creating next generation mobility

European Real Life Cases Truck Platooning, 2017-2019
From Challenge to Real Life Cases

The European Truck Platooning Challenge (April 2016): proof and energy!!

Use the moment and energy: truck platooning to a next phase of the innovation cycle.

The Dutch Minister of Infrastructure Melanie Schultz van Haegen: support for truck platooning and testing in The Netherlands

-> The Declaration of Amsterdam (14 April 2016 and follow-up)

The Real Life Cases

will be:

1. mainly **demand-driven** (logistics companies, shippers)
2. **in co-creation** by OEMs, shippers/freight forwarders, countries and insurance companies (*the big 4*)
3. A **European** program initiated by The Netherlands
4. Leading principle of **learning-by-doing**
5. an extensive **monitoring/research program** -> TNO co-ordination
6. **Topsektor Logistiek NL** as co-financing partner (research and deployment costs).
Main goals of the Real life cases

1. to determine: does it work in daily practise?
   1. logistics sector: benefits logistics performance?
   2. OEMs: (commercially) attractive in the long run?
   3. road authority: meets/benefits standards on safety, infrastructure, traffic flow, sustainability?
   4. broader society: do we have a positive attitude? (perception by truck drivers, other road users, enironm.org.)

2. to determine: what are the foreseen benefits (business-case in real life conditions)?
The Real Life Cases – all aspects covered!

- Infrastructure
- Traffic management and safety
- Vehicle technique
- Vehicle approval and road exemptions
- Legal issues
- Logistics use
- Driver's and other road user's perception
Truck Platooning - Real life cases
Intended to be elaborated in 2016 - 2018
(First inventory, 31 May 2016)
Real Life Cases: planning in phases

Program management

preparation phase 2017

realisation phase SAE-level 1/2 2018-2019

Research program
Characteristics of the cases

- following distance/ headway 0,5 tot 0,8 sec. (1,0 sec)
- SAE level 1/2
- monobrand
- 40t and, under discussion for NL: allow also 50t trucks
- loaded platoon trucks (part of daily logistics business)
- 2-truck platoons, some 3-truck platoons

- incl. Unilever LNG gas
- incl. platoons for night distribution
- incl. combi-container platoons (case Port of Rotterdam)
- incl. cross-border platoons incl. (ITS) corridors
- connecting research program
Reality check

Conclusion:

*It’s time to take truck platooning out of its comfort zone,*

............ *start an extensive, all aspects covering reality check,* and

............ *move towards deployment*
How can we work together as European partners?

On meeting the main conditions (in progress - 2017):

1. **All**: involve more countries: create extra international corridors
   a. Scandinavia <-> Netherlands
   b. Germany <-> Netherlands
   c. UK <-> Netherlands
   d. Italy, Spain, France, Belgium <-> Netherlands

2. **OEMs**: delivery of prototypes, data exchange

3. **Insurance Europe**: liability and insurances

4. **Country organisations**: vehicle approvals and road exemptions

5. **Country organisations**: additional skills for drivers/ driving tests
Thank you for your attention!

joris.cornelissen@rws.nl

And now ..........

selected cases Port of Rotterdam <–> (German) hinterland.