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# GOVERNMENT GREEN LIGHTS PLATOONING TRIAL £8.1M INVESTMENT



“We are investing in technology that will improve people’s lives. Advances such as lorry platooning could benefit businesses through cheaper fuel bills and other road users thanks to lower emissions and less congestion. But first we must make sure the technology is safe and works well on our roads, and that’s why we are investing in these trials.”

Paul Maynard, Transport Minister



# PROJECT OBJECTIVES

## Deliver Safety & Cyber Security Evidence



- For platooning drivers
- For other road users
- Cyber security V2V control systems
- Platooning risk rated Strategic Road Network map

## Quantify Environmental Benefits



- Fuel consumption
- Emissions

## Determine Commercial Viability



- Effects on logistics schedules
- Vehicle maintenance
- Driver workload

## Evaluate & Assess Impact



- Infrastructure
- Traffic management
- Platooning operators
- Human factors & behaviour

## Acceptance of Technology & Standards



- Engage and educate general public
- Inform industry bodies
- Influence standards & regulations

# STRENGTH THROUGH PARTNERSHIP



## Project Sponsors



## Consortium Lead



## Consortium Partners



Logistics, Operator, Behavioural Scientists, Technology, Data Analytics, Proving Ground, Engagement



# TIMELINE: A PHASED APPROACH



## Phase 1

Detailed Planning,  
Risk Mapping & Track  
Testing



## Phase 2

Initial  
Road Trial



## Phase 3

Operator  
Trial



## Phase 4

Analysis &  
Reporting

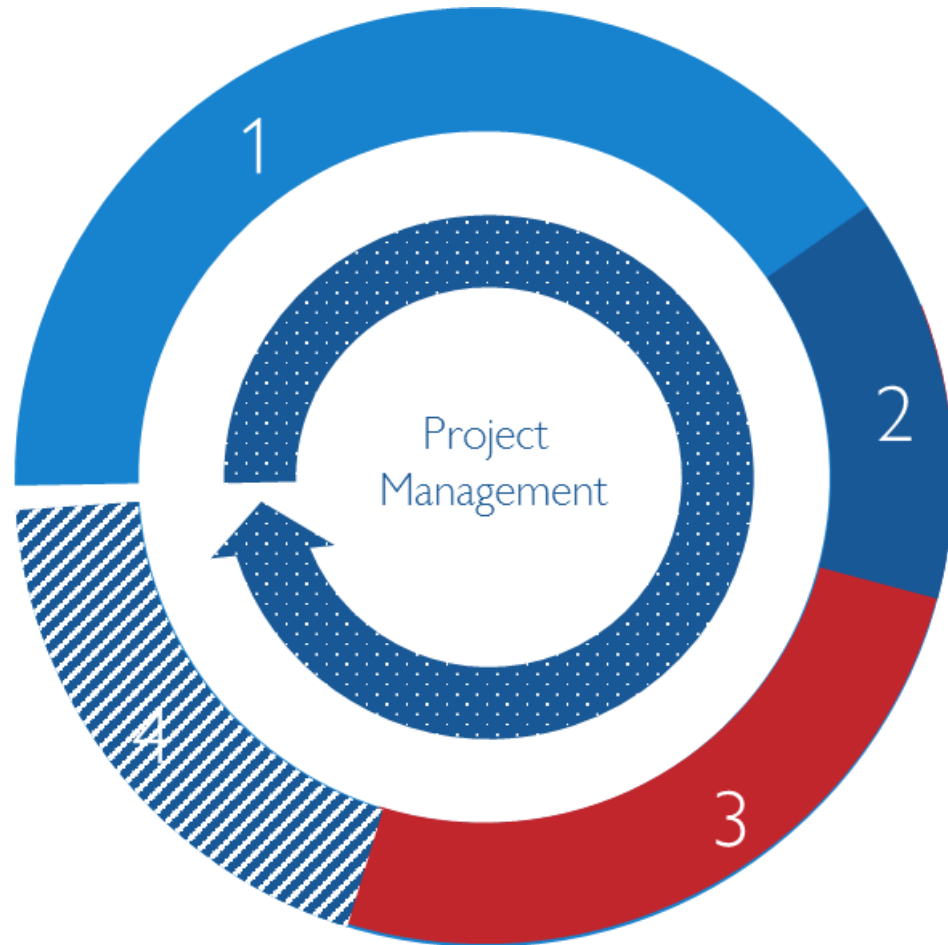


12 Months

4 Months

8 Months

# METHODOLOGY: PHASE 3

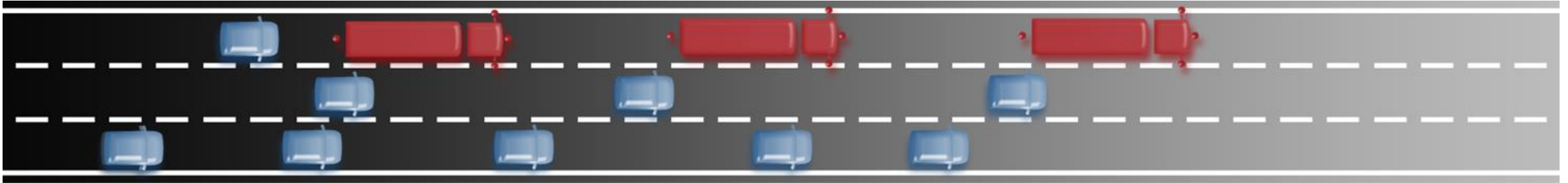


## Operator Trial

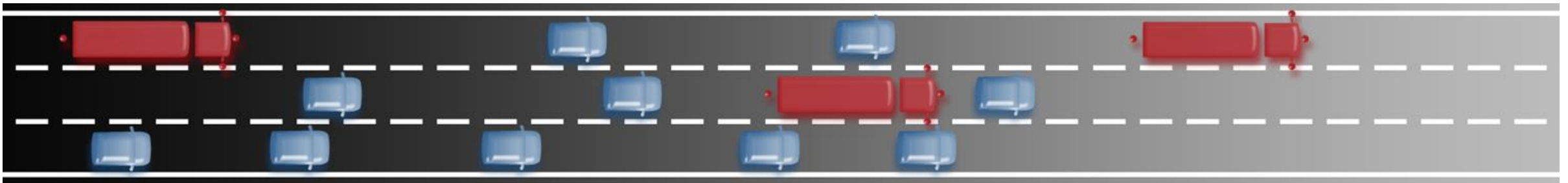
- Data capture
- Fuel economy 'in operation'
- Safety proxies
- Other vehicle behaviour
- Driver acceptance

# METHODOLOGY: PHASE 3

140 journeys in platooning configurations



140 journeys in non-platooning configurations



140 journeys in both platooning and non-platooning configurations (280 in total) are required to detect statistically significant differences of [5% fuel consumption](#)

Only by running a trial of 280 journeys will enough data be captured to robustly provide the [input measures for the Impact Assessment](#)

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