

## Final Report of the eSafety Working Group on Road Safety

November 2002

### ANNEX I: SUMMARY OF RECOMMENDATIONS

	<b>Recommendation</b>	<i>Who</i> <i>Timing</i> <b>Leaders in bold</b>
	<i>Accident Causation Data</i>	
1	Consolidate analyses from the existing EU, Member State and industry road accident data which give information on the cause and circumstances of the accidents, for allowing the determination of the most effective countermeasures, starting from the most frequent accident types.	<b>EC</b> , Member States, automotive industry, insurance companies, automobile clubs, motorway operators, road safety organisations, police and road authorities in Member States, local authorities  <i>2004</i>
2	Define a common format and structure for recording accident data in the EU countries. Develop jointly an <i>European Accident Causation Database</i> covering all EU and enlargement countries, and provide open access to industry and public agencies.	As above  <i>2006</i>
	<i>Impact Assessment</i>	
3	Develop methodology to assess the potential impact of intelligent integrated road safety technologies in Europe, based on the accident causation data. This work should also analyse combined systems (fusion of sensors, integration and use of multiple active safety systems together).  Develop validation methodology and procedures for vehicles equipped with Intelligent Integrated Road Safety Systems.	<b>Automotive industry</b> , equipment suppliers, EuroNCAP, research organisations, EC, user organisations, road operators, Member States  <i>2005</i>
4	Set up a coordinated validation framework for operational tests for active safety systems in the Member States.	<b>EuroNCAP</b> , others as above  <i>2006</i>
	<i>Human-Machine Interaction</i>	

5	<p>Assess the reports by the Member States on the Commission Recommendation “Statement of Principles on safe and efficient in-vehicle information” and communications systems”, and decide on further actions as necessary taking into account the rapid development in this area.</p> <p>The use of portable (nomadic) devices requires urgent assessment of risks.</p>	<p>EC , Member States, automotive industry</p> <p>2003</p>
6	<p>Develop workload assessment, testing and certification methodology and procedures for complex in-vehicle working environments involving interfacing with in-vehicle devices for vehicle control, driver assistance, intelligent integrated road safety, including Multi-Media systems.</p>	<p>Equipment suppliers, automotive industry, telecommunications industry, service providers, <b>research institutes</b>, EC</p> <p>2006</p>
	<p><i>Implementation Road Maps</i></p>	
7	<p>a) Develop regularly reviewed Road Maps with technical steps and economic implications for the introduction of Intelligent Integrated Road Safety Systems.</p> <p>These Road Maps should indicate the technical and economic capability of the stakeholder industries to deploy intelligent integrated safety solutions.</p> <p>b) The public sector Road Maps should indicate the investments required for improvements in the road networks and information infrastructure based on the industrial Road Maps, and identify the steps needed for removing regulatory barriers.</p>	<p><b>a) Automotive industry</b>, EC, Member States, road authorities, motorway operators, telecom operators</p> <p><b>b) Automotive industry</b>, EC, Member States, <b>road authorities</b>, motorway operators, telecom operators</p> <p>2003 (<i>First Road Maps</i>)</p>
	<p><i>Intelligent Integrated Road Safety Systems</i></p>	
8	<p>Analyse existing accident causation data and possible countermeasures, and determine clear goals and priorities for further RTD in Intelligent Integrated Road Safety Systems in industrial research, Community Research (Integrated Projects in the 6<sup>th</sup> FP) and national research programmes.</p>	<p>EC, <b>automotive industry</b>, equipment suppliers, research centres, motorway operators</p> <p>2003</p>
9	<p>Identify existing specifications, and where necessary develop new specifications for pan-European, standardised interoperable interfaces and communications protocols for vehicle-vehicle and vehicle-infrastructure communications which will support interactive, co-operative safety systems and services, including Traffic and Travel Information.</p>	<p>EC, <b>multi-sector organisation</b> involving automotive industry, Telematics Forum, telecommunications industry, equipment suppliers, information and content providers, with Member States, road authorities, motorway</p>

		authorities, motorway infrastructure operators and standardisation bodies <i>2004</i>
10	<p>Pursue international co-operation in the development of intelligent integrated road safety technologies.</p> <p>The co-operation should cover especially Human-Machine Interaction, certification and testing methodology and procedures, harmonisation and standardisation, legal issues, impact and socio-economic benefit analysis, and benchmarking/best practise.</p>	<p>In Europe: automotive industry, equipment suppliers, <b>EC</b>, telecom operators, motorway operators, road authorities</p> <p><i>2003 onwards</i></p>
	<i>Digital Map Database</i>	
11	<p>Based on existing research results, define requirements for a European digital road map database. This database should contain in addition to road map data agreed road safety attributes for driver-support for information and warning purposes, such as speed information and road configuration data.</p> <p>Create a public-private partnership to produce, maintain certify and distribute this digital road map data base. It should be made available for all users at affordable prices (possibly free of charge). National, local and regional authorities and operators should provide safety-related data on road configurations within their networks, with target dates for implementation.</p>	<p><b>EC, mapping industry</b>, automobile industry, and telecomm operators, service providers, motorway operators, road authorities (national, regional and local level)</p> <p><i>2004</i></p>
	<i>Emergency calls and E-112</i>	
12	After consultations (telecommunications authorities, civil protection authorities, industry through CGALIES) adopt a Commission Recommendation on the introduction and implementation of E-112 service in Europe.	<p><b>EC</b></p> <p><i>2002</i></p>
13	<p>Establish a European Emergency Communications Forum to continue the CGALIES work and to monitor the implementation of E-112 service in the Member States.</p> <p>Establish national liaison groups to co-ordinate the implementation and building up of the E-112 service chain.</p>	<p><b>EC, Member States</b> - especially Civil Protection Authorities, emergency service organisations, telecomm operators, automotive industry, motorway operators, automobile clubs, standardisation bodies</p> <p><i>2002</i></p>
14	For in-vehicle emergency calls (e-Calls), establish data requirements and data transfer protocol for e-Calls	<p><b>EC, Member States</b> - especially Civil Protection</p>

	originating from vehicles. Establish an interface specification and routing and handling procedures for e-Calls with location and other accident-related information.	Authorities, emergency service organisations, telecomm operators, automotive industry, motorway operators, automobile clubs, insurance industry, standardisation bodies  2003
	<i>Real-Time Traffic and Travel Information (TTI)</i>	
15	Analyse the Member States' responses to the TTI Recommendation, draw up further safety-related actions and make a progress report to the Council and the European Parliament	<b>EC, Member States</b>  2003
16	Create public-private partnerships to capture, process and provide real-time traffic, travel and road condition data from a variety of sources, including Floating Vehicle Data.	<b>EC, multi-sector organisation</b> including fleet operators, automobile industry, telecomm operators, service providers, motorway operators, public authorities (national, regional and local level)  2003 onwards
17	Support the wider use of the pan-European RDS/TMC network for safety-related traffic information.  Provide a report with required actions to the European Commission on the status of RDS/TMC implementation and the remaining bottlenecks.	<b>EC, TMC Forum</b>  2003
	<i>Regulation</i>	
18	Determine what actions may be required for rapidly bringing forward road safety improvements obtainable with Intelligent Integrated Road Safety Systems in vehicles.	<b>EC, automotive industry</b>  2003
	<i>Standardisation and certification</i>	
19	Analyse the specific needs and priorities of the intelligent integrated road safety systems for standardisation in ISO, CEN and ETSI.  For vehicle-vehicle and vehicle-infrastructure communications, promote the accelerated standardisation of emerging communications protocols.	<b>EC, standardisation bodies</b>

	For CEN, based on the recently published report of the M270 mandate, choose the appropriate mechanisms (Committee Working Agreements, full EN standards), and establish the necessary working groups.	2003
	<i>Legal issues of market introduction</i>	
20	Develop a methodology for risk benefit assessment, achieve an industrial and societal consensus on a European Code of Practice, and establish guidelines for facilitating the market introduction of Intelligent Integrated Road Safety Systems.	EC, <b>automobile industry</b> , equipment suppliers, research organisations, insurance industry  2004
	<i>Ultra-wide band 24 GHz short range radar</i>	
21	Take the necessary actions for removing regulatory barriers to the use of the 24 GHz spectrum for short-range radar in Europe. This will include issuing an EU liaison statement to ECC and to national administrations requesting international regulations through the ITU-R concerning 24GHz UWB Radar Sensors.	EC, automotive industry, equipment suppliers, industrial organisations, Member States  2003
22	Undertake the standardisation in ETSI for the 24 GHz UWB Radar by implementing the EU Mandate for ETSI and completing and publishing the relevant standards.	EC, Industry, <b>standardisation bodies</b>  2003
	<i>Societal issues</i>	
23	Estimate the socio-economic benefits which can be obtained through the reduction of fatalities, injuries and material damage by the introduction of Intelligent Integrated Road Safety Systems. This should include an analysis of the reduction in medical care and other expenses in the Member States and enlargement states, and benefits like improved journey times and reduced congestion and environmental impact.	EC, automotive industry, research centres, Member States authorities, motorway operators  2004
24	Stimulate and support road users and fleet owners to buy vehicles with intelligent road safety functions and to use safety-related services by incentives such as tax reductions, lowering insurance premiums, and preferential treatment.  This support should target especially the buyers who choose to equip their vehicles with co-operative safety systems, thus helping to create an initial market demand for advanced safety systems.	<b>Member states</b> , insurance industry, authorities  2003 onwards
	<i>The Business Model</i>	

25	Identify best practices for positive business cases to promote the introduction of Intelligent Integrated Road Safety Systems, including analysis of the required bundling of the functions, priorities for market introduction, co-funding schemes, and public private partnership.	<p><b>Multi-sector organisation</b>, including automotive industry, automotive retailers, fleet owners, insurance companies, motorway operators, automobile clubs, emergency service organisations</p> <p><i>2003 onwards</i></p>
26	Support the e-Call business model by implementing the full service chain and ensuring inter-operability, compatibility with E-112 systems and direct links to infrastructure operators and vehicle breakdown services. Training of personnel has to be provided for.	<p>EC, <b>Member States</b>, Civil Protection authorities, emergency operators, road administrations, telecom operators</p> <p><i>2004</i></p>
	<i>User outreach</i>	
27	Design and execute awareness campaigns which explain the benefits, functioning and use of the Intelligent Integrated Road Safety Systems to the consumers.	<p>EC, automotive industry, Member States, road safety organisations, ITS organisations, <b>user organisations</b>, driving schools</p> <p><i>2003 onwards</i></p>
	<i>Creation of eSafety Forum</i>	
28	Create a eSafety Forum with the objective to monitor and promote the implementation of these recommendations, and to support the development, deployment and use of intelligent integrated road safety systems. Determine its objectives, Terms of Reference, draft a Memorandum of Understanding and organisation. Establish membership and work programme.	<p>EC, automotive and telecommunications industry and operators, equipment and service suppliers, motorway operators, road administrations, insurance companies, automobile clubs</p> <p><i>2003</i></p>