



eSafety Support eNewsletter No.4 - 31 July 2007

eSafety Support's eNewsletter gives you a regular update on eSafety activities and events, as well as news from its stakeholders. You can also download a text-only .pdf version of this issue for easy printing and reading at your convenience in the [Newsletter Archive](#). If you have any questions or comments about the newsletter, please contact eSafety Support: info@esafetysupport.org

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'ChooseESC!' campaign

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Kick-off of eSecurity Working Group

New eSafety Forum Working Group holds first meeting 23 April in Brussels.

Intelligent vehicle safety systems/eCall encouraged by European Parliament

Mid-term review of European Road Safety Action Programme highlights telematics to means improve road safety.

U.S. Department of Transportation to hold public meeting on integrated vehicle-b

25-26 April meeting to present results and provide an overview of future activities.

Driver Assistance Systems highlighted at German Road Safety Council event

23-24 April 2007 press information days in Klettwitz, Germany offers opportunity to test systems.

eCall status update

Developments reported at 1 March 2007 eSafety Forum Plenary meeting in La Hulpe, Belgium.

Drivers look to safety when buying a driver assistance system

Driver assistance technologies shown to provide a helping hand in times of trouble.

Addendum to eSafety Compendium now available!

828-page document includes details of all eSafety Forum and Working Group activities from May - December 2006.

First Car2Car/COMeSafety Simulation Workshop, 29 March 2007

Event to cover the promising technology of Car-2-Car Communication.

Continental Automotive Systems signs eCall MoU

Endorsement part of a "Jump-start" for eCall commitment in Europe.

COMeSafety releases second newsletter

Project publication explores number of topics about vehicle communications.

Study shows that satellite navigation devices benefit driver/traffic safety

Improved driver alertness, mileage reduction, less insurance claims as some of the effects.

New technologies raise the bar on highway safety

Electronic stability control and air curtains recommended by safety specialists.

New eSafety and eCall brochures!

Learn more about the eSafety initiative and eCall's latest progress in two new publications issued by eSafety Support.

7th eSafety Forum Plenary Meeting discusses clean and efficient mobility

1 March 2007 meeting also coincided with GST Final Demonstration Workshop.

2006 Year in Review from eSafety Support and eCall!

Get a rundown of eSafety and eCall milestones of 2006 through two new publications.

13 Feb 2007: Workshop on Privacy & Data Protection Issues

Privacy, data protection, eSafety

Road safety: European Parliament says more action needed

Recommendations to EC include more attention to promoting technologies such as electronic stability control and eCall.

EC to support 13 European road safety projects for €8.1 million

Road Safety, eSafety

eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium,
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

Independent research verifies the socioeconomic profitability of eCall
Berg Insight, eCall, eSafety

Interest in advanced safety measures apparent at 2007 Detroit Motor Show
Advanced safety, Detroit Motorshow, eSafety

eSecurity Working Group experts meet on 25 June

Creation date: 19 July 2007

The eSafety Forum Working Group (WG), eSecurity, met for the second time 25 June 2007 in Brussels. Over 10 experts attended, representing industry and research institutes, among others.

The objectives of the eSecurity WG are to investigate eSecurity needs that address the vulnerability of road transport introduced by the misuse of networked and co-operative systems and integrate existing and emerging RTD initiatives. It also aims to provide a communication platform for all major stakeholders in order to support the introduction of eSecurity technologies in parallel to the technical progress and compatible to legal and certification aspects.

The 25 June meeting primarily concentrated on key topics at the heart of the WG's activities, including:

- state of the art
- stakeholders and possible attackers
- threats (including risk analysis)
- security requirements
- organisational requirements
- measures for QA and responsibilities

In addition, participants were updated about the recent ISO/JTC1 SC27 meeting dealing with automotive sector specific work, as well as on the status of sister eSafety Forum WGs and Article 29 WG.

Presentations included those from Claude Daulaud on the work of WELMEC (Western European Legal Metrology Cooperation), Brigitte Lonc on the Integrated Project GST's Certecs subproject and Nol Venema on A2/A3 structure.

The WG plans to gather its energies again in Brussels on 16 October 2007 for its next meeting.

[Access more information about this meeting...](#)

For more information, please contact [eSafety Support](#)

eSafety Regional Observers join together in Czech Republic to highlight progress

Creation date: 11 July 2007

Key road safety players from Central Europe (Czech Republic, Slovakia and Poland) met in Brno, Czech Republic 12 June 2007 to discuss actions regarding how intelligent safety systems for cars (eSafety systems) can help reduce the number of fatalities and injuries on Europe's roads.

Organised by the eSafety Support project and with the support of the CDV - Transport Research Centre, Czech Ministry of Transport, AŽD Praha, SDT CR and BVV, the Regional Observers meeting aimed to review

how eSafety players in Central Europe can cooperate and share experiences to increase awareness of eSafety systems such as emergency call (eCall).

With over 40 participants from Czech Republic, Slovakia and Poland attending, the meeting featured presentations by the European Commission and national eSafety Support experts, providing a useful summary of the eSafety initiative and its achievements to date at both the European and national levels. Topics discussed included enforcement, emergency assistance, RDS-TMC and traffic information, and eCall. The eSafety initiative, launched in 2002, is dedicated to halving the number of road deaths in Europe by 2010 through the development and deployment of eSafety systems.

[Read the meeting's presentations...](#)

eSafety at Aalborg ITS Congress

Creation date: 11 July 2007

eSafety was a key subject on the agenda at the 6th European ITS Congress and Exhibition in Aalborg, Denmark held in June. A series of sessions updated and informed Congress attendees about the latest developments of the eSafety initiative.

Special insight at Special Session

The highlight of eSafety activities in Aalborg was a 18 June Special Session spotlighting the next steps in Intelligent Car Initiative and eSafety. Organised by the European Commission, the session's objective was to present and discuss the main strategies and next steps in the Intelligent Car Initiative and its three pillars, with the focus on the eSafety Forum and its working groups. It was moderated by the EC's Francisco Ferreira and included high-level speakers active in the eSafety Forum.

eSafety Forum Steering Committee Co-Chairman and ERTICO - ITS Europe CEO Arnold van Zyl spoke about the future of the eSafety Forum, highlighting its successes to date. He presented a vision of the future which supports the development of a cooperative infrastructure and extends from eSafety to other applications.

Risto Kulmala, Research Professor at VTT, gave an update and status report of the eSafety Forum's Implementation Road Maps Working Group, of which he is the co-chair. He also presented some information regarding the assessment of systems and the eSafety effects database. He announced the 14 November 2007 workshop in Brussels which will focus on European and International activities surrounding eSafety deployment and encouraged everyone to attend.

Wolfgang Reinhardt, Director Regulatory Affairs of ACEA, updated Congress goers about another eSafety Forum Working Group - ICT for Clean & Efficient Mobility, which he co-chairs. The Working Group was set up in November 2006 to identify and promote the potential benefits of ICT-related applications and services. Mr Reinhardt presented some key factors as well as the main impacts, such as cooperative systems, real-time dynamic navigation, traffic management and eco-driving.

Creating eSafety awareness was the topic of the presentation of Jacob Bangsgaard, Director of Transport and Mobility, FIA Foundation. Mr Bangsgaard highlighted the eSafetyAware! Initiative's activities supporting ESC - including a discussion of ESC statistics, public awareness campaigns and its launch event near Rome on 8 May 2007.



Other sessions

Safety, Advanced Driver Assistance Systems, and Cooperative Systems were the focus of an executive session on safety on 19 June. EC DG INFSO Head of Unit André Vits centred on the EC's approach for safer mobility in its Intelligent Car Initiative. He touched on the challenges faced by mobility today and how the Intelligent Car Initiative aims to improve the quality of the living environment by supporting ICT solutions for safer, smarter and cleaner mobility of people and goods. He explained the Initiative's three pillar approach, which includes the eSafety Forum, the EU research programmes and awareness actions. Mr Vits was also a speaker at the event's opening ceremony on 18 June.

Specific eSafety developments were also discussed by eSafety Support's very own Alessandro Carrotta in a technical session on 18 June. Dr Carrotta summarised the activities contributing to the progress of the 28 recommendations, in order to assess the degree of achievement of the objectives of the initiative, and to point out the major bottlenecks in order to assure the progress towards the objectives.

eSafety Support on the scene!

The eSafety activities in Aalborg would not have been complete without the presence of eSafety Support, which had a very happy home in the European Commission stand. Brochures and information about eSafety activities were served up with eSafety enthusiasm, and visitors to the stand were also able to discuss all things eSafety and surf the revamped eSafety Support website.



