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on Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Towards Europe-wide Safer, Cleaner and Efficient Mobility: The First Intelligent Car Report
(2007/2259(INI))

Committee on Transport and Tourism

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Towards Europe-wide Safer, Cleaner and Efficient Mobility: The First Intelligent Car Report (2007/2259(INI))

The European Parliament,

- having regard to its resolution of 12 July 2007 on keeping Europe moving - sustainable mobility for our continent¹,
- having regard to its resolution of 12 February 2003 on the Commission White Paper "European transport policy for 2010: time to decide"²,
- having regard to its resolution of 18 January 2007 on European Road Safety Action Programme - mid-term review³,
- having regard to its resolution of 24 October 2007 on the Community Strategy to reduce CO2 emissions from passenger cars and light-commercial vehicles⁴,
- having regard to the Communication from the Commission to the European Council and the European Parliament entitled "An energy policy for Europe" (COM(2007)0001),
- having regard to the Communication from the Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions on the Intelligent Car Initiative - "Raising Awareness of ICT for Smarter, Safer and Cleaner Vehicles" (COM(2006)0059),
- having regard to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions entitled "i2010 - Annual Information Society Report 2007" (COM(2007)0146),
- having regard to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions entitled "Bringing eCall back on track - Action Plan (3rd eSafety Communication)" (COM(2006)0723),
- having regard to its resolution of 27 April 2006 on Road safety: bringing eCall to citizens⁵,
- having regard its resolution of 15 January 2008 on CARS 21: A Competitive Automotive

¹ *Texts Adopted*, P6_TA(2007)0345.

² OJ C 43 E, 19.2.2004, p. 250.

³ OJ C 244 E, 18.10.2007, p. 220.

⁴ *Texts Adopted*, P6_TA(2007)0469.

⁵ OJ C 296 E, 6.12.2006, p. 268.

Regulatory Framework¹,

- having regard to the Commission recommendation of 22 December 2006 on safe and efficient in-vehicle information and communication systems: update of the European Statement of Principles on human machine interface²,
 - having regard to Rule 45 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism and the opinion of the Committee on Industry, Research and Energy (A6-0000/2008),
- A. whereas the environmental costs of transport have been estimated to represent 1,1% of Europe's GDP,
 - B. whereas transport is responsible for 30% of total energy consumption in the EU and road transport accounts for 60% of this figure,
 - C. whereas car usage currently accounts for approximately 12% of overall EU emissions of CO₂,
 - D. whereas the Brussels European Council of 8-9 March 2007 set a firm target of a 20% reduction in the EU's greenhouse gas emissions by 2020,
 - E. whereas the Commission's objective is to reach average CO₂ emissions of 120 g/km for new passenger cars and light-duty vehicles by 2012,
 - F. whereas the EU has not yet met the abovementioned White Paper on European Transport Policy's goal of reducing European road accident fatalities by 50% by 2010 in comparison to the 2001 level,
 - G. whereas the Commission has estimated that eCall, the pan-European in-vehicle emergency call system, could save up to 2,500 lives every year in Europe if fully deployed,
 - H. whereas research by the University of Cologne has indicated that 4,000 lives could be saved and 100,000 injuries avoided on Europe's roads each year if all cars had electronic stability control,
 - I. whereas the market for portable navigation devices grew from 3,8 million devices sold in 2005 to over 9 million in 2006,
1. Welcomes the Intelligent Car Initiative and the progress achieved in its three pillars: co-ordination of relevant stakeholders, research and technological development, and awareness raising;
 2. Believes that intelligent vehicle systems can help to reduce congestion, pollution and the number of road accident fatalities, but that their market penetration rate is still too low;

¹ *Texts adopted*, P6_TA(2008)0007.

² OJ L 32, 6.2.2007, p. 200.

