

Objectives



^

About the C2C-CC

Enhancing road safety and traffic efficiency by means of Cooperative Intelligent Transport Systems and Services (C-ITS) is the dedicated goal of the CAR 2 CAR Communication Consortium (C2C-CC). The industrial driven, non-commercial association was founded in 2002 by vehicle manufacturers affiliated with the idea of cooperative road traffic based on Vehicle-to-Vehicle Communications (V2V) and supported by Vehicle-to-Infrastructure Communications (V2I). The Consortium members represent worldwide major vehicle manufactures, equipment suppliers and research organisations.

Over the years, the C2C-CC has evolved to be one of the key players in preparing the initial deployment of C-ITS in Europe and the subsequent innovation phases. C2C members focus on wireless V2V communication applications based on Direct Communication and concentrate all efforts on creating standards to ensure the interoperability of cooperative systems, spanning all vehicle classes across borders and brands. As a key contributor, the C2C-CC and its members work in close cooperation with the European and international standardisation organisations.

Disclaimer

The present document has been developed within C2C-CC and might be further elaborated within C2C-CC. C2C-CC and its members accept no liability for any use of this document and other documents from C2C-CC for implementation. C2C-CC documents should be obtained directly from the C2C-CC.

Copyright Notification: No part may be reproduced except as authorized by written permission. The copyright and the foregoing restriction extend to reproduction in all media. © 2026, C2C-CC.

Intellectual Property Rights – Essential patents

IPRs essential or potentially essential to profiles or specifications may have been declared to the C2C-CC. The declarations pertaining to these essential IPRs, if any, are publicly available for the C2C-CC members and non-members, and can be found in "Essential or potentially Essential IPRs notified to the C2C-CC in respect of C2C-CC profiles or specifications" ([C2CCC IPR R]), which is available with the latest update from the webpage (<https://www.car-2-car.org>) of the C2C-CC.

Pursuant to the C2C-CC's IPR Policy [C2CCC IPR P], no investigation regarding the essentiality of IPRs, including IPR searches, has been carried out by the C2C-CC. No guarantee can be given as to the existence of other IPRs not referenced in [C2CCC IPR R] (or the updates on the C2C-CC web server) which are, or may be, or may become, essential to the present document.

Document information

Number:	2035	Version:	n.a.	Date:	2026-07-24
Title:	Objectives			Document Type:	RS
Release	1.6.10				
Release Status:	Public				
Status:	Final				

Table 1: Document information

Changes since last release

Release	Date	Changes	Edited by	Approved
1.6.10	2026-07-24	No changes	Release Management	Steering Committee
1.6.9	2025-12-19	No changes	Release Management	Steering Committee
1.6.8	2025-07-11	No changes	Release Management	Steering Committee
1.6.7	2024-12-13	No changes	Release Management	Steering Committee
1.6.6	2024-07-12	No changes	Release Management	Steering Committee
1.6.5	2023-12-15	No changes	Release Management	Steering Committee
1.6.4	2023-07-21	No changes	Release Management	Steering Committee
1.6.3	2022-12-16	No changes	Release Management	Steering Committee
1.6.2	2022-07-22	No changes	Release Management	Steering Committee
1.6.1	2021-12-17	No changes	Release Management	Steering Committee
1.6.0	2021-07-23	Minor editorial changes	Release Management	Steering Committee
1.5.3	2021-03-12	No changes	Release Management	Steering Committee
1.5.2	2020-12-16	Minor editorial changes	Release Management	Steering Committee
1.5.1	2020-07-31	No changes	Release Management	Steering Committee
1.5.0	2020-03-27	No changes	Release Management	Steering Committee
1.4.0	2019-09-13	Minor corrections	Release Management	Steering Committee
1.3.0	2018-08-31	Minor corrections	Release Management	Steering Committee

Table 2: Changes since last release

Table of contents

About the C2C-CC1

Disclaimer2

Intellectual Property Rights – Essential patents2

Document information3

Changes since last release4

Table of contents.....5

List of figures5

List of tables5

1 Introduction6

2 Scope7

3 Conventions used.....8

4 Objective specifications9

List of figures

Figure 1: Example structure of the relation between objectives, features/feature requests and requirements/requirements requests. 7

List of tables

Table 1: Document information..... 3

Table 2: Changes since last release..... 4

1 Introduction

Other (informational)

RS_OBJ_147

Cooperative Intelligent Transport Systems (C-ITS) are a specific subset of Intelligent Transport Systems (ITS) and are defined as a network of systems in which communication partners (vehicles, traffic infrastructure and service providers) exchange information as the basis for a new level of traffic safety and efficiency improvement. As a result of this definition C-ITS is seen as a key technology to fulfil the EU objective 'vision zero'. This means that almost no more traffic participants are killed or have a heavy accident in traffic.

The wide scope of the C-ITS definition affects all parts of traffic and thus involves many different stakeholders. This set of stakeholders may also comprise international entities or Standards Developing Organizations (SDO) of different nations. A stakeholder representing automotive industry in field of C-ITS is the CAR 2 CAR Communication Consortium (C2C-CC), an association of vehicle manufacturers, suppliers and research organizations. The primary objective of the C2C-CC is to ensure interoperability in field of C-ITS between different vehicle manufacturers.