For more information, including copies of the presentations mentioned above, please contact info@esafetysupport.org

Cross-border pilot on eCall shows system success

Creation date: 29 June 2007



ADAC has demonstrated that the European eCall system, as recommended by the eCall Driving Group and approved by the EU Parliament, successfully works. Mr Volker Knapp, Managing Director of ADAC and Mr Charles Capelleman of ARC Transistance presented the final results to the European Commission at a 26 June 2007 meeting with DG INFSO Director General Fabio Colasanti. It also presented results of the test during the [5-6 June 2007 Berlin eSafety Conference](#), hosted by the German Federal Ministry for

Transport, Building and Urban Affairs.

From 2010, the EU plans to have every new car equipped with an eCall unit. Immediately after an accident, the driver will be able to place an emergency call by pushing a button. In a more serious accident, the driver will be automatically generated when the airbag deploys. Along with the call, the vehicle's GPS coordinates will be transmitted to the emergency call centre.

eCall is feasible

The conclusions of the feasibility test ADAC conducted in April in cooperation with Automobile Club d'Italia (ACI Global Spa), Adam Opel AG, Airbiquity, Continental Automotive Systems GmbH, Österreichischer Automobil-, Motorrad- und Touring Club (ÖAMTC), and T-Mobile Deutschland GmbH, show that eCall is feasible and operates across borders.

ADAC notes that this was the first field test of the European eCall concept. Nine vehicles were on the road in Austria, Germany and Italy and the drivers placed over 900 test calls from 450 pre-set locations.

The nine Opel Vectra vehicles were equipped with eCall units, GPS/GSM antennae, an eCall button and capability to measure mobile network coverage. Simulated PSAPs operated by ÖAMTC, ACI and ADAC in their respective countries received the emergency calls. The ADAC Technical Centre in Landsberg, Germany analysed and evaluated the data.

“The results of this first cross-border feasibility trial are excellent; they prove that the pan-European in-vehicle emergency call service “eCall” are viable. As automobile clubs, we are looking forward to supporting the implementation of the eCall service across Europe as soon as possible for the benefits of all road users, “ ADAC Managing Director Volker Knapp pointed out during the 26 June meeting with the EC.

The introduction of the eCall system is aimed at reducing the number of road fatalities and minimising the consequences of injuries. ADAC notes that this is why is strongly supportive if eCall and will contribute its know-how, experience and service provider experience.

Consult the ADAC extended version of the eCall results

 [eCall Machbarkeitsstudie Ergebnis_EN_20070627.pdf](#) (1567 KB) and [press release](#)



The ADAC's Volker Knapp (left) presents the eCall test results to EC DG INFSO Director General Fabio Colasanti

For more information about eCall, please visit the [eCall Toolbox](#)

Human Centred Design for ITS conference, 3-4 April 2008

Creation date: 25 June 2007

The HUMANIST Network of Excellence will organise a “European Conference on Human Centred Design for Intelligent Transport Systems” to be held in Lyon, France, 3-4 April 2008.

The widespread deployment of ITS systems such as in-vehicle driver information systems and the emergence of advanced driver assistance systems are profoundly transforming road transport. A range of services are offered to the driver with the objective of facilitating the driving task and improving travel safety. Nevertheless, these developments raise numerous questions about acceptability by drivers and their impact on drivers’ behaviour and attitudes.

With the conference, the HUMANIST Network of Excellence aims to support and encourage a Human Centred Design approach, in which ITS systems are designed according to driver needs and are not driven by technological capabilities. The event will deal with topics such as:

- Identification of drivers’ needs
- Specification of new modalities of human-machine interaction
- Modelling of drivers’ behaviour and their interaction with ITS

- Development of innovative tools and methodologies for ITS design
- Analysis of ITS impact on drivers' behaviour and road safety
- Strengthening driver awareness of ITS benefits

For more information, including submission deadlines and other general details about the event, please visit http://www.conference.noehumanist.org/conference_scope.html

Spain and Czech Republic support eCall deployment

Creation date: 22 June 2007



The commitment to the pan-European emergency call eCall received another boost with the 5 June announcement of Spain and the Czech Republic's intention to sign the eCall Memorandum of Understanding (MoU) later this year.

The announcement was made at the [high-level eSafety conference which took place 5-6 June 2007](#) in Berlin, hosted by the German Federal Ministry for Transport, Building and Urban Affairs, in the context of the German Presidency of the EU Council.

Spain and the Czech Republic follow the positive actions of [Germany and Austria, which signed the eCall MoU in Berlin](#), committing themselves to actively support the timely implementation of eCall, the automatic notification system for road accidents that could save 2,500 lives annually when fully deployed in Europe.

Mr Antonio Espinosa of the Dirección General de Protección Civil y Emergencias, Spain, and Mr Josef Pokorny of the Czech Ministry of Transport expressed the support of their respective countries for the eCall initiative to Mr Rudolf Strohmeier, Head of Cabinet of Viviane Reding, Commissioner for Information Society and Media. The official signatures will be made at the i2010 Intelligent Car Event in Versailles, France on 18 September. The Netherlands and other Member States are also expected to sign the eCall MoU in Versailles.

Spain also announced that it is planning the implementation of an intermediation centre that will receive all eCalls in Spain and transmit the relevant emergency calls to the Centros 1-1-2 (Spanish PSAP) of Spain's autonomous regions.

For more information about eCall, please visit the [eCall Toolbox](#)

eSafety Deployment Workshop and Award Ceremony

Creation date: 18 June 2007

A Workshop on eSafety Deployment will take place on 14 November that includes the presentation of the inaugural eSafety Deployment award!



Organised by the eSafety Forum's Implementation Road Maps Working Group and eSafety Support, the workshop will deal with the following questions:

- Have we done enough to improve road safety?
- Where do we stand on the deployment of integrated vehicle safety systems?

eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium,
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

- Are we being left behind by Japan and the US?

These issues will be addressed by speakers from Europe, Japan, US and elsewhere. The workshop aims to give participants insight into:

- The implementation situation in both Europe and around the world
- Best practices in promoting deployment
- What Europe can learn from experiences in the different areas

eSafety Deployment Award

The workshop programme will also feature the presentation of the first ever eSafety Deployment Award. This honour will be bestowed upon a person who has shown outstanding achievements with regards to the acceleration of the deployment of eSafety systems. Proposals for nominees, including documentation on his/her achievements, should be sent to info@eSafetySupport.org by 31 August 2007.

The Workshop's tentative agenda is included below. A preliminary agenda will be provided as soon as all speakers have been confirmed.

Please save the date for this not-to-be-missed eSafety event!

Setting the scene

- 9:00 Coffee and registration
- 9:30 Opening and welcome
- 9:45 Clean and safe mobility - the new lifestyle?

Deployment of eSafety in different regions

- 10:15 Deployment status and outlook, priorities and best practices in Japan
- 10:45 Deployment status and outlook, priorities and best practices in the US
- 11:15 Coffee Break
- 11:35 Deployment status in Europe
- 12:05 Best practices in promotion of deployment in Europe
- 12:35 Lunch

Examples of best practices in deployment

- 13:30 Promotion of eSafety in other regions than Europe, Japan and US
- 13:50 Nomadic solutions (e.g. the role of nomadic devices in an integrated approach to road safety)
- 14:10 OEM solutions
- 14:30 Infrastructure-based solutions
- 14:50 Introduction to the breakout sessions

What can we learn from each other

- 15:00 Breakout sessions with coffee
- What we can learn from each other in order to speed up deployment
 - A) Technological synergies, scales of economy
 - B) Policy issues (PPP, pre-commercial public procurement, legislation, incentives, lead markets, ...)
 - C) Field Operational Tests to close the gap from R&D to deployment

Awareness and conclusions

- 16:00 Building up customer awareness
- 16:20 Conclusions from breakout sessions

Award ceremony

- 16:40 Presentation of the first "eSafety Deployment Award"
- 16:50 Closing remarks
- 17:00 End of workshop

Germany and Austria sign the eCall MoU

Creation date: 07 June 2007



Two more EU Member States - Germany and Austria - signed the [eCall Memorandum of Understanding \(MoU\)](#). With their signature on 5 June at a [German Presidency eSafety Conference](#) in Berlin, Austria and Germany have committed themselves to actively support the timely implementation of eCall, the automatic notification system for road accidents that could save 2,500 lives annually when fully deployed in Europe. This brings to 9 the number of EU Member States that have committed themselves to eCall: Greece, Italy, Cyprus, Lithuania, Slovenia, Finland, Sweden, Austria and Germany. Switzerland, Norway and Iceland have also signed.

"I welcome that with the support of the German Presidency, two more Member States are now joining our eCall initiative, bringing the total number of countries to 12," said Viviane Reding, European Commissioner for the Information Society and Media. "We have clearly achieved critical mass today. I now urge industry to keep to the timetable for equipping all new cars with eCall by 2010. I furthermore sincerely hope that at the European Commission's next public event on the Intelligent Car in Versailles on 18 September, other Member States will join eCall. When the safety of our citizens is at stake, neither industry nor public administrations should shy away from their responsibilities."

In November 2006, the European Commission called for further efforts to make sure [eCall was brought back on track](#). It called for Member States that have not yet signed the eCall MoU to catch up with the quicker ones by mobilising their national organisations and by making eCall a national priority. Industry was also asked to renew its commitment to eCall and for its part make 2010 the target date for deploying eCall in new cars across Europe.

In parallel, the EC is assisting eCall by working on privacy and standardisation, and through field tests and public awareness. Such efforts are part of the [Intelligent Car initiative](#) within the Commission's i2010 strategy.

For more information about eCall, please visit the [eCall Toolbox](#)



eSafety at Aalborg ITS Congress

Creation date: 04 June 2007

eSafety will be on the agenda at the [6th European ITS Congress and Exhibition in Aalborg, Denmark](#), 18-20 June 2007. If you are planning to attend this event, make sure not to miss a series of sessions which will update and inform about the latest developments of the eSafety initiative.

The highlight will be a Special Session on Monday, 18 June (16.00-17.30) entitled "The next steps in Intelligent Car Initiative and eSafety". Organised by the EC DG INFSO, the session's objective is to present

and discuss the main strategies and future actions in the [Intelligent Car Initiative](#) and its three pillars, with the focus on the [eSafety Forum](#) and its working groups.

Invited speakers include:

- Mr Arnold van Zyl, CEO, ERTICO - ITS Europe
- Mr Risto Kulmala, Research Professor, VTT, Finland
- Mr Wolfgang Reinhardt, Director Regulatory Affairs, ACEA
- Mr Jacob Bangsgaard, Director of Transport and Mobility, FIA Foundation

Specific eSafety developments will also be highlighted by eSafety Support's Dr Alessandro Carrotta at Technical Session 002 - The Future of ITS I in his presentation "The eSafety Initiative: where do we stand? Progress of the 28 Recommendations" on Monday, 18 June from 9.00 - 10.30.

Safety, Advanced Driver Assistance Systems, and Cooperative Systems are the focus of an Executive Session "Safety", on Tuesday, 19 June (14.00-15.30), in which DG INFSO Director Mrs Rosalie Zobel is an invited speaker. The session will discuss the investments in new communication network infrastructure and the marketing of advanced driver safety products/services to the end user.

Last but not least, make sure to visit the friendly folks of eSafety Support at the European Commission stand in the Exhibition, P1. The eSafety Support desk will have brochures and information about eSafety activities, so do stop by to have a chat about the latest eSafety developments. We look forward to seeing you!

For more information, please contact info@esafetysupport.org

eSafety Regional Observers hold successful meeting in The Netherlands

Creation date: 30 May 2007

Key road safety players from The Netherlands and the UK gathered in Rotterdam and Delft, The Netherlands 30 May - 1 June 2007 to discuss actions regarding how intelligent safety systems for cars (eSafety systems) can help reduce the number of fatalities and injuries on Europe's roads.

Organised by the eSafety Support project and co-sponsored by the Dutch Ministry of Transport, Public Works, and Water Management and Connekt/ITS Netherlands, the aim of the Rotterdam/Delft eSafety Observers Regional meeting was to review how eSafety players in The Netherlands and UK can work together to increase awareness of the benefits of eSafety systems such as emergency call (eCall). It attracted over 25 enthusiastic participants.

Held at the Connekt/ITS Netherlands' premises in Delft, the meeting featured presentations by Francisco Ferreira of the European Commission, Alessandro Carrotta of eSafety Support and national eSafety experts, which gave an overview of the eSafety initiative and its achievements to date at both the European and national levels. The eSafety initiative, launched in 2002, is dedicated to halving the number of road deaths in Europe by 2010 through the development and deployment of eSafety systems.

Two technical visits

Besides the stakeholders' presentations and discussions, attendees also ventured to Rotterdam for two technical visits. At the Dutch Centre for Traffic Systems on 31 May, the eSafety Observers witnessed the centre's test facilities for dynamic traffic management systems, and learned more about its training programmes and R&D research activities. A 1 June visit to Rotterdam's PSAP (Public Safety Answering Point) at the World Port Centre enabled participants to experience the "beating heart" of the Safety Region Rotterdam-Rijnmond and see how its devoted staff responds to an emergency situation.

For more information, please contact info@esafetysupport.org

Berlin eSafety conference 5-6 June 2007: focus on deployment

Creation date: 25 May 2007

In the context of the German Presidency of the EU Council, a high-level eSafety conference will take place 5-6 June 2007 in Berlin, hosted by the German Federal Ministry for Transport, Building and Urban Affairs.

Based on the findings of the [eSafety Forum Working Groups](#), the following key issues will be discussed at the conference:

- Real Time Traffic Information (RTTI) / Communications - Enhancing Traffic Information
- Human-Machine Interaction (HMI), including eSecurity - the human-machine interface to car multimedia systems, tamperproof technologies
- Driver Assistance Systems (DAS) - legal situation and assessment, including the new role of motorists in partially automated in-car processes, plus EuroNCAP testing procedures for DAS

Senior officials such as the German Federal Minister of Transport, Building and Urban Affairs Wolfgang Tiefensee, EC Vice President and Transport Commissioner Jacques Barrot, and Dr André Vits, Head of Unit, EC DG Information Society and Media are slated to speak.

Importance of intelligent mobility

The conference will focus on the development perspectives of an essential area of "intelligent mobility" over the next 15 years in the context of the EC White Paper on Transport, along with conclusions for the further development of certain key issues.

The German Presidency of the EU Council plans to update the existing results of the eSafety Forum Working Groups at the European level and prepare the information so that it can be used by the European Commission as a basis for political decisions.

For further information regarding the conference, please visit <http://www.bmvbs.de/en/EU-Council-Presidency/Events-,2655.987752/Possibilities-of-using-electro.htm>

eCall presented at ERTICO - ITS Europe Partner Session, 4 May 2007

Creation date: 25 May 2007



Attendees of ERTICO - ITS Europe's annual Partner meeting that took place 3-4 May in Genvall, Belgium were treated to an update of ADAC's eCall activities by ADAC Director Consumer Protection and Public Policy Johann Grill.

In his presentation, Mr Grill explained the eCall architecture and ADAC's own potential regarding eCall. ADAC counts 16 million members and carries out 3.7 million roadside services annually managed by 5 regional call centres. It utilises 44 helicopters with 35,000 missions each year.

ADAC's recent activities concerning eCall encompass the following:

- Informing ADAC members about eCall via the ADAC magazine
- Developing press material for European Club campaign in the FIA network
- Organising an event on data protection
- Exhibiting the eCall car

- Carrying out an eCall feasibility test

The eCall car was also on display in Genvall, driven all of the way from Munich purposely for the occasion. The eCall car has been designed and equipped to demonstrate how eCall works and shows three approved systems (OnStar, SATALARM, DriveTracker) from three countries.

Mr Grill explained the PSAP situation in Germany and summarised the main recommendations of the [eCall Driving Group](#). He also provided more information about ADAC's eCall Feasibility Trial (March-May 2007) set up with its partners to demonstrate how eCall works. Testing of eCall was on the basis of the final eCall recommendations and involves nine test drivers in three countries who release manual eCalls from different sites in Austria, Germany and Italy. ARC call centers are involved as intermediate service providers. The procedure will also be tested in near-border and cross border situations. Results will be presented at the eSafety Conference in Berlin, 5-6 June 2007.

Mr Grill noted that eCall success is on the horizon if commitments are kept high. In the question/answer period which followed Mr Grill's presentation, ERTICO CEO Arnold van Zyl added that studies in Finland have shown that 5-8% lives could be saved from eCall - proving that eCall is already a success. Juhani Jääskeläinen of the European Commission DG INFSO commended the ADAC for its efforts in promoting eCall.

For more information about ADAC's eCall activities, please visit http://www.adac.de/Verkehr/sicher_unterwegs/ecall/default.asp?ComponentID=173409&SourcePageID=121325 or the [eCall Toolbox](#)



ADAC's Johann Grill and Bernfried Coldewey show off the eCall car

EU project develops traffic information service to help reduce road accidents

Creation date: 22 May 2007

Road safety is a major concern in Europe, with around 40,000 people dying in road accidents every year, and more than 1.7 million sustaining injuries. The EU-funded Highway project has climbed into the driving seat and developed a pioneering traffic information service which it hopes will reduce the number of road accidents.

Information to mobile phones

The system sends up-to-the-minute information on driving conditions, accidents, traffic jams and road works to drivers' mobile phones.

The driver can also receive suggestions of alternative, safer courses to follow, accompanied by the same up-to-date information service, meaning that road-users are aware of the obstacles on their paths and are thus less likely to be involved in accidents.

The system works by integrating smart real-time maps, modern mobile phone technology, positioning systems, 2D/3D spatial tools and speech/voice recognition interfaces.

Before setting off on a journey, the driver will send the coordinates of his or her location and destination via the Global Positioning System (GPS). The service then fetches an up-to-date map of the route with road conditions, accidents, traffic jams and road works information superimposed. The GPS then relays information between the driver and the service, which will provide up-to-date map and traffic lane information at intervals of 5 to 10 minutes for the remaining part of the journey.

In addition to supplying information such as road obstacles and traffic jams from its atlas database, the system will also provide information on the likelihood of a sudden deterioration in driving conditions due to changing weather conditions.

The prototype of the traffic information service developed by the project has been successfully tested on the motorway linking the Finnish cities of Turku and Helsinki. In another part of the project, the communications company Motorola and the car manufacturer Fiat will be testing a comparable traffic information service in the Italian city of Turin.

The partners in the project include a mix of committed eSafety and location-based service providers (Finnish Road Enterprise); advanced research laboratories from the automotive industry (CRF - Italy); major geo-spatial players (TeleAtlas - Belgium, Italy; Genimap -Finland); large mobile telecommunication operators (WIND - Italy; Teliasonera - Finland); automotive and handset manufacturers (Motorola - Italy); medium-sized Location Based Services (LBS) system integrators (Netxcalibur -Italy; ICT Turku - Finland).

For further information, please visit www.ist-highway.org

Launch of the campaign ChooseESC!

Creation date: 10 May 2007

A major pan European campaign to promote the life-saving technology Electronic Stability Control (ESC) was launched in Italy on 8 May. The '[ChooseESC!](#)' campaign revealed estimates that if all cars in the EU had the system over 4,000 lives and 100,000 injuries could be avoided.

ESC recognises when a skid is starting to happen. In a fraction of a second the electronic control unit applies the brakes at individual wheels, helping to keep the car control before the skid. Whether the skid is the result of an emergency avoidance manoeuvre or a simple error of judgement, ESC can help a driver maintain control of a vehicle.

The campaign warns that slow penetration of the technology into new cars will make it harder for the European Union to reach its target to cut road deaths by 50% by 2010. In the United States ESC will become mandatory for all new cars in 2011, but so far there is no equivalent initiative by the European Union. Under the patronage of European Commissioner Viviane Reding and FIA President Max Mosley the 'ChooseESC!' campaign was launched at the Bridgestone European Testing ground in Aprilia, near Rome.

Commenting on the launch FIA President Max Mosley, said: "There is no doubt that ESC could contribute significantly to the European Union's goal to halve the number of road traffic fatalities by 2010. But to achieve this, much more needs to be done to inform the consumer about why they must choose ESC when buying a new car. It is frustrating to see that the use of ESC in new cars in Europe is actually falling behind the USA. We should be leading the world in the introduction of a technology that was invented in Europe. Although ESC is often standard equipment in luxury and large cars, in smaller family cars it is not. Across Europe only 42% of new cars are equipped with ESC. We want governments in the EU to give incentives, such as tax breaks to encourage people to buy cars with ESC on board. Thousands of lives could be saved and huge crash costs avoided so it makes sense to give the public a reason to choose ESC on their next car".

At least 40% of fatal road accidents are the result of skidding. Studies show that ESC could reduce skidding accidents by up to 80%. However, there is a low take-up rate of this life-saving technology across Europe and a lack of consumer awareness of its safety benefits (as shown in a recent authoritative Commission Eurobarometer study).