3. Is encouraged by the fact that thirteen Member States and three non-EU countries have thus far signed the eCall memorandum of understanding, and reaffirms its support for this measure;
4. Urges the remaining Member States to sign the memorandum as soon as possible, preferably before the middle of 2008 in order to encourage the rapid introduction of this potentially life-saving feature;
5. Recalls that the Commission's stated aim is to achieve a 100% take-up of electronic stability control for all new vehicles from 2012 onwards;
6. Stresses the importance of the timely and widespread market implementation of intelligent vehicle systems;
7. Therefore calls on Member States and the Commission to develop guidelines in order to encourage Member States to introduce incentives for both ecological and vehicle safety features;
8. Urges stakeholders to take appropriate measures which ensure the affordability of these new features, thus increasing consumer demand;
9. Calls on Member States, the Commission and the car industry to provide brief, clear and comprehensible information as part of awareness-raising campaigns in order to reach the largest audience possible and inform them about intelligent vehicle systems, including car dealerships and driving schools;
10. Is aware that the European car safety feature market remains fragmented;
11. Suggests that the Commission pay special attention to countries where the availability of intelligent systems is still very low;
12. Is aware of the fact that the introduction of new technologies should be done progressively;
13. Urges stakeholders to create an appropriate "intelligent environment" on roads and within infrastructure so that new intelligent features can work properly and can be fully exploited;
14. Urges the car industry to take into account fresh car safety features when designing new vehicles;
15. Recalls that information and communication technology (ICT) based systems can contribute to reducing pollutant emissions through more efficient traffic management, reduced fuel consumption and by facilitating eco-driving;
16. Invites the Commission to develop methodology for measuring the impact of ICTs on CO₂ emissions;
17. Notes that the use and availability of portable or nomadic devices has increased and that the market for said devices continues to grow steadily;

18. Calls on stakeholders to work on measures to ensure the safe use and fixing of such devices, and to facilitate human-machine interaction;
19. Recalls that data privacy should be properly addressed and looks forward to the publication of the eSafety Forum's forthcoming data privacy code of practice;
20. Welcomes the negotiations on the voluntary agreement on the inclusion of eCall as a standard option in all new vehicles from 2010 onwards;
21. Looks forward to future reports on the development of the Intelligent Car Initiative;
22. Instructs its President to forward this resolution to the Council and the Commission, and the governments and parliaments of the Member States.

EXPLANATORY STATEMENT

The Intelligent Car Initiative is a flagship project within i2010¹, the European Commission's strategic policy framework for information society and the media. It seeks to promote the positive contribution that information and communication technologies (ICT) can make to the economy, society and quality of life, including in the transport field. The Commission has identified three pillars or domains for the promotion of intelligent vehicle systems: the eSafety Forum, research and development and user awareness. The eSafety Forum is a joint platform involving road safety stakeholders. Its objective is to promote and monitor the implementation of the recommendations identified by its own working group and to support the development, deployment and use of intelligent safety systems in vehicles.

The Communication reports on the progress in the twelve actions identified within these pillars, and specified in the preceding Commission Communication on the Intelligent Car Initiative², "Raising Awareness of ICT for Smarter, Safer and Cleaner Vehicles". The current Communication also puts forward new measures for increasing safety and reducing environmental impact.

1. Towards safer vehicles

The White Paper on Transport Policy set a target of a 50% reduction in European road accident fatalities by 2010 in comparison to 2001. As there are currently a deeply regrettable 41,600 deaths a year on European roads, we must still reduce this total by four thousand in order to meet the Union's initial goal.

The eCall system is a pan-European in-vehicle emergency call system. In the event of an accident it automatically calls the emergency services, providing them with the exact location of the vehicle. It has been estimated that, if fully deployed across the Union, eCall could save up to two thousand five hundred lives every year. Your rapporteur fully supports the aim of a full-scale roll-out of eCall by 2010 and encourages the Member States who have not yet signed the eCall Memorandum of Understanding to do so, preferably before mid 2008. This document is voluntary and is intended to reflect the commitment of signatories to support to the timely implementation of eCall³.

