

MAVEN Partners



Contact

Robbin Blokpoel

Project Coordinator

Dynniq B.V.

Basicweg 16, 3821 BR Amersfoort

The Netherlands

E-mail: robbin.blokpoel@dynniq.com

Follow MAVEN on:

@MAVEN_its



www.linkedin.com/groups/8571587



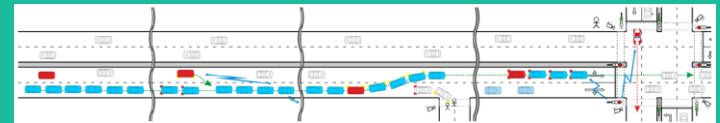
More information? www.maven-its.eu



This project has received funding from the European Union's Horizon 2020 research and innovation program under grant agreement No 690727



MAVEN



Managing Automated Vehicles Enhancing Network

Introduction

In the future, automated road transport in urban areas will be dependent on connectivity and information exchange between automated vehicles and the road infrastructure. Maven is preparing for this future by researching solutions that will provide:

- Management regimes for automated driving in urban areas.
- Monitoring, support and orchestration of movements of road users to guide vehicles at signalized intersections.
- Further enhancement for ADAS and C-ITS applications.

Use cases

<u>Platoon management</u> UC1: Platoon initialisation UC2: Joining a platoon UC3: Travelling in a platoon UC4: Leaving a platoon UC5: Platoon break-up UC6: Platoon termination	<u>Longitudinal and lateral management</u> UC7: Speed change advisory (GLOSA) UC8: Lane change advisory UC9: Emergency situations
<u>Signal optimisation</u> UC10: Priority management UC11: Queue length estimation UC12: Local level routing UC13: Network coordination – green wave UC14: Signal optimisation	<u>Intersection and other road user management</u> UC15: Intersection negotiation UC16: Detect non-cooperative road users

Key results

More information and full reports of these results are open and available on the website:

- Extended message sets to enable platooning and enhanced V2I interactions.
- The MAVEN *transition roadmap* considers political, institutional and organisational aspects. Moreover it identifies steps to be taken by policy makers and road authorities to prepare the infrastructure for increasing penetration of automated vehicles.
- Increased traffic efficiency with the enhanced control algorithms AGLOSA and extended adaptive control. They exploit new opportunities of automated vehicle presence.
- Distributed platoon forming and progression algorithms.
- GLOSA negotiation scheme optimising the approach towards the intersection as demonstrated below:

