



# *The new HMI Recommendation*

European Commission  
Directorate General Information Society and Media  
ICT for Transport



- First release of the Recommendation in 1999
- Comments received from the MS
- Voluntary agreement from car industry
- Necessity to follow the evolution of the technology (nomadic devices...)
- JAMA and AAM guidelines
- Needs for further elaborated recommendations as confirmed by the eSafety working group on HMI



- The authors : eSafety working group
  - The content: based on some results achieved via EU funded projects
  - Document subject to publication and dissemination
- => The 3 pillars of the flagship



# Goals of an new ESoP

- 1. Should promote the Goal of the eSafety Initiative
- by helping to introduce well designed Systems into the market
- by taking into account both risks and benefits of these systems, thus not impeding innovation ...
- 2. Should respect the capabilities and constraints of all stakeholders and the market
- by being applicable during development process in terms of complexity, costs and time even by small system manufacturers
- by taking into account the fact that the driver finally decides whether he buys/uses i.e. a fully integrated navigation system, a nomadic device or a paper map ....
- 3. Should clearly distinguish between principles on installation, information presentation, interaction, ...
- since the distribution of responsibility and solutions depends on these aspects
- in order to maintain a logical structure easy to understand and to work with without redundancy or cross references ...



- **In-vehicle information and communication systems**  
Not vehicle stabilisation (ABS,ESP...)  
Not ADAS (collision mitigation, night vision....)
- **For use by the driver while driving**  
Vehicle in motion
- **HMI elements**  
Not materials, electrical ...
- **Vehicle classes M and N**  
Passenger cars, trucks, buses  
Not two-wheelers
- **Permanently installed and portable systems**  
OEM, after-market, **nomadic**

- The Recommendation itself: 2 pages
- A technical annex :50 pages
  - The new European Statement of Principles (ESoP)  
includes overall design, installation, information presentation, interaction with displays and controls, system behaviour and information about the system
  - Some recommendations on safe use (RSU)  
concerns use and influencing use and includes context of use and principles on assessment, driver training and system use by drivers
  - Some recommendations about implementation of ESoP and RSU  
self commitment from all stakeholders



- Includes the responsibilities of fleet managers, employers, systems dealers and rental companies
- Special focus on the drivers (responsibility, maintenance, training)





- Publication of the Recommendation (all MS languages) in the Official Journal (December 2006)
- Forwarding of the text to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions (December 2006)
- Very large dissemination of the document towards all stakeholders (EC, MS, eSafety forum members..)
- New voluntary agreement from MS, car industry but also from nomadic suppliers, professional organisations (9 months)
- Evaluation and monitoring of the new ESoP (18 months)



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## eSafety Web-site:

[http://europa.eu.int/information\\_society/programmes/esafety/index\\_en.htm](http://europa.eu.int/information_society/programmes/esafety/index_en.htm)

 **website**

[www.eSafetySupport.org](http://www.eSafetySupport.org)

## eSafety on CORDIS website:

[www.cordis.lu/ist/so/esafety/home.html](http://www.cordis.lu/ist/so/esafety/home.html)

