

International Vehicle to Infrastructure and Vehicle to Vehicle Projects - France

| | Research/Project Title & Description | Sponsoring Organization/ Researchers | Point of Contact | Key Applications | Communications Media | Time Frame | Status (current/ planned) | VII Arch. & Stds. Compliance | Assessment: Relevance to VII Program |
|---|--|---|---|------------------|----------------------|--|---------------------------|------------------------------|--------------------------------------|
| 7 | <p>CyberCars-2: CyberCars-2 extends and complements the valuable work done by CyberCars and CyberMove projects of the 5th Framework Program by addressing high demand and more cooperation between vehicles. This is based on vehicle-to-vehicle and vehicle-to-infrastructure communications and vehicles coordination. The project will address in particular the cooperation between vehicles running at close range (platooning) and at intersections (merging, crossing). Cybercars is driven by the vision that, in the near future, Cybernetic Transport Systems (CTS) based on fully automated urban vehicles (the cybercars) will be seen on city roads and on new dedicated infrastructures.</p> <p>To this purpose, the project will use already existing vehicles available at INRIA: eight cybercars which will be upgraded to use the new communication technologies and new control algorithms. Other cybercars available in Spain, China and in Australia will also be used for the project. On the other hand, CRF will use two available ADAS vehicles in order to transform them into dual-mode vehicles. CyberCars-2 research is closely linked to research on the cooperation between driver operated vehicles with Advanced Driver Assistance Systems (ADAS) to help the drivers to improve safety and efficiency.</p> <p>Therefore, the project will keep close links to projects on drivers assistance systems based also on close range communication. As far as possible, the same technologies will be used for the communications and exchange of information such as the CALM architecture.</p> <p>The work in CyberCars-2, however, will focus on fully automated vehicles. We believe that some of the algorithms developed for the CTS, will be applicable for driving assistance when the control of the vehicle is taken away from the driver in case of improper action. The transition between cybercars and ADAS vehicles will be made easier with the forecasted arrival of "dual-mode" vehicles which will offer an automatic mode in specific situations such as platooning and in specific locations such as automated parking lots and manualassisted mode in regular situations.</p> | <p>The project consortium includes 12 partners: INRIA (F), TNO(NL), CRF (IT), Frog (NL), Robosoft (FR), Robotiker (ES), CSIC (ES), USTUTT (DE), EUROLUM (FR), SJTU (China), ICSL (AUS), UoC (PT).</p> | <p>Name: Michel Parent Organisation: INRIA Rocquencourt Telephone: +33-1-39 63 57 89 E-mail: michel.parent@inria.fr www.cybercars.org www.cybermove.org</p> | | | <p>Start Date: 01/01/2006 Duration: 36 months End Date: 31/12/2008</p> | | | |

| | | | | | | | | | |
|----|---|---|---|--|--|--|--|--|--|
| 16 | <p>Sevecom SEcure VEhicular COMmunication Sevecom is an EU-funded project that focuses on providing a full definition and implementation of security requirements for vehicular communications. The Sevecom vision is that future vehicular communication and inter-vehicular communication infrastructures will be widely deployed in order to bring the promise of improved road safety and optimised road traffic through cooperative systems applications.</p> <p>Sevecom addresses security of the future vehicle communication networks, including both the security and privacy of intervehicular communication and of the vehicleinfrastructure communication. Its objective is to define the security architecture of such networks, as well as to propose a roadmap for integration of security functions in these networks. With the goal of enhancing the immunity of future road safety applications against a wide range of security threats, Sevecom focuses on communications specific to road traffic. Three major aspects will be examined.</p> <ul style="list-style-type: none"> • Threats, such as bogus information, denial of service or identity cheating. • Requirements, like authentication, availability, and privacy. • Operational Properties, including network scale, privacy, cost and trust. | <p>The project is coordinated by Trialog, the consortium consists of the following partners: BMU, DaimlerChrysler, EPFL, CRF, Philips and Ulm University.</p> | <p>Name: Antonio Kung Organisation: Trialog Telephone: +33-1-44 70 61 00 E-mail: antonio.kung@trialog.com www.sevecom.org</p> | | | <p>Start Date: 01/01/2006 Duration: 36 months End Date: 31/12/2008</p> | | | |
|----|---|---|---|--|--|--|--|--|--|