



Information Items

European Commission
Directorate General Information Society and Media
ICT for Transport



Information Society
and Media

High Level Meeting 18 October 2005





***i2010 – A European Information Society for
growth and employment***



A European Information Society for growth and employment

i2010 is a joint effort of the EC, Member States and economic actors aiming to accelerate the take-up of knowledge society in Europe

It proposes **three principal lines for action:**

- **A single European Information Space**
 - I. The completion of a **Single European Information Space** which promotes an open and competitive internal market for information society and media
- **Innovation and investment in research**
 - II. Strengthening **Innovation and Investment** in ICT research to promote growth and more and better jobs
- **Inclusion, better public services and quality of life**
 - III. Achieving an **Inclusive European Information Society** that promotes growth and jobs in a manner that is consistent with sustainable development and that prioritises better public services and quality of life

Flagship ICT Initiative on Intelligent Car

To raise the visibility of the vital contribution of ICT to the quality of life, the Commission proposes to launch flagship ICT initiatives on key social challenges.

One of the initial priorities is the

“Intelligent Car flagship initiative”

a powerful tool

- to contribute to overcome the transport sector problems
 - to boost Information and Communication technologies' take up
 - to improve the quality of life
 - to improve the European industry competitiveness.
-
- It is mainly target to **the citizen**, who cannot be expected to invest in technology unless its benefits and use are clear.
 - The **EU Member States** will provide their political support for technology take-up and dissemination and deployment campaigns.
 - ICT are seen as the most important set of tools enabling the **industrial players** to improve their competitiveness.

Flagship ICT Initiative on Intelligent Car

The objective is to improve the quality of the living environment by supporting ICT solutions for **safer, smarter and cleaner mobility of people and good**.

In this context, the Commission proposes to launch a “quality of life” flagship ICT initiative on ...





Human-Machine Interaction (HMI)



European Statement of Principles (ESoP)

- Published by EC in 1999 and Expanded by Expert Group 2001
- Includes “headline” principles for design of HMI, explanations, definitions and examples
- No specific criteria or verification procedures
- Required updating in some technical areas
- European vehicle manufacturers (ACEA) gave self-commitment



eSafety WG-HMI Recommendations

Producers should:

- Apply good design principles
- Supply a secure fitting kit (if not built-in)
- Provide clear instructions for product use
- Disable functions not intended to be accessed while driving

Vehicle manufacturers, device manufacturers and service providers should:

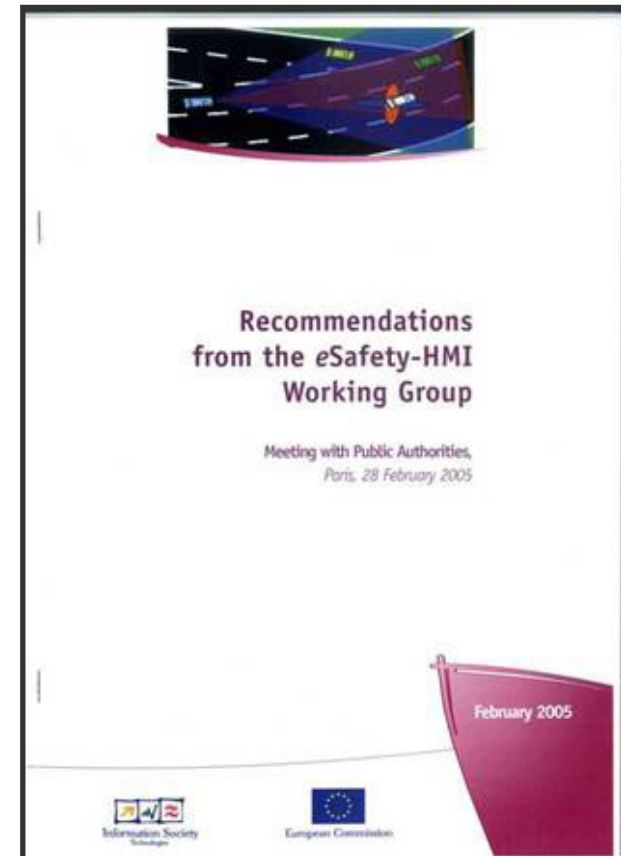
- Co-operate to develop smart interfaces

Member States should:

- Take measures to ensure secure fixing of devices
- Take actions on the misuse of visual entertainment systems (e.g. TV, video games)

EC should:

- Further develop and promote the European Statement of Principles on HMI



Development

Expert Group formed (April 2005)

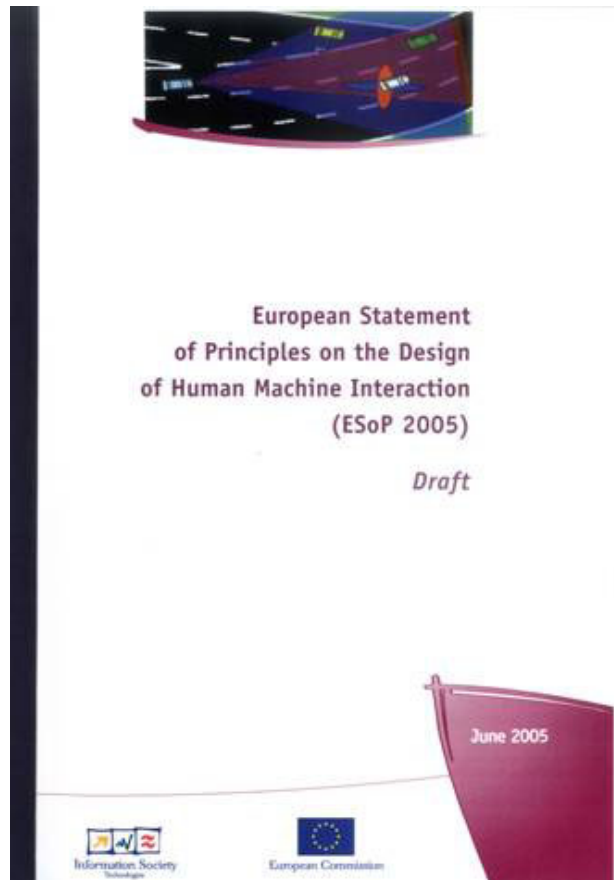
- Contribution to funding via EC projects HUMANIST and AIDE
- Mandate:
 - Clarification of principles with better links to standards, Regulations etc.
 - Implementation of WG-HMI recommendations
 - Verification (where practicable)
 - International implications

Development Group

- Alan Stevens, TRL (UK)
- Annie Pauzie Inrets (F)
- Christhard Gelau, Bast (Ge)
- Bénédicte Vezier, Renault (F)
- Anders Hallen, Volvo (Sw)
- Lutz Eckstein, BMW (Ge)
- Winfried Koenig, Bosch (Ge)
- Trent Victor, Volvo
- Patrick Robertson, Motorola



2005: ESoP, RSU and Implementation



- **A/ Design Principles**
 - Principle
 - Explanation
 - Examples (good & bad)
 - Applicability
 - Compliance
 - Definitions
- **B/ Recommendations for Safe Use (RSU)**
 - Service providers, Point of Sale, Hire Companies, Employers, Drivers
- **C/ Implementation**
 - Based on WG-HMI recommendations



New ESoP - Scope

- Information and communication systems
- Whether directly related to the driving task or not
- **Portable and permanently installed systems**
- OEM and after-market



Approach

- **EC Commission RECOMMENDATION**
- Voluntary, relatively high-level principles
 - Balanced risk/benefit approach
 - Not constraining design options
- Assessment
 - By inspection: Result = Yes/No
 - Or,
 - Assessment and Judgement:
No specific criteria



Timetable

1. Expert Group
April – October 2005
2. Information Workshop
June 29, 2005
3. Member States - High level meeting
October 18, 2005
4. 3rd eSafety Communication
Winter 2005 :
**EC Recommendation,
including new ESoP**





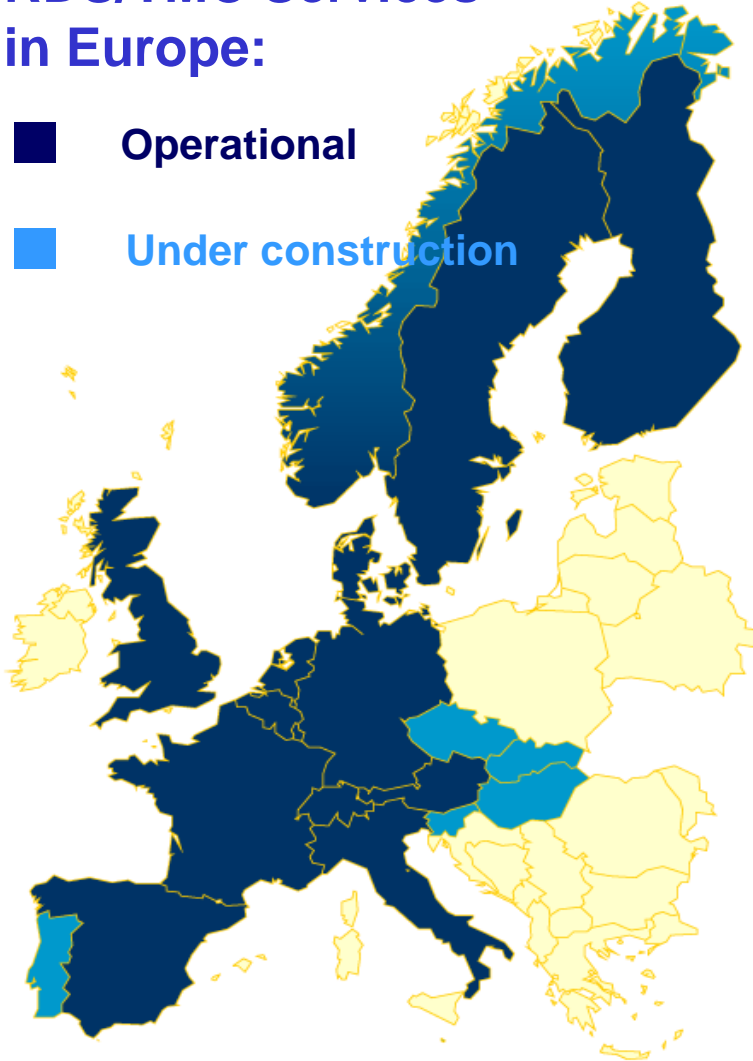
Real-time Traffic and Traveller Information



RTTI WG objectives

RDS/TMC Services in Europe:

- Operational
- Under construction



To identify and remove the obstacles for European-wide implementation of RTTI services

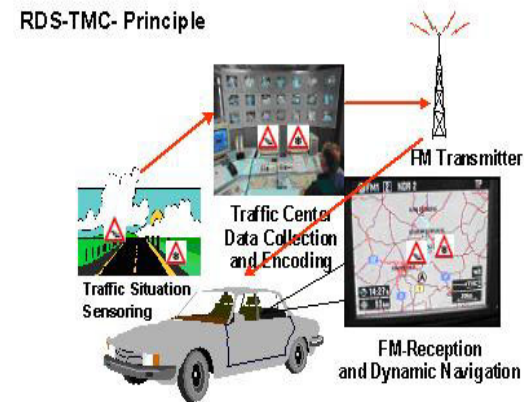
- **Goal:** 80 % of all journeys served with adequate, standardised services by 2010
- **Short term:** RDS/TMC
- **Longer term:** mode advanced services with more advanced technologies for broadcasting and communications



