



**CANADA-U.S. REGULATORY COOPERATION COUNCIL (RCC)
2016 CONNECTED VEHICLES WORK-PLAN**

Regulatory area to be addressed	Transport Canada and the U.S. Department of Transportation will coordinate and collaborate on Vehicle to Vehicle (V2V) and Vehicle to Infrastructure (V2I) communications technology and applications development and implementation for light- and heavy-duty vehicles, including architecture and standards to support interoperable deployment. This will include, where appropriate, joint planning and priority-setting, collaborative research projects, as well as information exchanges to support analyses as well as architecture and standards development.	
Work Stream	Support the interoperable deployment of connected vehicles through collaborative: standards development; research and testing; information-sharing, and implementation activities, (i.e. security certificate management system, equipment certification, cybersecurity).	
Department/Agency	Canada 	United States 
	Transport Canada (TC)	United States Department of Transportation (USDOT)
Planned Initiatives and Sub-Deliverables		Date
<i>INITIATIVE 1 — Connected Vehicle (CV) cybersecurity, equipment certification and V2V communications security: collaborate on policy and technical requirements to develop a cross-border connected vehicle security certificate management system proof-of-concept (SCMS POC); and collaborate to establish certification requirements for CV system components with a focus on device compliance needs, safety and human factors, system security and privacy requirements.</i>		May 2016 – December 2019
1.A. Collaborate on the development of certification requirements for in-vehicle, after-market, and road-side CV equipment. Activities will include: <ul style="list-style-type: none"> • launching of collaborative technical projects to support USDOT CV Pilots, including a minimum of one Canada-led CV pilot to evaluate SCMS/certification approaches; • bilateral discussions and analysis of policy requirements; and, • joint participation, as appropriate, in meetings with stakeholders, test labs and CV technical/policy experts. 		May 2016 – December 2019
1.B. Conduct information exchanges on SCMS POC — including technical operations and policies — to support seamless cross-border vehicle operations and full interoperability between both countries. This includes the following: <ul style="list-style-type: none"> • USDOT to share technical information, as feasible and appropriate, to support TC’s planned SCMS POC project to define the technical deployment, organizational roles, and operational responsibilities to implement a Canadian SCMS POC - with a particular focus on supporting cross-border functionality; and, • bilateral exchanges of information to understand options that exist to facilitate cross-border cooperation, and determine how cross-border instruments can be used or may influence/impact SCMS POC management and governance. 		May 2016 – December 2019

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1.C. Undertake collaborative activities to address CV cybersecurity, including sharing technical resources and vehicles/equipment to support testing activities, under the established TC/USDOT (Volpe – The National Transportation Systems Center) Memorandum of Cooperation on cybersecurity.	May 2016 – December 2019
INITIATIVE 2 — Spectrum Policy Analysis: <i>identify opportunities for collaboration and exchange on Intelligent Transportation Systems (ITS) communications platforms, spectrum allocation and spectrum policy for connected vehicle applications.</i>	
2.A. Identify areas of spectrum policy for V2V Communications that must be addressed to successfully ensure cross-border interoperability of CVs. This includes: <ul style="list-style-type: none"> • identifying consistent areas of spectrum policy to support cross-border operations and opportunity for collaborative investigations; • sharing the international spectrum scan white paper being developed by USDOT; and, • bilateral exchanges of information about licensing of V2V communications technologies to public sector agencies. 	May 2016 – December 2019
2.B. Monitor and, where appropriate, cooperate in work being done on spectrum policy and associated standards by key standards development organizations, e.g. Institute of Electrical and Electronics Engineers (IEEE), International Telecommunication Union (ITU). This includes bi-annual (or as required) TC/USDOT bilateral briefings to provide updates on the status of key standards in support of spectrum policy.	May 2016 – December 2019
INITIATIVE 3 — Standards and Architecture: <i>identify new or revised standards required to support large scale connected vehicle technology deployment, and integrate detailed Connected Vehicle Reference Implementation Architecture (CVRIA) into overall Canada/US National ITS architecture updates.</i>	
3.A. Undertake joint consultation and engagement of industry stakeholders on new standards development processes required to ensure harmonization and support certification needs. Investigate opportunities for TC/USDOT to jointly participate in future domestic/international standards harmonization work such as ITS Harmonization Task Groups (HTG).	May 2016 – December 2019
3.B. Undertake activities to harmonize CVRIA into Canada/US National ITS Architectures, including: <ul style="list-style-type: none"> • participating in planned public CVRIA events and other consultative fora, as appropriate; • harmonizing national ITS Architectures; and, • investigating opportunities for TC/USDOT to jointly participate in future domestic/international standards harmonization work. 	May 2016 – December 2017
3.C. Update the Border Information Flow Architecture to facilitate efficient cross-border movement of people and goods. Conduct joint studies and pilots, where possible, to develop and evolve concepts that facilitate connected vehicle technologies and applications across borders.	May 2016 – December 2019

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<p>INITIATIVE 4 — Information Dissemination & Sharing (in support of regulatory activities): Jointly engage stakeholders on bi-national and related international CV issues, including hosting open public meetings that would include Canadian and U.S. stakeholders.</p>	<p>May 2016 – December 2019</p>
<p>4.A. Collaborative engagement of stakeholders on bi-national and related international CV issues, including:</p> <ul style="list-style-type: none"> • participation on the American Association of State Highway and Transportation Officials (AASHTO) Connected Vehicles Executive Leadership Team and the V2I Deployment Coalition; • hosting a minimum of one annual in-person meeting on the CV RCC work-plan progress with stakeholders, i.e. during ITS Canada/ITS America annual meetings; • sharing Federal Highway Administration V2I deployment guidance tools for jurisdictional testing purposes; • exploring the potential for new projects among TC/USDOT and e.g. Canadian Council of Motor Transport Administrators (CCMTA), Transportation Association of Canada, AASHTO and other appropriate partner organizations; • developing a list of potential international events where engagement can occur; • reflecting Canadian V2V and V2I deployments in USDOT deployment maps. 	<p>May 2016 – December 2019</p>