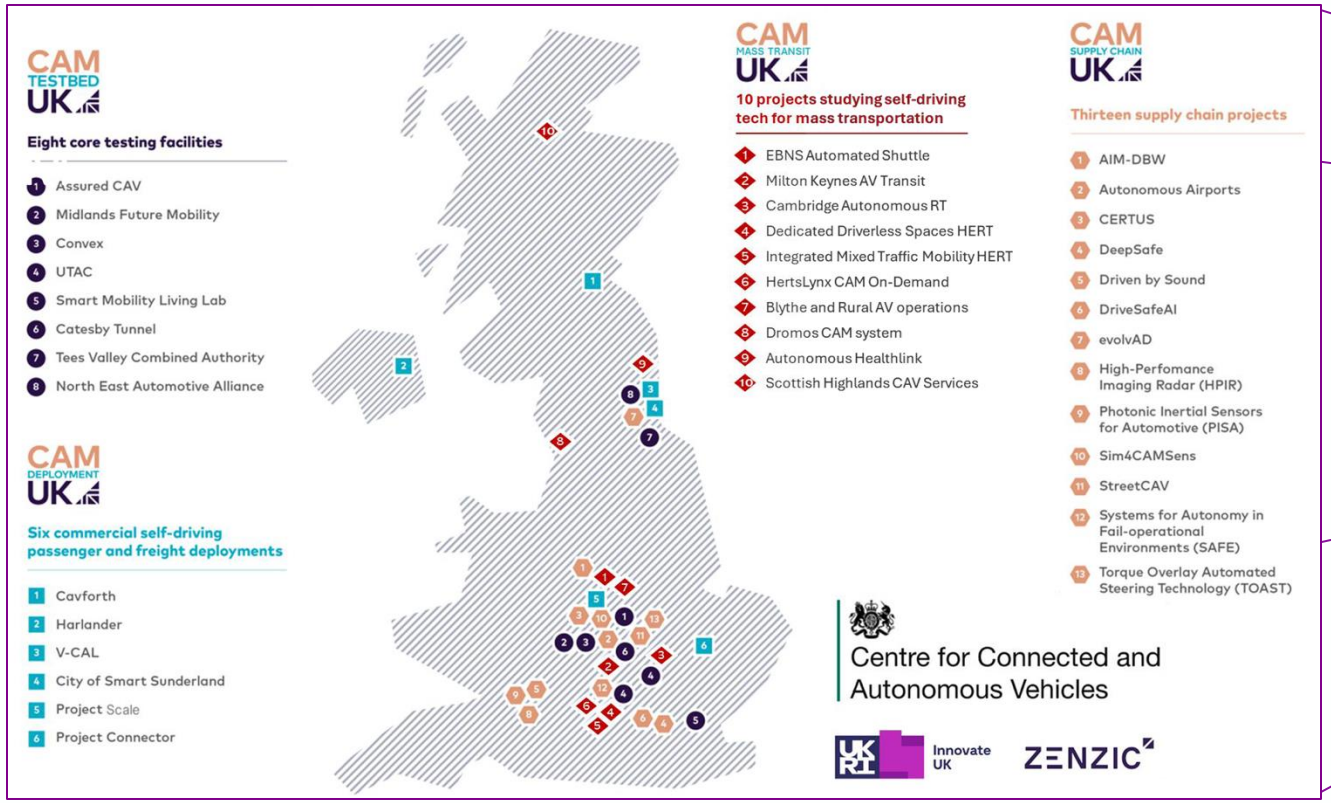
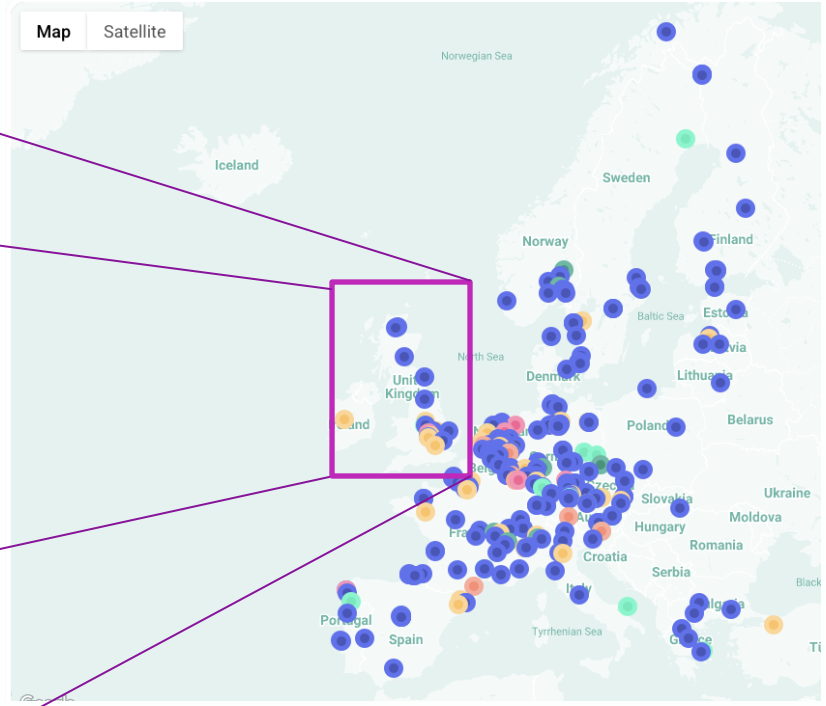
Welcome –



Source: Zenzic



Source: FAME

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Highlights

https://iuk-business-connect.org.uk/events/introduction-to-horizon-europe/

https://iuk-business-connect.org.uk/events/opening-the-door-to-horizon-europe-funding/

https://rtrconference.eu/

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Innovate UK

HE Funding Opportunities

TOPIC #	Status	CCAM CLUSTER	TOPIC TITLE	TYPE OF ACTION	BUDGET (EUR MILLION)	# OF PROJECTS EXPECTED TO BE FUNDED
HORIZON-CL5-2026-01-D6-03	16 Sep'25 To **20 Jan'26**	**2**	Next-generation environment perception for real world CCAM operations: Error-free and secure technologies to improve energy-efficiency, cost-effectiveness, and circularity	RIA	8	2
HORIZON-CL5-2026-01-D6-04	16 Sep'25 To **20 Jan'26**	**3**	Integration of human driving behaviour in the validation of CCAM systems	RIA	5	1
HORIZON-CL5-2026-01-D6-05	16 Sep'25 To **20 Jan'26**	**5**	Approaches, verification and training for Edge-AI building blocks for CCAM Systems	RIA	4	1
HORIZON-CL5-2026-01-D6-06	16 Sep'25 To **20 Jan'26**	**7**	Federated CCAM data exchange platform	IA	4	1
HORIZON-CL5-2026-10-D6-01	*DRAFT 26-27*	**1**	Flagship-pilot: large-scale demonstrations of CCAM	IA	100	1
HORIZON-CL5-2026-10-D6-02	*DRAFT 26-27*	**6**	Geopolitical competition and socioeconomic resilience in CCAM: an innovation and policy roadmap for EU leadership	RIA	4	1
HORIZON-CL5-2026-10-D6-03	*DRAFT 26-27*	**2, 3 & 5**	Generative AI for smarter CCAM: enhancing perception, decision-making, and validation	RIA	14	2
HORIZON-CL5-2027-06-D6-04	*DRAFT 26-27*	**4**	Holistic solutions for CCAM integration in critical scenarios	RIA	6	1
HORIZON-CL5-2027-06-D6-05	*DRAFT 26-27*	**3 & 7**	European CCAM knowledge hub and tools for safe and scalable deployment	CSA	4	1

