

CCAM R&D&I Ecosystem in South Korea

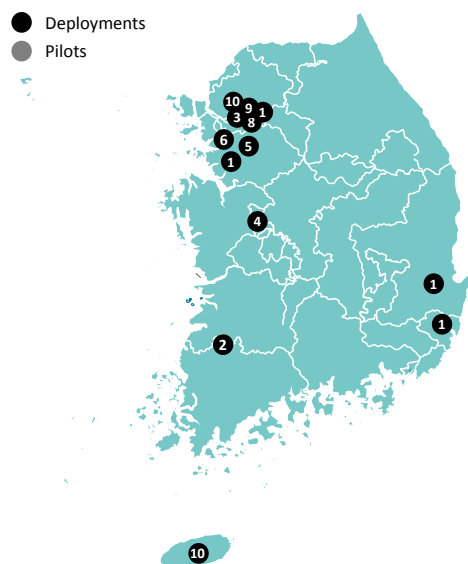


South Korea has developed an advanced CCAM ecosystem supported by a major automotive and electronics industry, extensive digital infrastructure and a national framework for autonomous vehicle commercialization. The country combines national R&D programmes with large test facilities and urban deployment zones, particularly in Seoul, Sejong and Gyeonggi.

Current policy is focused on moving from controlled demonstrations toward Level 4 commercialization, city scale testing and integration of autonomous vehicles into public transport and mobility services. South Korea is targeting Level 4 commercialization in 2027.

Main Stakeholders, Pilots & Deployments

- Deployments
- Pilots



POLICY

- Ministry of LIT (MOLIT)
- Ministry of Science and ICT (MSIT)
- Ministry of TIE (MOTIE)
- KTR Korea Automobile T&R Institute
- Korea Transport Institute

INDUSTRY



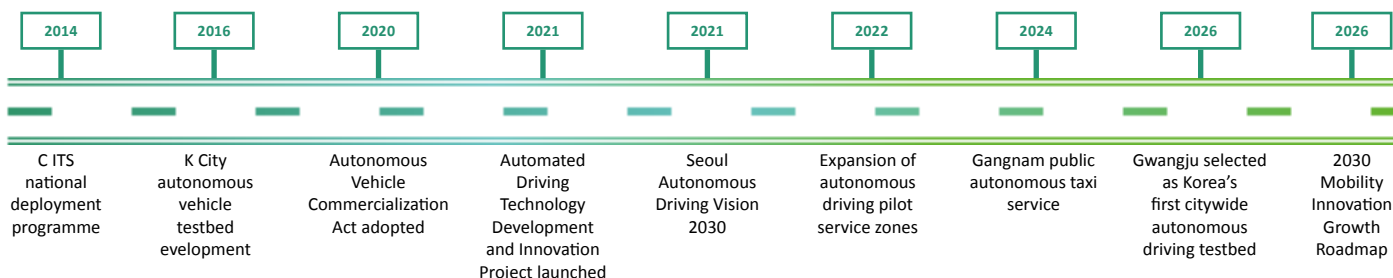
R&D PILOTS

- K City Autonomous Vehicle Testbed
- RoAD to L4 Programme
- Gwangju Citywide Autonomous Driving Testbed
- Pangyo Autonomous Mobility Pilot
- Sejong Autonomous Driving Pilot Zone
- Sangam Autonomous Driving Pilot Zone

DEPLOYMENT

- | | |
|------------------------------------|-------------------------------|
| 1 Autonomous AZZ | 6 Autonomous Mobility Service |
| 2 Autonomous Driving Demonstration | 7 Autonomous Shuttle |
| 3 Autonomous Early Morning Bus | 8 Autonomous Taxi |
| 4 Autonomous Mobility | 9 Night Bus |
| 5 Autonomous Mobility | 10 RideFlux |

National CCAM Timeline



Primary R&D Topics

- Level 4 automated driving
- AI based autonomous driving
- Perception and decision making
- C ITS infrastructure
- 5G and 6G mobility communications

Relative Fleet Sizes

🚗 = 50

Gwangju Autonomous Driving Demonstration City (200)



Seoul Autonomous Mobility Operations (24)



Gangnam Autonomous Taxi (19)



Building Block Index

Successful implementation of CCAM depends on a combination of regulatory, organisational, technical and societal conditions that enable automated mobility solutions to move beyond pilot projects and into everyday operation. Europe has identified the following key Deployment Building Blocks (DBBs) to support this transition: Vehicle (inside the vehicle), Person (users, citizens, workforce), Physical & Digital Infrastructure (communication, roadside, server), Business, Design and operations (operational challenges, lessons learnt, integration into public transport) and Regulation. A qualitative assessment by the CCAMBassador team to see to what extent these building blocks are addressed in the various regions around the world led to the following insights / relative ranking. In South Korea the most mature building blocks are Physical & Digital Infrastructure, Vehicle and Regulation, followed by Design and operations, Business and Person.

This factsheet is based on publicly available information, input from CCAMBassador experts and relevant national stakeholders. Despite best efforts to ensure accuracy and completeness, it should not be considered authoritative or exhaustive. Suggestions or remarks? Contact info@connectedautomateddriving.eu