Further estimates show that four thousand lives each year could be saved on European roads if all cars had Electronic Stability Control (ESC). ESC is a computerised safety technology that can avoid crashes by reducing the danger of skidding. It does this by stabilising the vehicle and preventing skidding, within physical limits, by active brake intervention on one or more wheels and through engine torque management. The rapporteur fully supports the goal of achieving 100% availability of ESC for the model year 2012.

2. Towards cleaner vehicles

Car usage is a significant source of greenhouse gases and represents 12% of all EU emissions

¹ COM(2007) 146

² COM(2006) 59

³ http://ec.europa.eu/information_society/activities/esafety/doc/esafety_library/mou/list_of_signatures_mou.pdf

of CO₂. ICT based systems can contribute to reducing fuel consumption and emissions. For instance Adaptive Cruise Control, which adapts the speed of the car to surrounding traffic, could lead to an overall fuel reduction of three percent. Urban Traffic Control systems could make a further contribution to reducing congestion and greenhouse gas emissions through more efficient traffic flow and vehicle management.

In order to provide reliable data to the car industry and to provide assistance and information to consumers, the rapporteur invites the Commission to develop methodology for measuring the exact impact of ICTs on CO₂ emissions. The rapporteur hopes that consumers will eventually use this information as an important factor when purchasing a new vehicle.

3. Towards smarter vehicles

It is the rapporteur's view that, given the increased proliferation of nomadic devices, measures should be taken to ensure their safe use and instalment in vehicles. Proper human-machine interaction is also of particular importance because of its potential for better road use. The rapporteur believes that, in the long term, all nomadic devices should be properly installed in the car to ensure that they neither distract the driver from the road nor prove to be potentially dangerous in an accident. This should increase the ease of use for drivers and reduce the risk of distraction.

In order to achieve better and more efficient traffic management, we need cooperative systems based on vehicle-to-vehicle and vehicle-to-infrastructure communication. We have seen that citizens rightly have concerns over the use and storage of information from new technologies, not only in this area but also with regard to mobile phones and the internet for instance. Whilst we must ensure the proper functioning of such systems, it is essential that concerns over data privacy are properly addressed.

Conclusions of the rapporteur

Mobility, and especially individual mobility, is essential to the functioning of European society, and we all therefore depend heavily on transport in our everyday lives. Motor vehicles are an important part of mobility for many citizens. Ever-increasing road traffic generates serious social and environmental problems: congestion of road networks and urban areas, damage to the environment and to public health, energy wastage, accidents and, above all, the needless loss of lives. But technology offers the opportunity to alleviate and even remedy these problems.

At present penetration rates for intelligent car systems and applications remain very low in relation to their potential. The rapporteur believes that we must fully exploit these systems and applications in due course. In the intervening period a progressive, step-by-step approach is required: intelligent cars also need the support of an intelligent infrastructure but the "intelligent road" is not yet ready. The constraints within which the automotive industry must work should be duly considered. A new car is not designed, produced and tested overnight. The implementation of intelligent systems and applications in vehicles will therefore take time. One must also consider the fragmentation of the European car market.

For the consumer affordability is a key issue. Many consumers simply cannot afford the

systems in question. It is therefore important that intelligent transport systems become affordable and widely available as soon as possible. Consumers also require clear and understandable information on what they are purchasing.

Consumers must be informed about "intelligent cars". Information should be brief, clear and comprehensible and it is important that it should reach the largest audience that possible. Car dealers and their sales staff play a key role in this, as does the media, especially television and the internet. The rapporteur suggests that the European Commission concentrates its efforts on countries where the availability of intelligent systems is still very low. We should raise awareness among consumers and decision-makers of the potential benefits of ICT-based solutions.

In general terms therefore the Commission's Communication is to be welcomed as a step in the direction of achieving the optimum deployment and use of intelligent car systems.