Speakers

Mark Cracknell

Programme Director at Zenzic

Matthew Shelton

Future Transport - Services & Technologies Lead at West Midlands Combined Authority

Guido Di Pasquale

CCAM Cluster Lead & Managing Director @ PAVE Europe

Mats Rosenquist

CCAM Cluster Lead & Public Projects Advocacy at the Volvo Group

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Designing Large-Scale CCAM Demos:
Scaling What Works

Mark Cracknell
Programme Director

ZENZIC

Championing the UK Connected and Automated Mobility ecosystem

Created to bring together industry, government, and academia to enable the development and deployment of CAM in the UK.

Insights

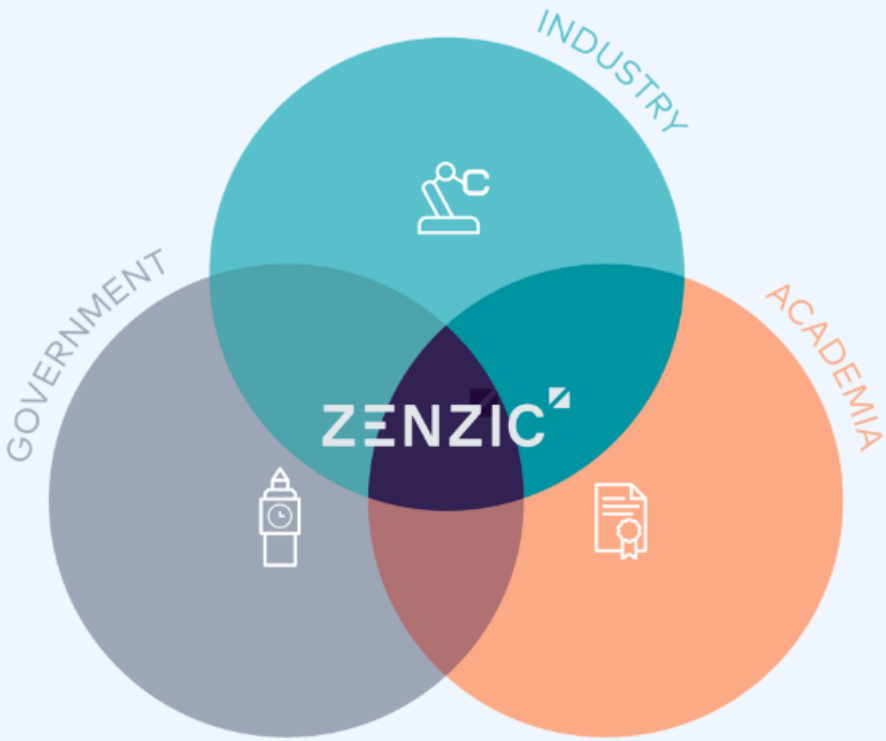
Hold the strategic vision and roadmap for the UK CAM ecosystem, providing informed guidance to government, industry and academia.

Innovation

Accelerating new technology by channeling meaningful investment, through targeted CR&D and SME funding programmes.

Collaboration

Provide the trusted brand and front door to a collaborative CAM supply chain, promoting and driving inwards investment.



Effective Innovation relies on both Insights and Collaboration.

CAM PATHFINDER

Delivering the future of CAM in the UK

Centre for Connected & Autonomous Vehicles

ZENZIC

UKRI Innovate UK

Near market opportunity areas

Meaningful paths to scale

Anchoring UK innovation

Funded by UK Government

CAM Pathfinder
Underpinned by Zenzic research

"Prioritise **near-term use cases** that **demonstrate immediate value**, particularly those that can be deployed with **existing infrastructure and regulations.**"

"Focus on scalable use cases that can be expanded across multiple regions and **local authorities** – such as **demand-responsive transport (DRT) and automated freight**, to maximise impact and investment returns."

"Leverage CAM use cases which could boost economic growth, particularly by expanding **off-highway** CAM enabled services to enhance productivity and efficiency."

CAM Pathfinder
Incoming funding opportunities

Mobilise

Demonstrate

Enable

Feasibility Studies

Funded by
UK Government

CAM Pathfinder Mobilise

Funded by UK Government

ADVANCED PROPULSION CENTRE UK

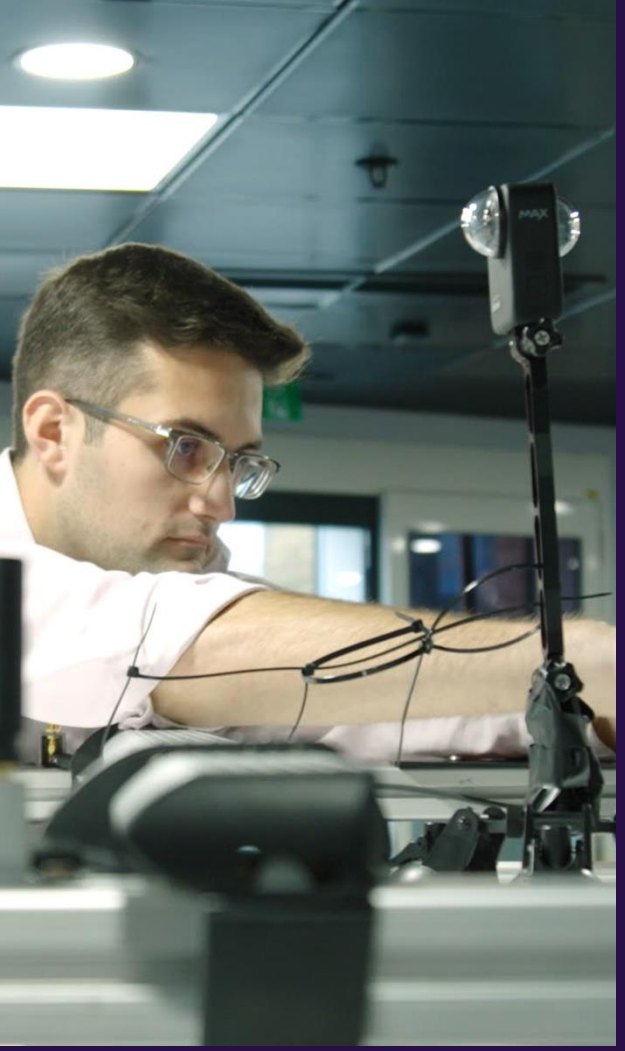
ZENZIC

Supporting ambitious early-stage businesses to become investment and market-ready

- CAM and Zero-emission technologies
- Mentoring and technical validation
- Up to £180,000 per SME

Coming soon

mobilise@apcuk.co.uk



CAM Pathfinder
Demonstrate

Funded by
UK Government

Supporting businesses to mature their technologies and generate commercial traction

- CAM and Zero Emission technologies
- Focus on high potential technology areas
- Up to £2 million per project available

Coming soon

info@zenzic.io

CAM Pathfinder Enable

Funded by UK Government

Representative trial projects, designed to mature service models ahead of complete technology readiness.

- **Support readiness of CAM adopters**
- **Focus on representative trial projects**
- **Up to £4 million per project**

Coming soon

info@zenzic.io

CAM Pathfinder
Feasibility Studies

Funded by
UK Government

Overcoming barriers to unlock further commitment to CAM technologies, both in private and public sector environments.

Target early commercial opportunities

Investigate solutions to most pressing issues

Up to £250,000 per project

Coming soon

info@zenzic.io

Commercialising CAM: CR&D Landscape

An overview of Zenzic supported CR&D activity

CAM TESTBED UK

Eight core testing facilities

1. Assured CAV
2. Midlands Future Mobility
3. Convex
4. UTAC
5. Smart Mobility Living Lab: London
6. Catesby Tunnel
7. Tees Valley Combined Authority
8. National Innovation Centre for Connected and Autonomous Logistics

CAM DEPLOYMENT UK

Six commercial self-driving passenger and freight deployments

1. CAVForth2
2. Harlander
3. V-CAL
4. SAMS
5. SCALE
6. Connector

CAM SUPPLY CHAIN UK

Thirteen supply chain projects

1. AIM-DBW
2. Autonomous Airports
3. CERTUS
4. DeepSafe
5. Driven by Sound
6. DriveSafeAI
7. evolvAD
8. High-Perfomance Imaging Radar (HPIR)
9. Photonic Inertial Sensors for Automotive (PISA)
10. Sim4CAMSens
11. StreetCAV
12. Systems for Autonomy in Fail-operational Environments (SAFE)
13. Torque Overlay Automated Steering Technology (TOAST)

Centre for Connected & Autonomous Vehicles

Innovate UK

ZENZIC

Six CAM Deployments

Eight core testing facilities

Thirteen supply chain projects

Designing Large-Scale CCAM Demos: Scaling What Works

Matthew Shelton – Transport for West Midlands

Birmingham
ITS World Congress 2027
25-29 October 2027

The 33rd ITS World Congress

ERTICO
Presents

Transport for West Midlands
Hosts

Who are Transport for West Midlands (TfWM)?

- TfWM are the transport arm of the West Midlands Combined Authority (WMCA)
- WMCA has an elected mayor – Richard Parker
- 2nd most populous region in the UK
- Work with Train, bus & E-Mobility Operators and operate the Midland Metro.
- Owns and operates the SWIFT ticketing card system
- After public consultation bus franchising has been announced with the first services expected late 2027

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Transport for West Midlands

CCAM at Transport for West Midlands (TfWM)?

CulturalRoad

- CAM programme ran for over 10 years working on projects such working on a range of projects such as sandboxes, R & D, deployments and policy
- Innovate UK/CCAV Pathfinder projects such as MFM, Autoplex, ConVex, SCALE
- Horizon Europe projects Sinfonica and CulturalRoad focused on public perception, barriers and insight
- Large network with National and European Cities and Municipalities
- Work closely with West Midlands Eco-System & Supply Chain

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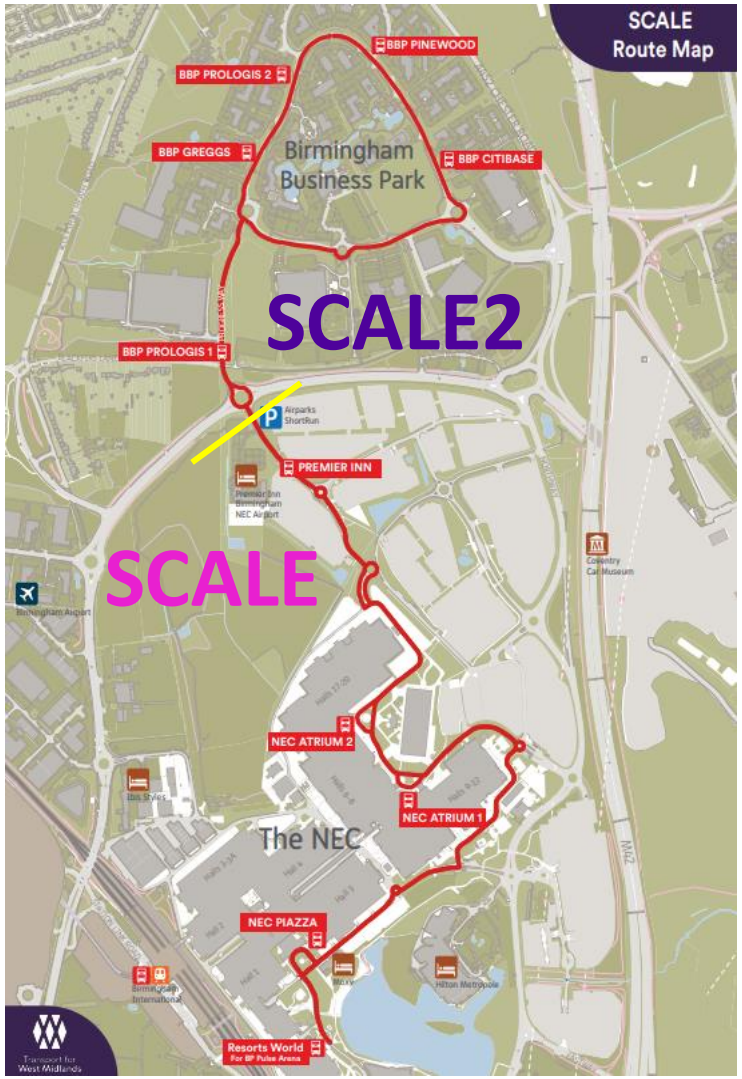
Transport for West Midlands

Solihull and Coventry Automated Links Evolution (SCALE)



Feb 2023 – Mar 2026. £6.9m project. CCAV & IUK funded

Led by SMBC. Providing a new ‘last mile’ commuter link between Birmingham International and Birmingham Business Park, through the NEC, with three fully automated shuttle buses. Aim to encourage commuters out of cars and on to public transport. One of six deployment pathfinder projects in UK.

Solihull and Coventry Automated Links Evolution (SCALE)

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Project objectives:

1. **Establish an automated vehicle service** linking Birmingham International Rail Station (BIRS) to Birmingham Business Park (BBP)
2. Develop the **business case & specification** for a permanent service on this, and future, route(s)
3. Develop a **playbook for remote operation / supervision**, including all aspects of infrastructure requirements

Deployment objectives:

1. Minimum of **three months of a public service** linking BIRS to BBP as a new commuter-focussed route
2. Demonstration of **three vehicles** along the route, providing a fully publicly-accessible service to commuters and NEC visitors
3. Successful **handover of operations** from automated technology provider to public transport operator

Transport for West Midlands

CCAM as a Mass Transit mode – Technology over acceptance?

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- There has been substantial investment from both governments and private companies into the technical development of autonomous vehicles (AVs). The UK government, for example, has provided hundreds of millions in funding for CAM projects

- Despite the technological advancements, public trust in AVs is low. Studies have shown that a majority of people do not feel safe in a car without a human driver, and this perception is influenced more by trust than by knowledge of the technology. Public acceptance is a critical, and often underestimated, factor because a technology's success depends on people's willingness to use it.

- To overcome this disparity, there is a need to build public confidence through transparent communication, education, and real-world experience. Projects that emphasize the societal benefits of CAM

Transport for West Midlands

Horizon Europe project - SINFONICA

- SINFONICA is a three-year European initiative focused on developing and implementing inclusive and accessible Cooperative, Connected and Automated Mobility (CCAM) for all people.
- The project uses a co-creation methodology, engaging with "Groups of Interest" in four European territories to ensure a participatory approach.
- The West Midlands is one of four designated "Living Labs" for the project, alongside Trikala, Hamburg, and the Province of Noord-Brabant.
- As a Living Lab, the West Midlands serves as a real-world environment for testing and developing solutions to make connected and automated mobility more accessible and beneficial for its citizens.

SINFONICA

Social INnovation to FOster iNclusIve cooperative, Connected and Automated mobility.

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Transport for West Midlands

SINFONICA Methodology

ACTIVITY	TARGET	CATEGORIES	SCHEDULE
Interviews	User with mobility challenges (in italics additional optional categories)	Elderly	• 1° Round: 5 users for each category • 2° Round 3 users for each category • 3° Round: 2 users for each category
		People with cognitive disabilities	
		Digital vulnerable people	
		Gender-related vulnerabilities	
		Youth	
		People living in rural areas	
		University students/young people	
		Cyclist associations	
		People with physical disabilities	
		Migrants	

1. Transport Modes:

Question A1: What kind of transport modes do you use for your regular journeys?

Here, we gather information about the various modes of transport the respondent uses, such as personal vehicles, public transport, cycling, walking, or shared mobility options.

Follow-up A1.1: If they don't use Public Transport, ask Why:

This follow-up seeks to understand barriers or reasons for avoiding public transport, such as cost, convenience, or accessibility issues.

Follow-up A1.2: If they mentioned shared mobility in Other, then ask: Which one

If shared mobility is mentioned, we delve deeper to specify the type (e.g., car-sharing, bike-sharing, ride-hailing services).

2. Distance to Frequent Destination:

Question A2: What is the approximate distance from home to your most frequent destination?

This question helps us gauge the typical travel distance and potentially infer the suitability of different transport modes.

SCALE - Customer Experience & Insight

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Research aims

- Identify barriers to the uptake of autonomous shuttle services.
- Investigate user perceptions of autonomous shuttles in terms of journey need, safety and onboarding experience.
- Understand how the service can be optimised for maximum utilisation

Stage 1
Pre-trial (May to September 2024)

- Stakeholder workshop – TfWM and Solihull Council (N=6)
- Pre-trial survey with staff and visitors from the NEC and Birmingham Business Park (Staff N=320, Visitors N=602)

Stage 2
In trial (March to June 2025)

- Surveys with staff and visitors to the NEC (N=321)
- KWMM and HiT database Community Task (Initial discussion N=319, In person task N =12)
- Focus groups with visitors to the NEC and NEC Staff (N=25)
- Focus groups with Motability customers (N=18)

Transport for West Midlands

SCALE - Trial Insights

- Sample: 321 (117 users)
- 89% felt safe, 93% rated comfort/journey experience as good or excellent
- Safety enhanced by presence of human operator (79%) & smooth speed (72%)
- Remaining concerns: emergency handling, speed, real-time info

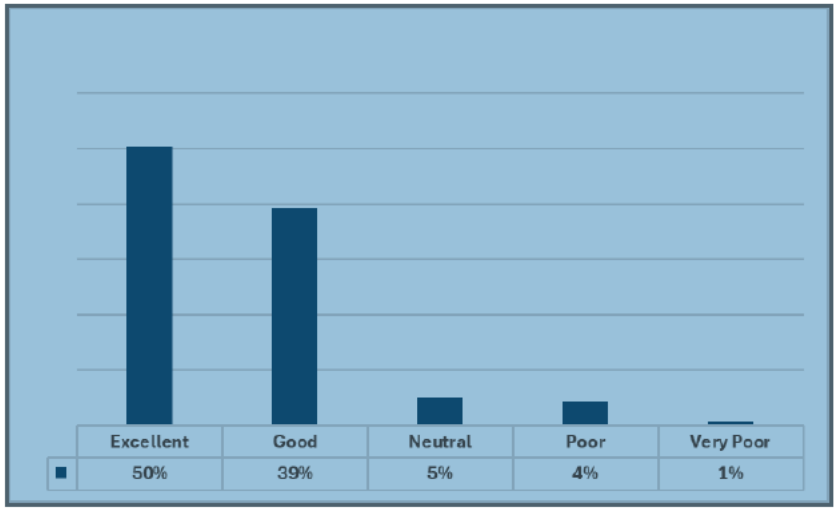

Figure 3: Feelings of safety (users) – post-AS trial

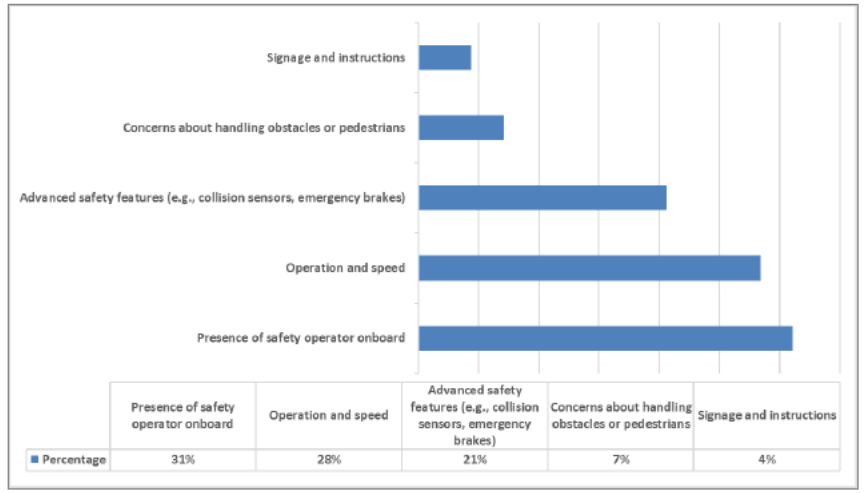

Figure 4: Factors contributing to perceived safety

Final Thoughts

- **Establish a Fused Innovation Pipeline:** Proactively align **Innovate UK** projects (typically shorter, market-ready innovations) with **Horizon Europe** initiatives (longer-term, collaborative research and large-scale demonstrators). This ensures regional R&D directly feeds into international application, significantly boosting **strategic delivery** and commercial impact.
- **Accelerate Network Building:** Actively support the formation of high-quality, international consortia by facilitating connections between local CCAM SMEs, universities, and European partners identified through Horizon Europe engagements. A strong **international network** is vital for accessing state-of-the-art research and unlocking greater funding potential.
- **Strengthen Regional Sector Position:** Use joint Innovate UK and Horizon Europe success stories to demonstrate the region's competence in Connected, Cooperative, and Automated Mobility. This sustained visibility and collaboration will be key to **strengthening the region's sector position** as a leading testbed and hub for CCAM innovation in the UK and Europe.
- **Embed Innovation into Policy:** Translate the lessons, data, and validated technologies from both national and European projects into regional transport policy and planning frameworks. This ensures that funded innovation translates into practical, citizen-centric services, creating tangible **public benefit** and justifying future strategic investment.

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Designing Large-Scale CCAM Demos: Scaling What Works

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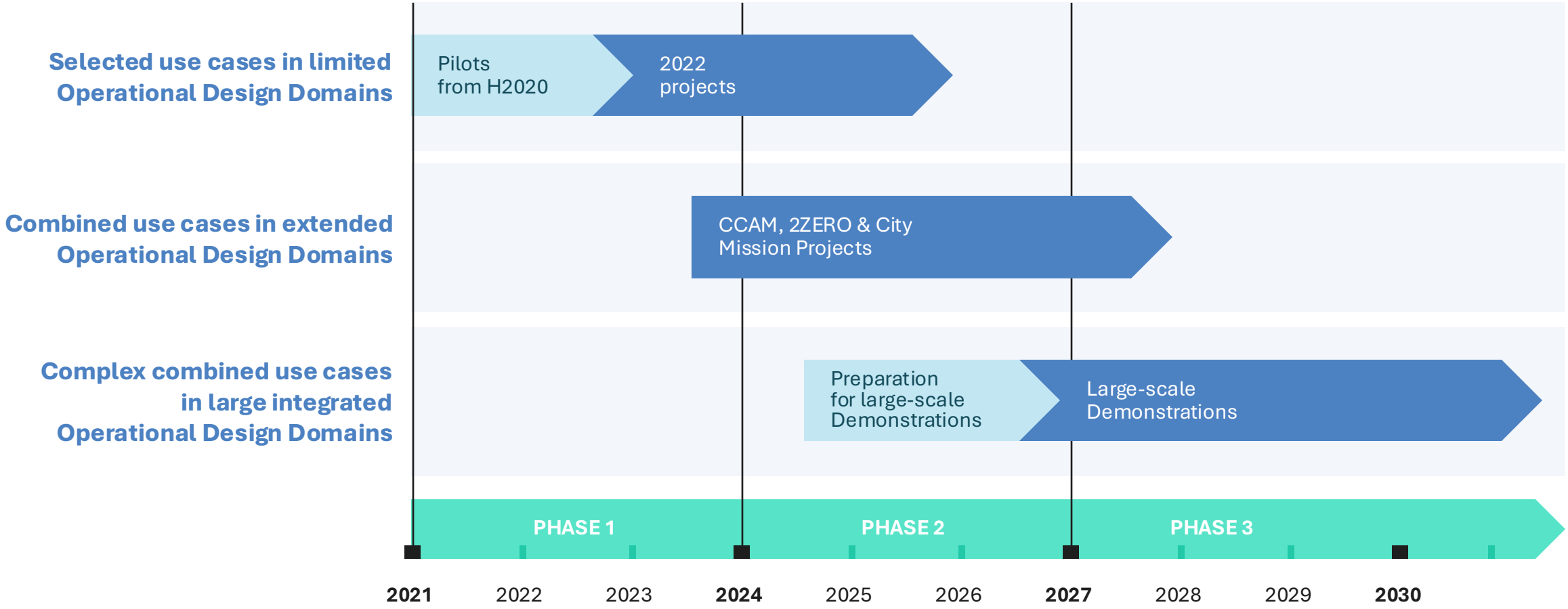
Strategic Research & Innovation Agenda by the CCAM PPP:

Paving the way to Large Scale Demonstrations



Draft Work Programme 2026:

Large-Scale Demonstration project

Field Operational Tests - FOTs (TRL* 7-8)
and Technology pilots (TRL* 4-6)

Enhancing CCAM Technology

Large-Scale Demonstration project

Large-Scale Demonstrations

Technology Pilots (TRL 4-6)

Integrate a number of technological enablers in prototype vehicles for extending ODD

Demonstrate safe functioning of the solution with test drivers in operational environments.

Extensive Testing and validation campaigns in real-world scenarios

Deployment Enablers (SRL 4-6)

Concrete and strategic benefits of vehicle-infrastructure cooperation

- Data exchange OEMs – NRAs
- Traffic & Remote management

Societal readiness enablers

- Public awareness campaigns
- User education & training programs

Regulatory Framework

- CoPs
- …

Field Operational Test – FOT (TRL 7-8)

Conduct FOTs with hundreds of vehicles (SAE L2 – L4) at multiple test sites and corridors for a minimum of 12 months.

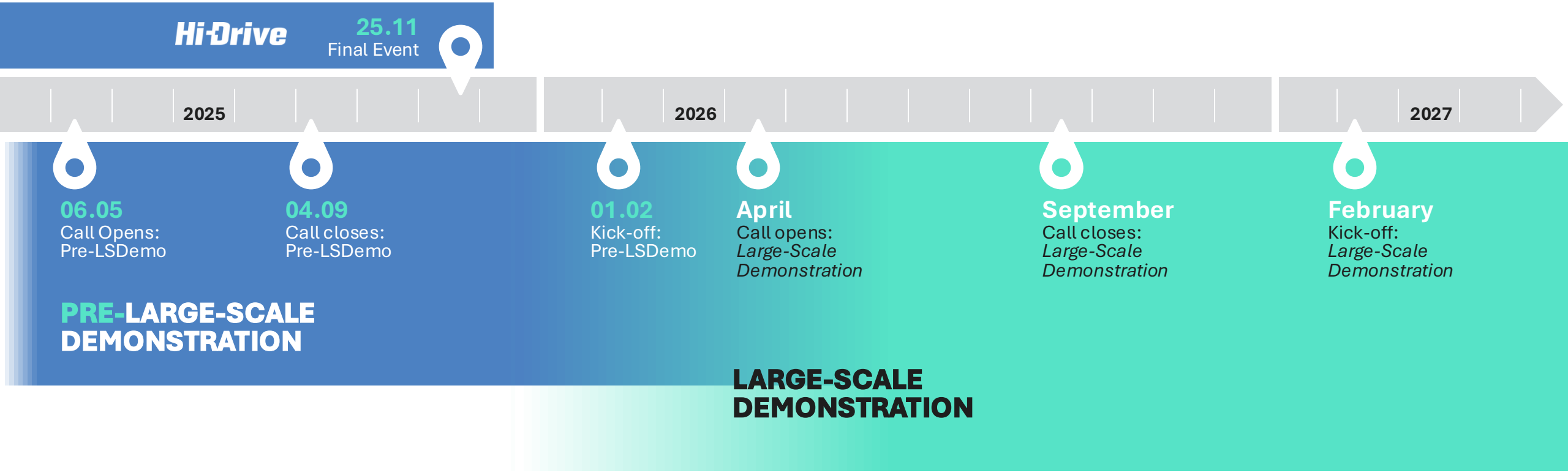
Operate in mixed traffic: urban, suburban, motorway, and rural settings.