2 Scope

Other (informational)

RS_OBJ_146

The present document provides objectives regarding C-ITS from C2C-CC point of view. They focus on vehicles but can be applied to other traffic participants too.

In terms of C2C-CC an objective is defined as an abstract requirement without any further specification about its details. An objective itself is always further detailed by at least one of two ways:

- by a feature, which describes a desired ability in scope of vehicles. The feature again is detailed by one or more pure requirements, which contains the implementation details.
- by a feature request, which describes an expected ability for every other entity outside vehicle scope (e.g. other traffic participants). The feature request again is detailed by one or more requirement requests, if necessary.

Thus, an objective can be considered as the most abstract requirement. This implies that an objective itself is not directly testable. An objective can be assumed as 'tested', if all of its detailing features or feature requests are assumed as 'tested'. An exemplary structure of this relation between the mentioned requirement layers is shown in Figure 1.

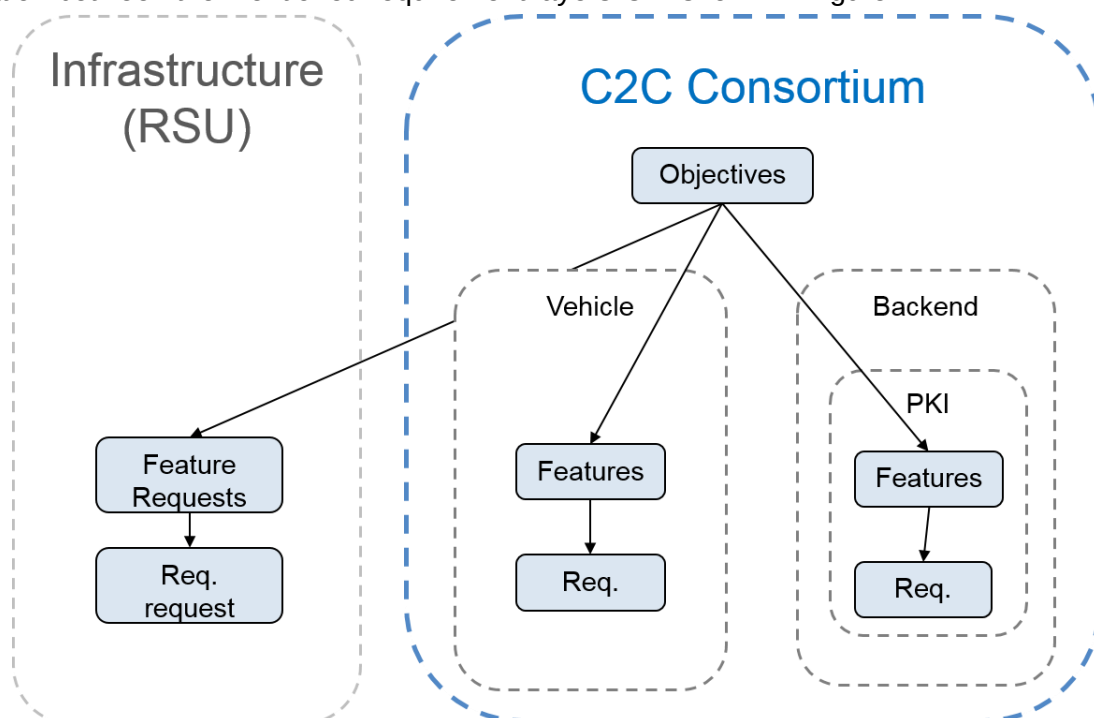


Figure 1: Example structure of the relation between objectives, features/feature requests and requirements/requirements requests.

3 Conventions used

Other (informational)

RS_OBJ_152

Conventions used in this and other C2C-CC specification documents can be found in [C2CCC ConV].

4 Objective specifications

Objective

RS_OBJ_426

Improvement of road safety shall be supported based on communication between geographically scattered entities. The communication shall have the following characteristics:

- ad hoc: This means that no specific network infrastructure is required to establish a communication link.
- local: This means that only communication with entities in vicinity of the originator is necessary.
- low Latency: This means that the time between the transmission of information and reception of those information is minimal.

Detailed by:

Objective

RS_OBJ_427

To improve the quality of the environmental information for each traffic participant, C-ITS stations shall enable cooperative perception with trusted information.

Detailed by:

Objective

RS_OBJ_428

To enable major benefits for all traffic participants, a single C-ITS station shall be able to communicate with different types of traffic participants. Beside vehicles this includes Roadside Units and Vulnerable Road Users.

Detailed by:

Objective

RS_OBJ_429

To enable and support future cooperative driving functions, data exchange between C-ITS stations shall create a new source of beneficial information for each C-ITS station.

Detailed by:

Objective

RS_OBJ_430

Improvement of traffic efficiency shall be supported by providing traffic related information based on communication between C-ITS stations.

Detailed by:

Objective

RS_OBJ_431

A C-ITS station shall only transmit plausible information to other C-ITS stations. This is a common base for improving road safety.

Detailed by:

Objective

RS_OBJ_157

The vehicle C-ITS station shall provide services for integrity and authenticity protection.

Note: The integrity of the in-vehicle network should be protected against unwanted actions emitted by the vehicle C-ITS station. This protection is out of scope of this document.

Detailed by:

Objective

RS_OBJ_408

The vehicle C-ITS station shall provide measures to protect the privacy of the driver/vehicle.

Detailed by:
