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Abstract	This document contains the minutes of the 11 th eSafety Forum Plenary Meeting which took place on 23 March 2009 in Brussels.
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INTRODUCTION

1.1 Intended audience

This document is prepared for all the eSafety Stakeholders, that is, for each body responsible for the different eSafety priority actions, both internally and externally to the eSafety Forum.

1.2 Objectives

The objective of this deliverable is to present the minutes of the 11th Plenary Meeting of the eSafety Forum to all stakeholders of the eSafety Initiative, including the conclusions and the list of participants.

The writing of the minutes was undertaken by Monica Schettino, Project Manager at ERTICO ITS Europe.

MINUTES OF THE 11TH PLENARY MEETING OF THE ESAFETY FORUM

"An Economic Recovery Plan for eSafety"

Brussels, Belgium

Monday, 23 March 2009 from 09h00 to 17h00

Welcome – Juhani Jääskeläinen, EC

The 11th Plenary session of the eSafety Forum was opened by Juhani Jääskeläinen, Acting Head of Unit ICT for Transport, DG INFSO. This meeting focus is the Economic Recovery Plan (ERP).

eSafety started in 2003, when the first communication of the European Commission on eSafety was adopted – the Information Technology for Safe and Intelligent Vehicles. The establishment of the eSafety Forum was one of the actions introduced by this communication. The original idea was that the Forum would not last forever, therefore now it is time to review its achievements and discuss how the eSafety initiative will develop further.

A lot of aspects have profoundly changed since the beginning of the initiative and these changes will be discussed in this Meeting. Two major changes are: 1. the global need to expand the focus on safety to also energy efficiency, CO2 emissions and the fight against the climate change, and 2. the economic situation, particularly severe in the automotive industry at the moment (the topic of the present meeting).

The eSafety Forum has rapidly reacted to these two issues by establishing two task forces. The first task force, chaired by Juhani Jääskeläinen, deals with the *economic situation* and looks at three aspects: 1. the deployment of eSafety, especially eCall, addressed by the first panel of this meeting; 2. the actions related to the logistics, addressed by the panel chaired by Michael Nielsen, IRU; 3. the Green Car initiative, approached in more details in the panel moderated by Augusto de Albuquerque, European Commission.

The second task force addresses the topic of the *future of the eSafety Forum* itself. Hermann Meyer from ERTICO, who is chairing this task force, will report on its activities during the afternoon session.

Opening – Ivan Hodac, Secretary General, ACEA

The automotive industry and its innovative sector are extremely important for the European economy. European car makers are the world leaders in environment and in safety issues, a lot of investments are made in Research and Development (R&D) and this will continue despite the current crisis.

However, the automotive industry is extremely hard hit by the current crisis; the expectation for 2009 show that production will go down by 25% compared to 2008. For commercial vehicles the situation is worse: the order intake in December 2008 was 95 % lower than 2007. As the automotive industry business faces difficulties, suppliers are also confronted with problems, and the smaller ones are already going into bankruptcy. OEMs can not survive without suppliers, thus a focus of the OEMs at the moment is to try to keep the suppliers alive.

More national measures are developed and introduced, with good results, and it is important for all European countries to be active.

The main measures the industry should focus on are to work towards a harmonized European approach, to enhance the access to credits, to stimulate the demand and to share in the cost of unemployment (see presentation).

A sensitive issue at the moment is affordability: if the cars become too expensive the consumers will postpone buying new cars. Promoting safety and environmental protection together is crucial, but in these times an excess of regulation both on safety and environment are to be avoided.

An important focus falls on how could eSafety and ITS contribute to economic recovery.

A key issue is to invest in modernizing European infrastructures: this will wake up the economy, while building necessary infrastructures and contributing to a more viable automotive industry.

Presentation of the European Commission Economic Recovery Plan – Thierry Van der Pyl, DG INFSO, European Commission

Presentation

Thierry Van der Pyl gave a presentation highlighting the short term measures to achieve long term sustainability and competitiveness. He introduced the concept of smart investments and elaborated on how smart investments have to be approached. There is a need to invest in the future after the crisis. Therefore, despite the present difficulties there is a need to maintain the research and innovation in the transport sector. In this context, the Commission has proposed three initiatives focused on clean technologies and energy for the future. The objective is to have a significant up-scaling of investments in green technologies and to set the direction to a low carbon economy.

Three active initiatives focus on: *The European Green Car Initiative, Energy Efficiency of Buildings and Factory of the Future*. The most relevant initiative to this meeting is the one on *the European Green Car*, which looks at the next generation of mobility.

For this initiative there is an investment of €5 billion. Out of this amount €1 billion is for RTD and will be shared between the industry and the public sector. The money from the public sector will come from different FP7 programmes. Out of the total, €120M come from ICT. The ICT programmes will concentrate on the full electrical vehicles, addressing not only the car but also the infrastructure, the electricity grid and smart grid (see presentation).

Discussion

Question from the audience: In FP7 there are projects oriented to support the new Member States to define deployment and technology solutions in eSafety and ICT for transport. Unfortunately, consultants and R&D organisations from old Member States generally submit projects for the benefits of new Member States without including representatives from the beneficiaries' countries. How can we solve this problem and maintain the balance between old and new Member States?

Thierry Van der Pyl explained that in the EC approach there are no *new* and *old* Member States. EC sees Europe as Europe, with diversity but with an internal market. No measures focus on the so called new Member States. Legally this is not possible, and it is up to the actors of the relevant countries to see the benefits, to get active and take the measures to build a full network between all the stakeholders. The stakeholders of the *new countries* should also be active in proposing and organising the work.

Question from the audience: Competitiveness Council conclusion showed that EC should abstain from any new regulation before the impact is assessed. Commissioner Dimas wants to go ahead with a proposal on CO2 emissions from light commercial vehicles. What is your view on the conclusions of the Competitiveness Council?

Thierry Van der Pyl explained that the European Commission will implement the conclusions of the Council.

Actions to support deployment of eSafety

Moderator: Anu Laurell, Ministry of Transport and Communications, Finland

Presentation eCall Deployment – Hermann Meyer and Vincent Blervaque, ERTICO

Hermann Meyer presented the outcome of the first meeting of the European eCall Deployment Platform (EeIP) on 12th February 2009. All the participating stakeholders were focused on bringing eCall into the deployment phase and showed a common understanding about the importance of eCall in the improvement of the safety of European roads.

The purpose of the EeIP is to bring together all relevant stakeholders interested in the quick implementation of eCall, considering the positive progress in the standardization work, the renewed voluntary agreement by the automotive industry, and the fact that presently the majority of the Member States support the eCall implementation.

Hermann Meyer debriefed on the major results of the meeting (see presentation).

Next meeting of the Platform is on 24th March 2009 and the main objective of the meeting is to review the tasks, explain in more details the content of these tasks, identify who can be responsible for achieving these tasks, and define deliverables and timelines.

Vincent Blervaque presented the outcome of one working group of the eSafety Economic Recovery Plan task force. This group focuses its efforts on the eSafety systems deployment, including eCall.

The priorities of the ERP for ITS are to boost the demand from the professional and consumer markets on available ITS solutions and to accelerate the deployment of next generation ITS solutions with smart investments both on infrastructure and vehicles. The presentation focused on this second priority.

The group has focused the attention on two eSafety solutions, eCall and Cooperative Mobility Services, and has identified a first list of general measures and actions relevant for the deployment.

Vincent Blervaque presented the proposed instruments to accelerate deployment (see presentation).

Pre-commercial procurement – Wil Botman, FIA European Bureau

Will Botman presented the iCars Network project, which aims to contribute to the deployment of ITS by exchanging knowledge and experience among a variety of stakeholders.

The Network consists of four Thematic Groups and each look at different deployment methods (see presentation).

Pre-commercial procurement is yet another form of public investment in research and development, and not a tool to capture existing deployment technology on the market once the research part has been finalised. The delivery of products in the phase of a field test is part of pre-commercial procurement; if it falls in direct public R&D then this will be public R&D investment in the first phases of a typical project life cycle.

Wil Botman also presented the Pre-Commercial Procurement group work plan and time schedule .

Awareness Campaigns – Jacob Bangsgaard, eSafety Aware!

The eSafety awareness campaigns have been started by the eSafety Forum, taking onboard the conclusions of the User Outreach working group and turning them into campaign activities for eSafety technologies.

Since 2006 there has been an increased focus on safety when the consumers select a car. In the past the fashion was to have big cars, now the focus falls more on energy efficiency, emissions and the ecologic side of the demand. The consumers now demand a green car, a safe car, a

comfortable car, but there is always a demand for a cool car, smart car and more importantly a reasonably priced car.

The system on which the campaign has focused is Electronic Stability Control (ESC). To install ESC at the moment can cost up to €800 in some countries, which is a considerable cost. It is thus difficult to promote to the consumer a product which would have a huge impact on safety, as some consider it in terms of profits. It helps that a number of manufactures install already the system in all models, and use ESC on their advertising.

The eSafetyAware! campaign focuses on the need to explain to the consumer in a simple way what this technology is, what they need to look for, and organise demonstrations for consumers.

The presentation also gave an overview of the different ESC events planned for the near future (see presentation).

EasyWay – Valérie Moutal, TEN-T EA, European Commission

Presentation

Valérie Moutal focused her presentation on EasyWay and the 2009 Calls.

EasyWay is a TEN-T project concerning ITS deployment on the main road infrastructures in Europe. The objectives of the project are to: improve road safety, decrease congestion, facilitate travel and mobility of people and goods, reduce the side effects on the environment, and deploy pan-European services. The beneficiaries are 21 member states, Poland and Bulgaria will join as observers and Latvia, Estonia and Malta expressed their interest to become partners. Luxemburg does not participate.

In order to work with the eSafety community what is needed is to define a sustainable infrastructure, and to offer viable public private partnerships, to define the responsibilities for each actor and to develop transparent business plans.

There are four deployment activities for EasyWay (see presentation).

Discussion

John Watson commented on the importance of standards. Standards tend to be seen as slowing down the working process, but once they are in place they greatly help in the deployment of services. With regards to the work on eCall, the first 2 technical specifications for the coding of the in-band modem were approved and a required test procedure is expected to be approved in June. Additionally, an expert group has been set up by CEN 278, with the task to develop the high level application protocol for eCall, which should be complete by September 2009.

Anu Laurell, the chair of the session and vice-chair of the EeIP, confirmed that the progress of the work on the standardisation of eCall is encouraging, and allows for realistic schedules.

Question from the audience: What are the procedures in Easyway, when will the decision on the projects selected to be funded be taken and how are the different safety activities synchronised?

Valérie Moutal explained that a TEN T committee will gather in July and the projects negotiation will start before summer. As for the two other calls, TEN T plans to notify the decision in March 2010.

Hermann Meyer, chair of the EeIP, expressed that to have public procurement of eCall would be very important in supporting the implementation of the system.

John Watson explained that before starting the pre-commercial procurement people need to be convinced that the system is stable and designed properly. That is ensured by having proper

standards. eCall is based on 112, a single pan-European emergency number, therefore many of the concerns about cross-boarder issues would probably be resolved by the 112 deployment and the communication between the PSAPs. The important issue is to complete the standards work quickly.

Wil Botman commented that in order to have insight on the application of pre-commercial procurement on eCall, one needs to look first at what has to be bought by public authorities, and whether the respective services are developed and available.

Hermann Meyer pointed out that in the context of eCall this could be already called pre-standardisation procurement, even more as the vehicle manufactures need assurance that eCall will be deployed.

Juhani Jääskeläinen asked Valérie Moutal if the eCall pilots can be funded under the ERP. He also asked Jacob Bangsgaard about the existing possibilities for eCall campaigns at the moment.

Valérie Moutal explained that the ERP was not designed for a specific mode of transport or service. This call for proposals is very broad, and it falls under the responsibility of the Member States to come up with good proposals: if the Member States will have proposals concerning eCall, they could be funded, if the condition on “the degree of contribution to the improvement of service quality, safety and security” is respected. The main criteria of this call are to enhance the economy and employment, and focus on the maturity of the project proposals.

Jacob Bangsgaard explained that full involvement for supporting the work on eCall deployment could only be provided after the system is actually ready to reach the end users. By then, the contribution of awareness raising campaigns could consist of demonstrating eCall or participating in awareness raising towards decision makers.

Wolfgang Reinhardt pointed out that the work in 2009 is the first big step forward and there is a long way to go before having eCall systems available in all vehicles. eCall is not to be promoted too early, as that would help only the private services. As the private services today are not 112 based, while raising awareness for eCall at the moment, the non-public eCalls would be indirectly promoted. This needs to be avoided in view of developing a harmonised pan-European eCall concept.

Actions to support ICT for Transport Logistics and Energy Efficiency

Moderator: Michael Nielsen, General Delegate to the EU, IRU

The present economic crisis costs so far the haulage sector 110% increase in bankruptcies, up to 50% drop in transport demands, and 140 000 job losses. To purchase ICT and ITS available technologies is crucial, as not purchasing it would have a dramatic effect not only during the economic crisis but also after. Michael Nielsen addressed congratulations to the European Commission for the ERP actions, pointing out that these actions are short term and do not loose time in the deployment of ITS services for environment and safety.

ICT and the GoGreen programme – Peter Sonnabend, DHL

Peter Sonnabend gave an overview of DHL: DHL operates globally, employing about 450 000 people and having an estimation of about 5% world trade running through their networks. While the logistics services do not create transportation demand, the product owners do and shippers, manufacturers and logistic services have to deal with that demand.

Freight transportation brings an absolute contribution to climate change, and there is growing awareness coming from various directions (i.e. customers looking into their products specific

carbon footprints, offering ways to minimise their impact on climate change as well as on other environmental impacts).

One achievement of DHL is that it creates in total 1% of global emissions all included, but runs 5% of world trade through their networks.

GoGreen program was created in 2008 and represents a first commitment to improving carbon efficiency (see presentation).

Freight Transport ICT: Short term actions within a conservative environment – Dieter Wild, PTV

Investment in freight and logistics is generally done if there is a return of the investment, and if the financial gains are visible. The actors in this user group are rather conservative and usually prefer product maturity to experiments of novel ideas.

The ICT infrastructure is a relevant part of the transport infrastructure itself and ICT is needed to exploit the full potential of physical means. The actors act mainly locally, which means they are choosing those ICT applications which give a high return of investment and which have limited external dependencies for them and insecurities on external partners. There is hesitation to invest in new technologies as long as their advantages are not clear. The restraints are exercised because ICT solutions become more complex and often depend on a wider implementation. However, the result is that the users wait a long time for standards and technology.

Dieter Wild also presented a current study on intelligent cargo systems (see presentation).

Research Opportunities – Paolo Paganelli, INSIEL

Mr Paganelli presentation dealt with research on energy efficiency related to logistics, the solutions the research has produced and the research perspectives for the future. Logistics is crucial for the sustainability, not only because of the CO₂ emissions but also because they are absorbing non renewable energy sources, 35% at the moment and with a forecasted increase. Bad news is that road freight traffic is not fading away. Approximately 44% of goods are now being moved by trucks in EU and this will continue to rise.

An important issue is how to make logistics sustainable in the long term. Waiting for greener means is not an answer, therefore there is a need to look at the green aspect, to look for environmental sustainability of the transport in itself and to also look at the financial sustainability (logistic companies have low margins and they would have to measure any kind of action in the direction of the environment against their costs). The future actions and new technologies must be approached according to these three dimensions.

The sustainability of logistics in the long term is a research focus, not just for environment protection but for the industry itself. ICT can play a role in this context and ITS applied to this sector could be an enabler.

Discussion

Peter Sonnabend commented that the 14% contribution to global CO₂ emissions relates to transportation in general (all kinds of transportation), not just to freight.

Michael Nielsen added that the total use of fossil fuel by transport is 6%, the rest being burnt in fixed installations. The industry driven approach is to have a reduction of up to -97% in polluting particles from trucks, which leaves 3% left to tackle. It is important to look at how to manage fuel consumption and how to invest in efficiency gaining systems using ITS.

Peter Sonnabend commented that a lot of solutions which are technologically ready were not yet deployed because they do not pay off.

Juhani Jääskeläinen asked the panel what can be done on a short term about the training of the drivers.

Michael Nielsen responded that driver training schools exist all over the world. However, in economic difficulties companies rather put off people on temporary basis or lay them off instead of training them. The availability of parking and to know where there are potential parking places is of crucial importance for any driver restricted by the driving rules.

Peter Sonnabend mentioned that the driver training gives a boost up to 8-10% in terms of fuel efficiency, as well as a reduction of minor damages to the vehicles. However, the figures show that for the effectiveness to be maintained the ECO training has to be repeated within maximum one year.

The availability of parking spaces for resting in Europe is a recognised need. In Germany for example to increase the parking space is part of the planning, but what the government does is to look at the land use planning issues *without* tackling the ITS issue.

Michael Nielsen agreed that this issue would be one which could be taken up in a short, and it is of interest to all stakeholders, the infrastructure owners, the ICT community, the vehicle owners and car uses.

Dorin Dumitrescu brought in that in Romania €10 billion have been invested so far this year in transport infrastructure, but ICT is in Romania an additional process, it is not inside the infrastructure. He also asked which is the way of including ITS in the financial scheme.

Michael Nielsen explained that to use part of money of the infrastructure projects on making them intelligent using ITC/ITS constitutes a political push, which has to be taken both at European level and national level.

Wolfgang Reinhardt added that the roads have to be safe first, the infrastructure sometimes needs improvement before using ITS, but the ITS applications needs to be planned from the beginning.

The European Green Car Initiative

Moderator: Augusto de Albuquerque, Head of Unit Micro & Nanosystems, DG INFSO, European Commissions

As the electrification of transport is a big challenge at the moment, the Green Car initiative is very important. The next speakers will focus their presentations on the joint efforts across Directorates General and European Commission programmes, about the research perspectives and the challenges that lie ahead.

Green Car Initiative, Arnoldas Milukas, DG RTD, European Commission

The overall budget of the European Green Car initiative is €5 billion. The Economic Recovery Plan was adopted by the European Commission on the 26 November 2008 and was endorsed by the EU

Council on 11-12 Dec 2008 to support innovation in manufacturing, construction and in the automobile sector, which have recently faced significant challenges in the transition to the Green Economy.

The European Green Cars Initiative is set on three main streams of actions: 1. EIB loans in support of industrial innovation Budget, €4 billion (in addition to existing loans); 2. demand side measures and 3. public procurement and PPP for research on greening road transport €1 billion (€500 million from EC matched by €500 million from industry and the Member States).

With regards to the stakeholders' involvement, there is collaboration between the public and private sectors and the liaison with industry via the relevant European Technology Platforms.

The expected impact of this initiative in short - term consists of maintaining a high-level of R&D investment in particular in the area of clean cars and related technologies, while in long-term priorities stopping the pace of climate change by adopting greener technologies is crucial

Mr Milukas also presented the forthcoming calls until the end of 2010 (see presentation).

Electric Car, Elina Holmberg, DG INFSO, European Commission

Elina Holmberg focused her presentation on DG INFSO activities in the European Green Car Initiative, mainly related to the fully electric vehicle.

The eSafety Forum RTD Working Group brought to a strong input on the Electric Vehicle, as well as the ICT for clean and efficient mobility Working Group, though their recommendations and final report November 2008.

DG INFSO will address in its call the development of components and systems for the ICT part of the fully electric vehicle, including the necessary infrastructure.

There will be funding opportunities for projects addressing the electric vehicle in several calls (see presentation).

The next call will have a specific focus on fully electric vehicles addressing the overall efficiency of electric vehicles, energy efficient and lightweight electrified auxiliaries, safety and robustness of components and systems, fail-safe system and electrical architectures, vehicles-to-infrastructure integration based on cooperative systems concepts, ADAS and active safety systems for Fully Electric Vehicles.

The aim is to address all the issues for the fully electric car, including advanced vehicle to grid interface and fast charging infrastructure, as well as co-operative systems. Co-ordination will certainly be needed as two Directorates General address the research needs for electric vehicles.

Mr Jean-Pierre Medevielle, Co-Chair, eSafety RTD WG

Jean-Pierre Medevielle, co-chair of the eSafety Forum RTD WG informed that the Economic Recovery Task Force asked the members of RTD WG to prepare inputs for the research part of the "Green Car" initiative, on the ICT part.

Mr Medevielle reported on the eSafety WG RTD 2009 current programme of activities: an inventory of recommendations on how ICT/ITS research can be used to support the European Green Car Initiative and especially electric vehicles were requested for: 1) eSafety Forum Economic Recovery Task Force, European Green Car Initiative - DG INFSO Research part (5 March 2009); 2) WP 2011-2012-2013 - ICT for Mobility based on ERTRAC scenarios (19 May 2009) and 3) the start up of FP8 (Fall 2009), (see presentation).

Alessandro Coda reported that the suggestions of eSafety WG RTD are made in four ICT related clusters: on-board Vehicle System, safety aspect of new vehicle concepts, vehicle-infrastructure aspects, the Electric Vehicle in the Transport System (see presentation for detail breakdown of the four areas)

Discussion

Question from the audience: Is Europe the champion on the topic of Green Cars, and the launch of these research projects will help maintaining the position, or is there still room for improvement on the technology when comparing our position to the rest of the world? What is our position in Europe on that?

Juhani Jääskeläinen explained that Europe has in general a good position on Green Cars development, but that it is crucial to maintain the advancement of the research in Europe.

Hermann Meyer said that as the electrification of vehicles may be the future, it is important to set the time frame. As the range of electrical vehicles is presently very limited, would be interesting to know whether there is already an idea about what range could be achieved with batteries and fully electric propulsion systems in a time period of 5 years, 10 years or 20 years.

Moreover, as regards to the affordability, if a battery costs today €10 000, what will the cost be in around 10 - 20 years?.

If the batteries development should come before or after the development of the infrastructure is another issue to be clarified, as the preparation of the access to the electric grid has to start and the power refill stations have to be built.

Juhani Jääskeläinen added that different options have to be considered, according to the mobility needs. For example for travelling in the city a small vehicle would be enough, while for delivering goods the need will be different. Thus there will be flexibility with regards to the vehicle options that will come on the market and the cost will also be different.

Julien Masson commented that standardisation is a key issue in this context as at a national level and sometimes even at a municipality level the infrastructure is differently approached by different initiatives, and harmonising the infrastructure is important.

John Watson asked if the fuel cells (seen as half way point between battery technology and hydrogen) were not part of the discussion as a consequence of batteries becoming lately more efficient.

Juhani Jääskeläinen replied that in the future there will be an option of many different technologies available for customers, depending on their mobility needs. Electricity is one of the approaches, and there are others where the industry has to find the best solutions and provide more reasonable services for everyone.

Augusto de Albuquerque commented that the hydrogen and fuel cell is already a joint technology initiative with a big budget dedicated and that research is ongoing. The budget for "Green Car" is a separate one. The fuel cells and hydrogen are all part of energy storage, and to develop the capacity of storage is crucial. In some countries the production is kept constant during the day and night due to the source of energy they use. They don't have sufficient energy storage capacity, thus they sell it at a cheap price during the night to other countries where they have this storage capacity and this trade is very profitable: the ones that buy the energy during the night sell it during the day at a higher price.

The time frame for the electric car depends on research results, and the results depend on the investments. Many investors do not discuss about their road map because they have competitors. On the research side they share their roadmaps, but they don't want the EC representatives to discuss them with third parties. The issues are present and part of the EC research programmes, what roadmaps have priorities is known even if the information cannot be spread, and once research results are available the production phase will follow.

Future of the eSafety Forum

Moderator: Hermann Meyer, CEO, ERTICO – ITS Europe

Hermann Meyer informed that on 10th December 2008, at the 34th eSafety Forum Steering Group, a task force was established to discuss the future of the eSafety Forum, to work on reviewing the eSafety Forum concept in the current economic and political environment. The objective of this task force is to come up with a proposal for a new Forum. Three meetings of this task force took place since December 2008.

Hermann Meyer presented the outlined concept for discussion: the motivations for a new Forum, the proposed vision, mission, work process, rules and roles of the Forum, scope and a proposal for a new logo.

The Forum was launched in 2003 and worked successfully in the last six years on the 28 recommendations established at the beginning in view of effectively moving eSafety forward in Europe. Presently the additional focus of deployment of systems and services needs to be captured as part of the new concept of the Forum, enabling the Forum to work on specific services along the deployment roadmaps.

Energy efficiency and environmental aspects are becoming increasingly important items which need to be reflected in the future work of the Forum.

As well, ITS services have developed and are ready for deployment. In the context of the revised White Paper on transport, the European Commission has adopted an ITS Action Plan and proposed a political framework which includes a European ITS Committee and an ITS Advisory Group. The new Forum will feed into the work undertaken under the ITS Action Plan, which is deployment oriented. The effectiveness of the Forum can be further strengthened by revised roles and rules (to be elaborated later) and a new vision and related mission could also be motivating for the work of the Forum (see presentation).

Discussion

Juhani Jääskeläinen explained that EC will continue to support eSafety Forum in the future. A new Forum is needed, and the profound changes that are taking place at the moment in the economical and political environment are the main topic of discussion: not only safety needs to be covered by the new Forum activities, but also CO₂, climate change issues, economic crisis etc. The Forum has to have a long term view and focus on the impact on mobility in the future. The discussions about the Forum future should take into account what worked well in the past and what did not work.

A number of aspects are planned to improve with the new Forum. It is important that the results of the work of the working groups are owned by the Forum, to ensure that these results are implemented. Deployment has been weak and can be improved under the ITS Action Plan.

The new Forum has to come up with a work plan for the next few years and a communication plan.

Wolfgang Reinhardt expressed that the 28 recommendations on which the eSafety Forum has worked on so far need to be reviewed and updated. The ITS Action Plan and the ITS Advisory Group work should be complementary with the work of the Forum, and thus the new Forum needs to define its role under these new circumstances, as it is important to coordinate the work of these bodies.

When the new Forum has come up with projects and recommendations, these should be handed over to the ITS Action Plan, further discussed and jointly financed and executed.

Rui Camolino emphasized that supporting the development is a first step, which should be followed by implementation. It is crucial to assure that any investment would give a return at a later stage. The working groups are appointed to develop and implement the services. Their work should be done in direct co-operation with the European Commission actions.

The work performed shall be a consensus building process amongst different stakeholders, followed by the development of necessary technologies and leading to their deployment and use. Thus, to increase the level of co-operation between stakeholders is also important, and multilateral co-operation should be a key word for the future.

Walter Hagleitner expressed that there is room for the eSafety Forum to make European traffic safer and more work should be dedicated to this goal without passing the tasks to a new body. If the goals are not yet achieved the work shall continue and ways to make them reality are to be found.

Hermann Meyer explained that the work on the new Forum is not a proposal to move away from safety issues, nor to come up with a change of priorities, but add to safety the energy efficiency concern and the fight against the climate change. Research will remain the top priority of the new Forum. The responsibility is given to the working groups to ensure the end result and deployment of these services and systems. A critical point so far was that the eSafety Forum does a lot of work, produces a lot of papers but does not follow the work to the end results.

As there is no "ITS Forum" at the moment it has been questioned from the audience if such body should not be created. The "ITS Forum" as a name would be too close to "ITS Committee" which is to be established under the ITS Action Plan. At the moment there is a draft directive that will be discussed and if agreed by 27 states, and an entity called "ITS Advisory Group" may be created, thus an "ITS Forum" would become confusing.

Kallistratos Dionelis added that the role of the new Forum is to construct and work on a concrete action plan, with actions which have chances of being implemented and deployed.

Hermann Meyer informed that the work within the task force in this issue will be continued and that the results will not be revolutionary, but an enhanced concept of the current forum. Mr Meyer also invited the audience to send their feedback, which will be taken into account in the discussions of the task force.

Chair Conclusions

The chair, Mr Jääskeläinen invited Mr. de Albuquerque, Mr. Hoefs, Mr. Davila and Mr. Meyer to present their conclusions of the discussions of the day.

Augusto de Albuquerque - Green Car

The Green Car public partnership is a €500 million contribution from the Commission on top of the existing programmes, while all the other programmes continue. This programme is a cross programme action so it includes the ICT programme, the NMP programme on materials and production, the energy programme and the transport programme.

Included in Green Car PPP there is a joint initiative of EPOS and ERTRAC with a joint research agenda for the electrification of transport that is included in the Green Car Initiative. In terms of the ICT programme it is called the full electrical vehicle and is a new activity financed separately, dealing with the components for the full electrical vehicle and the road map for putting these components in the market.

A discussion was carried on the topic of batteries: batteries include studies on the life time of the batteries, the energy per kilogram, the research of materials involved, the price for the kilowatt

hour in order to make the full electrical vehicle competitive and the safety issues that are necessary to tackle this new kind of vehicle.

The harmonisation of the interface with infrastructure is an important issue where the European Standardisation Organisations will be highly involved.

Wolfgang Hoefs - ICT for Transport Logistics and Energy Efficiency

The discussion carried out by this session highlighted the following five aspects:

1. A common agreement was that the eSafety Forum acknowledges the high potential of ICT to enable more sustainable transport logistics operations;
2. The eSafety Forum welcomes actions on ICT for transport Logistics in the framework of European Economic Recovery Plan which allows most efficient transport operations and reduce the emissions of green house gases as well as other pollutants;
3. The means of the ERP were regarded as appropriate instruments to accelerate the development and deployment of real time ICT enabled freight transport services;
4. The Forum recommends fast actions on driver assistant systems for ECO driving which could be complemented by smart metering devices to reduce fuel consumption by up to 8-10%.
5. The Forum supports research on framework such as the intelligent cargo concept for information exchange across modal, organisational and geographical boundaries to achieve best operational transport performance at lowest environmental costs.

Emilio Dávila - Deployment of eSafety

The discussion focused on the different tools and instruments that are available to accelerate the deployment of ITS systems in Europe, the Forum appreciated the set-up of the European eCall Implementation Platform and acknowledged that this is a format to proceed with some other deployment initiatives.

The presentation on the EasyWay showed that there is an available budget to support investment in the Intelligent Infrastructure through the multi annual programme with annual calls within the EasyWay programme as well as through TEN T Economic Recovery Plan. Funding could be available for the eCall implementation infrastructure, if the Member States come up with proposals on this service.

The pre-commercial procurements and awareness campaigns were presented and it was a common perception that they would be useful tools to promote an accelerated deployment, be presented to the users and facilitate the economic agreements for eSafety services and application in Europe after these services and applications have reached maturity.

Hermann Meyer – Future of eSafety Forum

No opposition was raised concerning the current draft for the new Forum, but the task force work has to make sure that the new Forum will be in continuity of the eSafety Forum.

Next Meetings

Mr Jääskeläinen informed the audience about the fact that the next eSafety Plenary is planned to be held in the context of an eCall Summit in October 2009.

Juhani Jääskeläinen thanked to the chairs of the meeting and the members of the Forum for their participation in this meeting and informed the audience that the next day, 24th March 2009 an eCall implementation Platform meeting will take place.

The meeting adjourned at 5pm.

ANNEX 1 - AGENDA

The 11th Plenary Meeting of the eSafety Forum
"An Economic Recovery Plan for eSafety"
FINAL AGENDA
Monday, 23 March from 09.00 to 17.00
at the NH Hotel Grand Sablon, Rue Bodenbroekstraat, 24
Brussels, Belgium

- | | |
|---------------|---|
| 09.00 - 09.30 | Registration and Coffee |
| Chair: | <i>Juhani Jääskeläinen, Acting Head of Unit ICT for Transport, DG INFSO</i> |
| 09.30 - 09.50 | Opening: <i>Ivan Hodac, Secretary General, ACEA</i> |
| 09.50 - 10.00 | Presentation of the European Commission Economic Recovery Plan
<i>Thierry Van der Pyl, Director Components & Systems, DG INFSO, European Commission</i> |
| 10.00 - 11.30 | Actions to support deployment of eSafety
Moderator: <i>Anu Laurell, Ministry of Transport and Communications, Finland</i>

- eCall Deployment
<i>Hermann Meyer, CEO, ERTICO - ITS Europe</i>
<i>Vincent Blervaque, Director, ERTICO - ITS Europe</i>

- Pre-commercial Procurement - <i>Wil Botman, Director General, FIA European Bureau</i>

- Awareness Campaigns - <i>Jacob Bangsgaard, Secretary General, eSafety Aware!</i>

- EasyWay - <i>Valérie Moutal, Project Manager, TEN-T EA, European Commission</i>

- Discussion & Conclusions |
| 11.30 - 11.45 | Coffee Break |
| 11.45 - 13.00 | Actions to support ICT for Transport Logistics and Energy Efficiency
Moderator: <i>Michael Nielsen, General Delegate to the EU, IRU</i> |

- ICT and the GoGreen programme - [Peter Sonnabend, Senior Expert Environmental Strategy and Policy, DHL](#)
- Freight Transport ICT: Short term actions within a conservative environment - [Dieter Wild, Research & Innovation Vice-President, PTV](#)
- Research Opportunities - [Paolo Paganelli, Director, INSIEL](#)
- Discussion & Conclusions
- 13.00 - 14.00 Lunch Break
- 14.00 - 15.30 Green Car Initiative
Moderator: [Augusto de Albuquerque, Head of Unit Micro & Nanosystems, DG INFSO, European Commission](#)
- Green Car Initiative - [Arnoldas Milukas, Head of Unit Horizontal Aspects and Coordination, DG RTD, European Commission](#)
- Electric Car (EPoSS, ERTRAC, ARTEMIS, ENIAC, eRTD)
[Elina Holmberg, Project Officer, DG INFSO, European Commission](#)
[Jean-Pierre Medevielle, Co-Chair, eSafety RTD WG](#)
[Alessandro Coda, Member of the eSafety RTD WG](#)
- Discussion & Conclusions
- 15.30 - 15.45 Coffee Break
- 15.45 - 16.45 Future of the eSafety Forum
Moderator: [Hermann Meyer, CEO, ERTICO - ITS Europe](#)
- Panellists:
[Juhani Jääskeläinen, Acting Head of Unit ICT for Transport, DG INFSO, European Commission](#)
[Ivan Hodac, Secretary General, ACEA](#)
[Rui Camolino, ASECAP COPER III Chairman, ASECAP/ BRISA](#)
- First Discussion
- 16.45 - 17.00 Chair Conclusions
- 17.00 Adjourn

ANNEX 2 – LIST OF PARTICIPANTS

Last Name	First Name	Organisation
Andersson	Espen	Norwegian Public Roads Administration
Balistreri	Amélie	eSafety Support
Ballaux	Louis	Honda Motor Europe Ltd
Bangsgaard	Jacob	FIA Foundation
Blervaque	Vincent	ERTICO - ITS Europe
Boethius	Eva	European Commission, DG INFSO
Botman	Wil	FIA European Bureau
Camolino	Rui	BRISA/ ASECAP
Chatfield	John	innovITS Ltd
Coda	Alessandro	EUCAR
Coulon Cantuer	Myriam	European Commission, DG INFSO
Curci	Emanuele	Polidream S.R.L.
Curci	Natalino	Polidream Srl/Autostrade per l'Italia SpA
Davila-Gonzales	Emilio	European Commission, DG INFSO
de Albuquerque	Augusto	European Commission, DG INFSO
Diehl	Manfred	Umicore AG & Co.KG
Dik	Bart	Eurapco
Driever	Hans	EARPA
Drougias	Nikolaos	Federal Ministry of Transport, Building and Housing
Dumitrescu	Dorin	ITS Romania
Ferreira	Francisco	European Commission, DG INFSO
FOND	Michel	ORANGE
Fukuoka	Takakazu	Toyota Motor Europe
Gaillet	Jean-François	Ygomi Europe Kft
Garcin	Jacques	ORANGE
Gelau	Christhard	BASt
Grill	Johann	ADAC
Hagleitner	Walter	ADAS_Management-Consulting
Hans	Driever	EARPA/ TNO
Hauptmann	Susanna	Kapsch TrafficCom
Hedlund	Bjorn	CLEPA
Hoadley	Suzanne	Polis
Hodac	Ivan	ACEA
Höefs	Wolfgang	European Commission, DG INFSO

Holmberg	Elina	European Commission, DG INFSO
Huerta	Jaime	ITS SPAIN
Jääskeläinen	Juhani	European Commission, DG INFSO
Jacobs	Rene	BRRC
Kallistratos	Dionelis	ASECAP
Kerstjens	Oene	ERTICO - ITS Europe
Kornemann	Horst	Continental
Laurell	Anu	Ministry of Transport and Communications, Finland
Lillehagen	Marte	Ministry of Transport and Communications, Norway
Lindholm	Rasmus	Airbiquity
Lumiaho	Aki	RAMBOLL
Masson	Julien	Connexis Kft.
Mattino	Giacomo	European Commission, DG ENTR
Mäurer	Hans Jürgen	DEKRA
Medevielle	Jean-Pierre	INRETS
Meyer	Hermann	ERTICO - ITS Europe
Miethe	Christiane	Volkswagen AG
Milukas	Arnoldas	European Commission, DG RTD
Moutal	Valerie	TEN EA
Nielsen	Michael	IRU
Olsen	Sigurd O	Norwegian Public Roads Administration
Ostafe	Mihaela	eSafety Support
Paganelli	Paolo	INSIEL
Pellischek	Gloria	ERPC GmbH
Petersen	Gerhard	Swiss FEDRO/ VSS
Phillips	Steve	FEHRL
Pichl	Martin	Ministry of Transport
Potvin	Michel	RENAULT - Representation to the EU
Prerovska	Hana	European Commission
Pype	Patrick	NXP Semiconductors Belgium NV
Reinhardt	Wolfgang	ACEA
Rucinska	Karolina	Toyota Motor Europe
Sansone	Fulvio	MEDIAMUSE
Schettino	Monica	eSafety Support
Scolari	Marica	ASECAP
Seedie	Corrine	eSafety Support
Sergeys	Filip	Honda Motor Europe Ltd.
Shrubsall	Silvia	IST
Silva	Irina	ERTICO - ITS Europe

Sonnabend	Peter	DHL
Stephane	Petti	Aisin AW Technical Center Europe
Van der Pyl	Thierry	European Commission, DG INFSO
Verhoeve	Wim	CLEPA
Vierroth	Volker	Satellitic
Watson	John	Airbiuity Inc
Wild	Dieter	PTV
Williams	Malcolm	Southampton University
Wurzel	Dietmar	DLR
Yamakawa	Takehisa	JAMA