Gather comprehensive data for the assessment of the efficiency, quality, robustness and acceptance of CCAM.

Provide real-world evidence on the effects, impacts, and long-term implications.

CCAM Large-Scale Demonstration timeline

Building on previous projects



Flagship-pilot: large-scale demonstrations of CCAM (extract from the latest draft work programme)

Expected outcomes

- **Large-scale demonstrations** of inclusive, user-oriented, and well-integrated CCAM systems and services for people and goods in mixed traffic through **Field Operational Tests (FOTs), Technology Pilots, and Living Labs,** building upon advanced and emerging **SAE Level 2 systems to move towards SAE Level 3 and 4** functionalities, at **multiple test sites and corridors showcasing CCAM potential for a minimum of 12 months**.
- **Validation of enabling technologies** that facilitate the extension of Operational Design Domains (ODDs) in large-scale operations and enhance perception performance under poor lighting and adverse weather conditions in large-scale demonstrations and pilots. **Assessment of deployment readiness** and demonstration of technological maturity focusing on their reliability, security, and real-world applicability.
- Identification of the remaining technological and societal development needs **to accelerate deployment and drive user and societal demand**. These demonstrations will **strengthen the connection with users and society** through a co-creative process, ensuring that technological developments align with real-world needs and societal expectations.
- **Recommendations for regulatory action** aimed at facilitating the deployment of Automated Vehicles (AVs) in Europe, by engaging with relevant policy and regulatory bodies.
- **Identification and selection of viable business models** for each of the use-cases explored per domain, aiming for continued operation after the flagship pilot through private investment or national/local public funding including mechanisms for transferability and replicability to enable a broader application of results to other cities and regions.

Flagship-pilot: large-scale demonstrations of CCAM (extract from the latest draft work programme)

Use-Cases, Domains

- **Individual mobility** within mixed traffic environments, encompassing urban, suburban, motorway, and rural settings, with a focus on the seamless integration of automated and conventional vehicles. Use cases should consider diverse road conditions, infrastructure variability, traffic dynamics, and user needs, ensuring safe, efficient, and user-centric mobility solutions. A key aspect is the **integration of advanced technologies** (e.g. AI, V2X, cybersecurity, precise positioning, etc.) and the **validation of technological enablers** ensuring that automation solutions are robust, scalable, and adaptable to all CCAM use cases for people and goods.
- **Shared mobility and public transport** operations in urban, regional and rural areas, for end-to-end journeys aiming to enhance safety, accessibility, equity, and sustainability, including improving business cases for mobility providers. Validate realistic door-to-door mobility services including links to mobility hubs, ridesharing and parking areas to enhance end-to-end journeys in urban areas and regions.
- **Freight transport** for hub-to-hub, corridors, and logistics hubs on public roads and confined areas, integrating logistics, fleet and terminal operators. Validate realistic end-to-end use cases, such as logistics hubs at airports, ports, cross-border, and transhipment terminals, connecting use-cases in confined operations with TEN-T freight corridors.

Co-funded by the European Union

Flagship-pilot: large-scale demonstrations of CCAM (extract from the latest draft work programme)

Common enablers

- Ensuring **inclusive engagement of all key European private stakeholders** (e.g., shared mobility, public transport and logistics operators, infrastructure providers, associations, SMEs and start-ups, in particular technology developers), and notably a broad representation of the European OEMs, in addition to Tier-1 suppliers, as well as public players (e.g., municipalities/cities/regions, motorway operators, emergency service operators, public transport authorities, research institutions) and community groups (e.g., user groups) for the transport of people and goods, across their entire value chain, in the designated domains.
- Assessing the **transferability, adaptability, and scalability of advanced technologies** such as photonics and Generative AI as key enablers for the extension of ODDs, ensuring broad deployment potential.
- Executing **public engagement and awareness campaigns to increase societal readiness** and promoting the use of CCAM as well as implementing CCAM education and training programs.
- Assessing the degree to which the demonstrated services comply with current **regulatory requirements** and providing recommendations to **ensure full compliance**

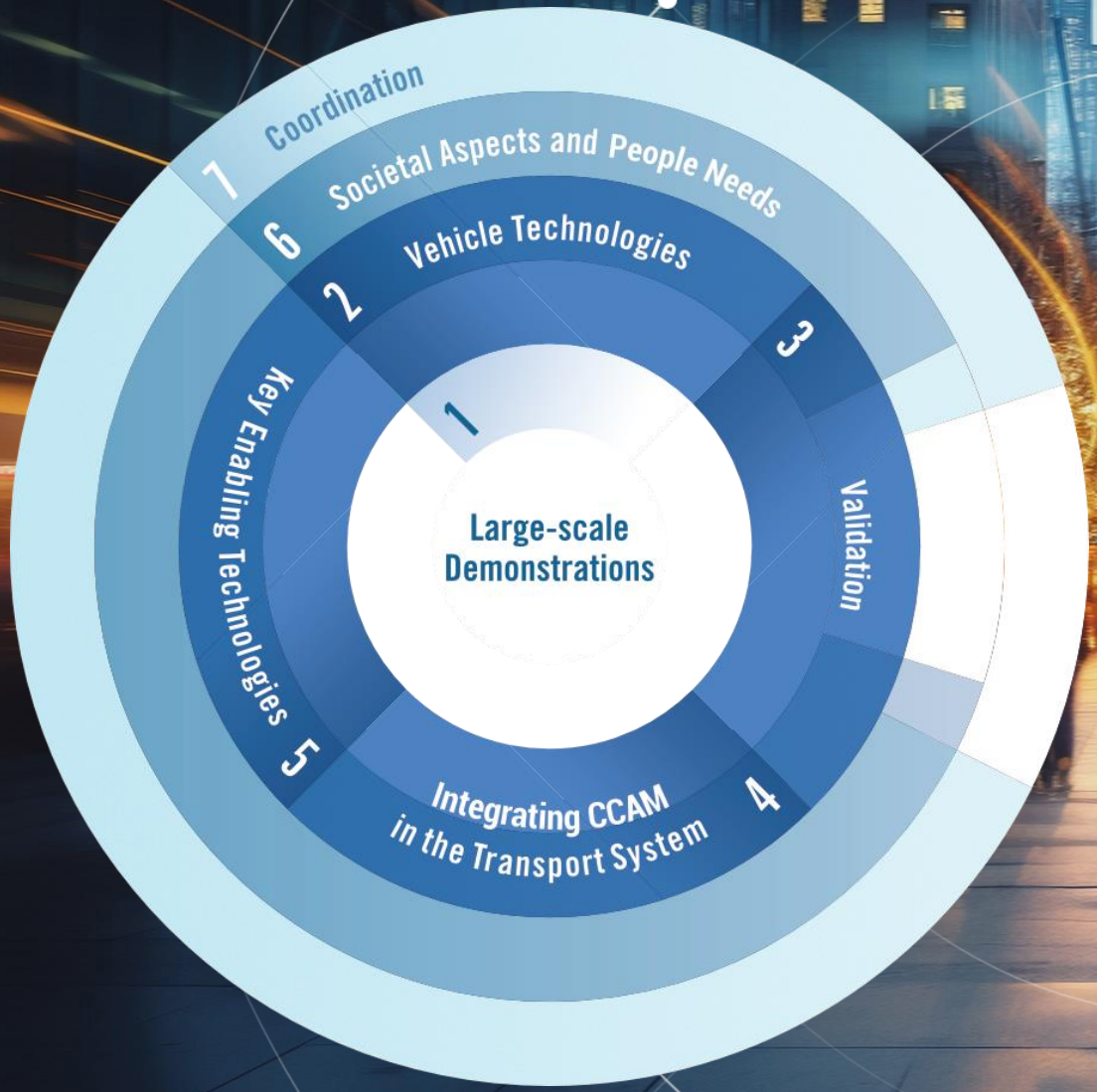
Co-funded by the European Union

Flagship-pilot: large-scale demonstrations of CCAM (extract from the latest draft work programme)

Real-World evidence, Long-term Impact

- **Exemplifying concrete and strategic benefits of vehicle-vehicle or vehicle-infrastructure cooperation** to improve safety, optimize traffic flow, and enhance the overall efficiency of CCAM transportation networks considering both digital and physical infrastructure and including guidance for remote operations and management.
- Using data from large-scale demonstrations to **identify and extract pertinent scenarios and edge cases**, ensuring these insights are systematically integrated into related databases for validation scenarios, while also exploring data sharing opportunities with relevant authorities.
- **Facilitating the interoperability of connected and automated systems across vehicle brands, regions, and Member States and Associated Countries,** taking into consideration different traffic environments and road densities, also in line with the Automotive Action Plan on large-scale cross-border testbeds.
- Encouraging collaboration with the European Software-defined Vehicle (SDV) initiative by adopting existing interfaces and proposing new ones developed within the project for potential inclusion in the SDV framework.

Co-funded by the European Union



CCAM

CONNECTED, COOPERATIVE & AUTOMATED MOBILITY

CCAM Clusters

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CCAM Association

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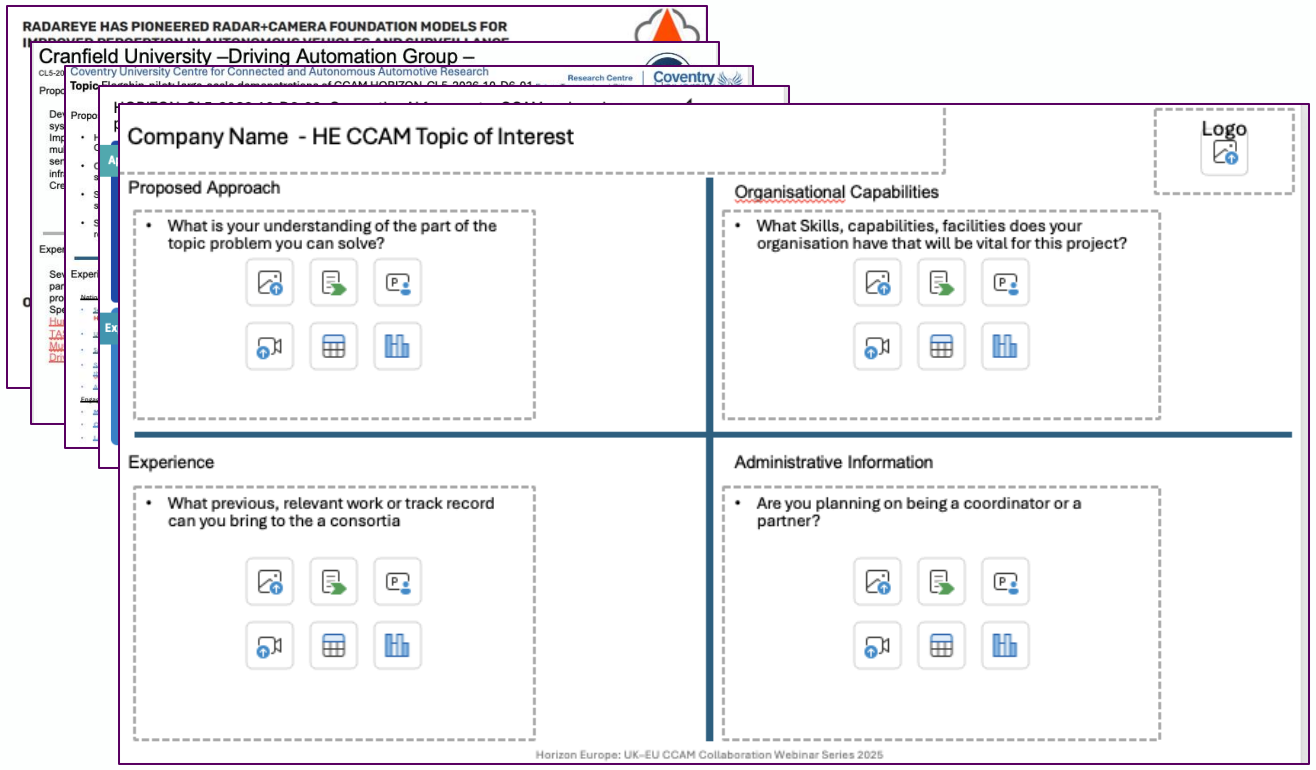
Pitching



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Anthony Gallego
Automated Mobility Knowledge Transfer Manager
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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!

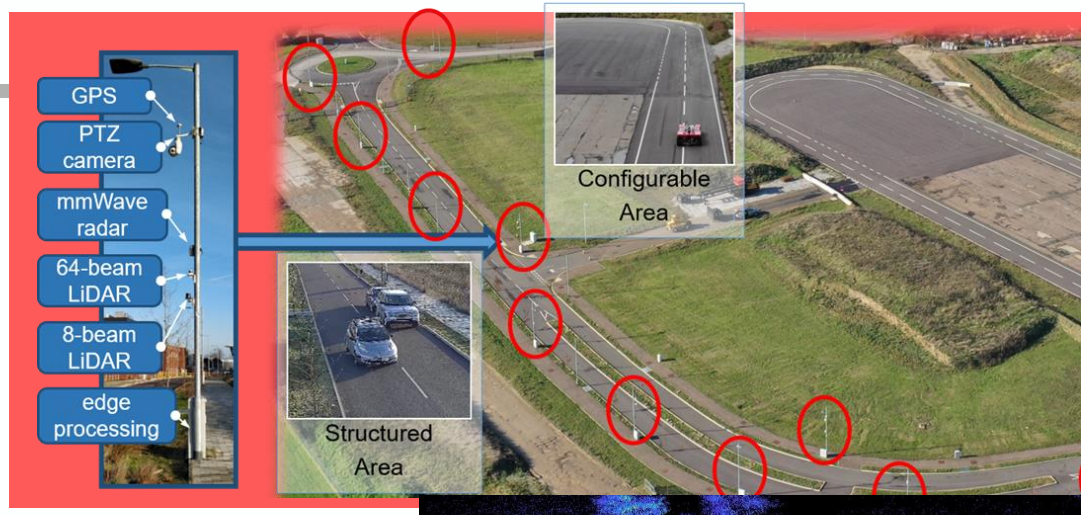
Innovate UK | Business Connect

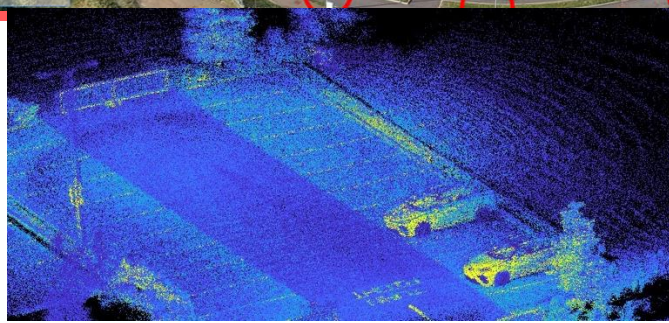
Proposed Approach

Developing advanced & collective perception systems
Improving fusion from:
multiple sensor technologies
sensors across different vehicles
infrastructure-based sensors
Create novel datasets.

Organisational Capabilities

Expertise with:
multiple sensor technologies
sensor fusion
trajectory prediction, and tracking.
Academic organisation
Extensive experience with delivery of technology demonstrators
Proving ground testing (own facility)





Experience

Several collaborations with leading automotive partners, especially in prediction and perception problems.
Specific examples:
Human Drive (£13.5M, led by Nissan)
TASCC:CogShift (£1.6M, led by JLR)
MuCCA (£4.6M, led by IDIADA)
Driven by Sound (£1M, led by Calyo)

Administrative Information

Planning to be a partner.
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Prof. Daniel Auger
d.j.auger@cranfield.ac.uk
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United Kingdom

dRISK - Data Driven Route Risk Assessment and Scenario Creation

Proposed Approach

- Scenario based risk assessment
- Build a knowledge graph of AV test scenarios
- Aggregation of edgecases from structured, unstructured, and video feeds
- Building out scenario test batches for individual stack or full AV SIL/HIL Testing
- Ability to take scenarios from one ODD and re map them on to new or expansions in ODD

Organisational Capabilities

- AI based route risk assessment via our tool ‘Conode’
- Failure mode analysis
- Next best test
- Remapping from US based AV accidents to any ODD in the world
- Data collection and aggregation from worldwide sources
  - CCTV, DashCam, Insurance claims,

Experience

Customers:
Society of Motor Engineers (SAE), British Standards Institute
OEMs
Tier 1s
AV developers

CCAV grant funded projects:

dRISK, DeepSafe, SCALE, Connector, SCALE 2 and Connector 2

Our tools are simulator agnostic and we can integrate with any tool chain within hours via API

Administrative Information

- Start up SME based in London, UK with office in Los Angeles, USA
- 12 staff, predominantly AI engineers and Transport System specialists
- Contact information:

rav@dRISK.ai

Coventry University Centre for Connected and Autonomous Automotive Research

Topic Flagship-pilot: large-scale demonstrations of CCAM HORIZON-CL5-2026-10-D6-01

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Proposed Approach

- Human Factors requirements for Remote Operations Centres (BSI 1887 Authors)
- Cybersecurity – (e.g. TARA) to ISO 21434 for systems security (on and off board)
- Safety Case Development including simulation/validation of edgecases
- System macro modelling for time energy and route management

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%

- ASSURED CAV proving ground for physical. scenario testing and correlation

- Security Testbed
- 2 fully automated Streetdrone ENV 200 MPVs
- Remote ops Centre

Experience

Nationally funded and CCAV projects -

- Secure-CAV - **Facilitate building and validating security measures using Hardware-in-the-Loop (HiL) test bench**
- 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)
- AI Security Institute - SynSafe project - Use of synthetic data for AV development

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

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syselek

Topic of Interest: HORIZON-CL5-2026-10-D6-01 **Flagship-pilot: large-scale demonstrations of CCAM**

Proposed Approach

- **Bridging Regulatory and Industry Needs**: active liaison with certification authorities and industry. Connect demonstration activities with regulator assessment processes; accelerating safe, evidence-based deployment of CCAM technologies.
- **Safe and Scalable**: enable large-scale CCAM demonstrations with independent ODD definition and HARA, ensuring safety and generating outcomes that drive learning for industry and stakeholders.
- **Data-Driven Safety Insights**: extract, anonymise, and analyse demonstration data using both leading (proactive) and lagging (retrospective) safety metrics, delivering actionable safety assessments and transparent reporting.

Organisational Capabilities

- Large scale demonstration planning with independent ODD definition and HARA.
- ISMR solutions, aligned with the needs of certification (authorisation) and compliance (in-use assurance) agencies, and liaison with authorisation and in-use assurance agencies in demonstration states.
- Data extraction, data anonymisation, and data analysis using leading metrics for safety assessment and lagging metrics for wider safety reporting and dissemination.
- CCAM test data sharing methods, accounting for trustworthiness, integrity, authenticity, privacy, and legal and ethical considerations.

Experience

- Team members prior experience working on:
  - Large scale EU CCAM vehicle trial projects e.g. L3Pilot and Hi-Drive.
  - Trialing automation technologies and vehicles (private, shared, freight) in the UK e.g. AutopleX
- Strong links with stakeholders:
  - Certification and compliance agencies, operators, vehicle OEMs, tier1/tier2 supply chain, industry trade bodies, national and local road authorities.

Administrative Information

- Planning
  - Project partner support
- Work package leadership, relating to:
  - Demonstration planning
  - Data collection
  - Insights

Graham Lee

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Thank you and Reminder

15th 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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