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| The International Teleocmmunication Union - Connecting the World. | **International telecommunication union****Telecommunication Standardization Bureau** |  |
|  | Geneva, 5 November 2020  |
| Ref:Contact | **TSB Circular 277**FNC-2021/SPStefano Polidori | **To:**- Administrations of Member States ofthe Union;- ITU-T Sector Members;- ITU-T Associates;- ITU Academia |
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| E-mail: | tsbevents@itu.int | **Copy to:**- The Chairmen and Vice-Chairmen ofStudy Groups;- The Director of the Telecommunication Development Bureau;- The Director of the Radiocommunication Bureau |
| **Subject:** | **Symposium on the Future Networked Car (FNC-2021)(Fully Virtual Meeting, 22-25 March 2021)**  |

Dear Sir/Madam,

1 I am very pleased to inform you that **ITU** and **UNECE** will be organizing the **16th** edition of the **Symposium on the Future Networked Car (FNC-2021).**

Due to the ongoing pandemic and related cancellation of the Geneva International Motor Show, this edition of the Symposium will be organized as a fully virtual event, over a span of four days from **22-25 March 2021**. To maintain consistency with the customary four sessions of the event, a topic will be discussed on each day, over a period of three-hours, from 13h00 to 16h00 CET. This format will enable worldwide participation of experts.

As usual, the symposium will be held back-to-back with the meeting of the Collaboration on Intelligent Transport Systems Communication Standards (CITS) on 26 March 20210, for more information on the CITS meeting, see: <https://www.itu.int/go/cits>.

The symposium will open at 13h00 CET on 22 March 2021. This year’s Symposium will be organized as follows (see in [ANNEX](#annex) for a draft programme):

* 22 March 2021, 13h00-13h30 CET:
***OPENING CEREMONY***
* 22 March 2021, 13h30-16h00 CET:
***SESSION 1: Regulatory advances in highly automated driving***
* 23 March 2021, 13h00-16h00 CET:
***SESSION 2: Vehicle cybersecurity framework is ready: It’s time for deployment***
* 24 March 2021, 13h00-16h00 CET:
***SESSION 3: Highly automated driving - how we get there***
* 25 March 2021, 13h00-16h00 CET:
***SESSION 4: Communication for highly automated driving***

2 Discussions will be held in English only.

3 Participation is open to ITU Member States, Sector Members, Associates and Academic Institutions and to any individual from a country which is a member of ITU who wishes to contribute to the work. This includes individuals who are also members of international, regional and national organizations. Participation in the symposium will be free of charge.

4 Since 2005, the Symposium on the Future Networked Car has brought together representatives of the automotive, information and communications technology industries, along with government leaders and regulators, to discuss the status and future of vehicle communications and automated driving from both technical and regulatory viewpoints.

FNC 2021 panelists will examine the latest advances in the areas of vehicle connectivity, cybersecurity, applications of artificial intelligence (AI), and the global regulatory framework that will support deployment of highly automated mobility solutions. The Symposium will delve into the relationships between vehicle communications and automated/autonomous driving by analyzing the crucial role of regulatory frameworks to enable deployment of vehicles with highly automated driving products with extensive operational design domains (ODDs). Collaboration among the various standards bodies as well as defining specific areas where AI will be most useful are essential components to realize the future mobility success, these topics will be in focus during the panel discussions.

5 All relevant information pertaining to the symposium, (speakers, draft programme, remote connection details, registration links) will be made available on the main event website found at: <https://www.itu.int/en/fnc/2021>

**Kindly note that registration is mandatory**. The website will be regularly updated as new and modified information becomes available. Participants are requested to check the symposium website periodically for updates. Please do not hesitate to contact Mr Stefano Polidori (stefano.polidori@itu.int) should you need additional information on the program. For information on sponsorship opportunities for the FNC-2021, please contact tsbevents@itu.int.

Yours faithfully,

Chaesub Lee
Director of the Telecommunication
Standardization Bureau

**Annexes:** 1

**ANNEX
FNC-2021 Draft Programme**Fully virtual, 22-25 March 2021

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| ***22 March 2021 (13h00-16h00 CET)*****OPENING CEREMONY**Opening addresses from ITU and UNECE**SESSION 1 – Regulatory advances in highly automated driving** The UN World Forum for Harmonization of Vehicle Regulations (WP.29) has approved a new Regulation 157 for highly automated driving up to 60 kph on motorways. Countries and regional authorities are adopting this regulation. Vehicle manufacturers have announced products that conform to this regulation. The WP.29 Working Party on Automated/Autonomous and Connected Vehicles (GRVA) is exploring expanding the regulation to higher speeds and other types of roads through many informal groups. This session will explore the future of highly automated driving regulations around the world and the activities of the GRVA informal groups.**Moderator: TBD** |
| ***23 March 2021 (13h00-16h00 CET)*****SESSION 2: Vehicle cybersecurity framework is ready: It's time for deployment**In June 2020, WP.29 approved two new regulations, one for vehicle cybersecurity (Regulation 155) and another for vehicle software updates (Regulation 156). These regulations provide a framework for the automotive sector to put in place the necessary processes to design and deliver cyber secure, connected vehicles with software and firmware that can be updated remotely. The questions this session will address are:* What do these regulations mean in concrete terms for vehicle manufacturers and their suppliers?
* Are the regulations enough to ensure that vehicles are fully protected as highly automated driving products are added with ever-increasing operational design domains (ODDs)?
* What steps need to be taken to adopt these regulations in all regions?

Subject experts from all the world’s regions, including members of the WP.29 committees that developed the regulations, will seek to answer these questions and discuss the next steps to deployment.**Moderator: Michael L. Sena**,Publisher andEditor of “The Dispatcher” |
| ***24 March 2021 (13h00-16h00 CET)*****SESSION 3: Highly automated driving – how we get there**Some vehicle manufacturers have announced vehicles with SAE Level 3, eyes‑off products in which drivers do not need to keep their hands on the steering wheel or pay attention, but must be able to take back control within a defined period of time if prompted to do so. These products with limited operational design domains (ODD) are the first steps on the path to highly automated driving. Much more is needed to reach all roads and all conditions, including: * perception and recognition need to improve,
* decision-making needs to be validated,
* information availability, localization, and situational awareness need to be extended,
* testing and certification needs major breakthroughs,
* the specific areas where AI will be most useful require definition.

This session will gather experts from all relevant fields to present and discuss their views on the progress made thus far and the prospects for vehicles that drive themselves.**Moderator: Roger Lanctot**,Director, Automotive Connected Mobility, Strategy Analytics |
| ***25 March 2021 (13h00-16h00 CET)*****SESSION 4: Communications for highly automated driving**Highly automated driving needs wireless vehicle communication for many reasons, including:* software updates,
* road data updates,
* road works information,
* dynamic situations (slippery roads, end of traffic queue, etc.),
* direct interactions with vehicles (collision avoidance, braking notifications, merging assistance, priority at stop signs, etc.),
* identifying vulnerable road users (pedestrians, emergency responders, workers, cyclists, etc.),
* signal phase and timing.

Regarding these applications, the session will discuss: * Which applications are needed to achieve highly automated driving on all roads in all conditions?
* How will these applications be accomplished and when?
* What other communication-related elements are needed?

Global experts on the subjects of communications and highly automated driving will gather in this session to discuss their views on the progress and the prospects for communications for vehicles that drive themselves. These experts will explore what progress must be made and when it will happen to enable vehicles with highly automated driving products with extensive operational design domains (ODDs).**Moderator: T. Russell Shields,** President and CEO, RoadDB LLC |

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