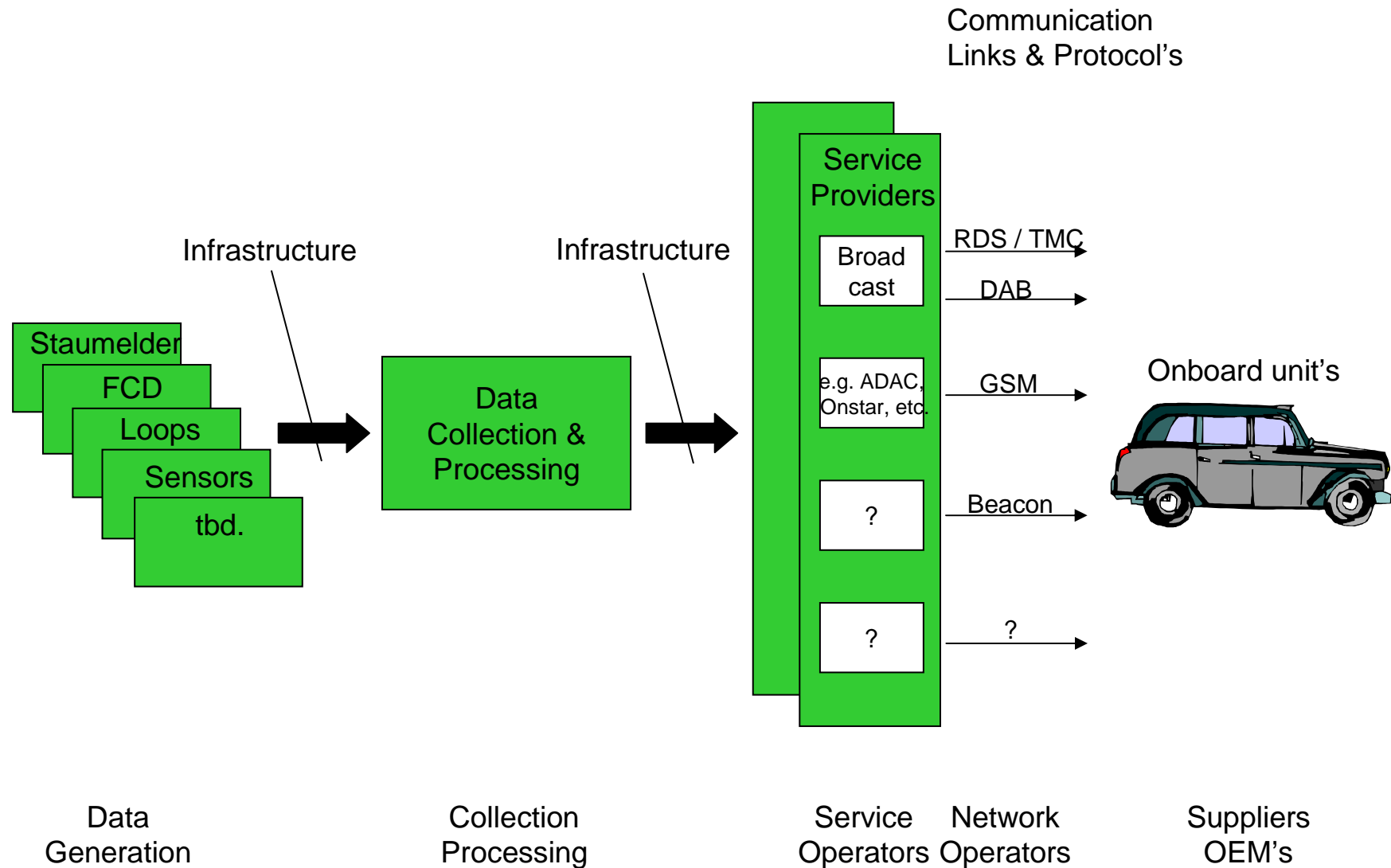
Real-Time Traffic and Travel Information

The expansion of RTTI services into further European countries is hindered by a number of factors, such as

- limited availability of traffic information content
- difficulties in defining the roles of the public and private sectors,
- the costs of broadcasting,
- limited bandwidth in FM radio, and lack of frequencies
- economic difficulties with business models
- missing initiatives for starting-up services



RTTI – Process Overview



The Member States should:

- 1. Agree on an implementation strategy for the extension of RTTI services working to European Standards covering both interurban and urban areas;**
- 2. Support the TMC Forum to promote the safety-related service features of TMC;**
- 3. Take steps to ensure roaming and interoperability of RTTI services across the EU;**
- 4. Make existing public data available for the provision of RTTI services. Safety relevant data should be freely available;**
- 5. Request that Traffic Management Centres operate to European Standards such as TMC-encoding of the data;**
- 6. Agree, on the basis of national RTTI strategies and the Commission's Recommendation on TTI services, with private service providers on a minimum quality for public (free of extra charge) services;**
- 7. Publish clear guidelines for the private sector on the conditions for establishing private data collection networks for commercial services;**



The Member States should:

8. Require FM-Broadcasters to carry an RDS/TMC service for public or private users so that about 80% or more of all journey drivers can have access to a relevant RTTI service by the year 2010 or earlier;

9. Require the authorities to ensure that frequency spectrum and broadcast capacity will be made available in the near future for advanced digital broadcast traffic information services via DAB, DMB, DRM, DVB-T, DVB-H and eventually satellite DAB;

10. Support the development of future advanced digital services which become possible by DAB, DMB, DVB-T, DVB-H, satellite broadcasting, 3G, WLANs and others;

11. Take a position regarding these recommendations of the RTTI-WG through their Transport Ministers;

12. The Council of the Transport Ministers of the European Union should make a decision on this subject at one of their next meetings.