European Commissioner Viviane Reding said: "The European Commission's comprehensive Eurobarometer study shows that over 80% of drivers who are explained about ESC want it fitted in their next car. The problem is that so far the drivers remain largely unaware, or have only a vague idea what ESC is about. The ChooseESC! campaign is important to provide the necessary information to the consumers. This is why I fully support this campaign. I believe that the target of ChooseESC! is exactly right: We need to reach the consumers at the moment when they have to make a choice on their next car." The campaign, which will particularly focus on new car buyers, has been strongly endorsed by Michael Schumacher. In a video statement, the seven times F1 World Champion gives the following message to car buyers: "Next time you are buying a car think about ESC. Ask your dealer for a model that is ESC equipped. You never know when a crash might happen so don't take chances with the lives of you or your family. Make sure you Choose ESC!".

A major feature of the campaign launch was the release by the European New Car Assessment Programme (Euro NCAP) of a country by country survey of the availability of ESC across Europe. Commenting on the survey the Chairman of Euro NCAP Claes Tingvall, said: "This is about everything that Euro NCAP stands for - safety for the European consumer. We must do all we can to raise awareness of ESC's importance. Car manufacturers respond to the demands of customers but customers will only demand ESC when they become aware of the benefits. The media and organisations such as fleet buyers can play a pivotal role in increasing this awareness and in helping to bring pressure to bear on manufacturers and distributors to fit ESC as standard on all new cars, in all countries."

Also speaking at the launch in Italy was a senior representative of the US National Highway Administration (NHTSA). According to NHTSA's Administrator, Nicole Nason, ESC is "the greatest life saving technology since the safety belt". The US has introduced legislation to make ESC mandatory in all cars in the US by 2011. The NHTSA has also recently proposed an international standard for ESC at the United Nations World Forum for Harmonization of Vehicle Regulations (WP29). The participants at the event include all the major stakeholders in intelligent vehicle safety systems including motoring organisations, consumer groups, motor industry and related service suppliers, national authorities from EU member states and representatives of the news media. The 'ChooseESC!' event is organised in cooperation with Euro NCAP and the European Commission.

For further information about the 'ChooseESC!' campaign contact:
eSafetyAware! - [Ms Gaby Roosen](#) - Tel: +32 (0)2 286 8043
FIA Foundation - [Mr Jacob Bangsgaard](#) - Tel: +32 477 557363

The eSafetyAware! Communication Platform is a joint non-profit public/private partnership with 34 members. It is chaired by the FIA Foundation's Director General, David Ward. The '[ChooseESC!](#)' campaign is supported by the European Commission and Euro NCAP.

UAMK becomes 68th signatory of eCall MoU

Creation date: 09 May 2007

The UAMK (Ustredni Automotoklub - Czech Motoring Club) has become the 55th signatory of the eCall Memorandum of Understanding (MoU). The MoU was signed by UAMK Czech Republic President Oldrich Vanicek on 19 April 2007.

The UAMK is an FIA-affiliated motoring club with the objective of helping motorists, especially in emergency situations relating to travellers and vehicle. By signing the MoU, the UAMK recognises the importance of eCall along with a long list of other stakeholders.

eCall is an in-vehicle emergency call that may be triggered manually by pushing a button in the vehicle or automatically when a vehicle senses that a crash has occurred. In the event of an accident, eCall technology will call the emergency services (Public Safety Answering Point - PSAP) and transmit a so-called minimum set of data (MSD). This enables emergency personnel to obtain details about the accident and their response time can be reduced up to 50%.

The eCall MoU, which was created in May 2004, provides a solid basis for the partners to actively contribute to the development and implementation of eCall in potentially all new vehicles sold in Europe by 2010.

For more information about UAMK, please visit www.uamk.cz

For more information, please visit the [eCall Toolbox](#)

Kick-off of eSecurity Working Group

Creation date: 02 May 2007

The newest eSafety Forum Working Group (WG), eSecurity, held its first meeting 23 April 2007 in Brussels. Over 25 participants attended, representing industry, research institutes and the European Commission, among others.

The objectives of the eSecurity WG are to investigate eSecurity needs that address the vulnerability of road transport introduced by the misuse of networked and co-operative systems and integrate existing and emerging RTD initiatives. It also aims to provide a communication platform for all major stakeholders in order to support the introduction of eSecurity technologies in parallel to the technical progress and compatible to legal and certification aspects. It is chaired by Christoph Ruland of the University of Siegen and Antonio Kung of TRIALOG.

At the meeting, the WG's Terms of Reference were reviewed and a presentation of the draft Security Proposal was given. Afternoon discussions focused on the WG's work, approach, and timetable. To get its activities underway, the WG plans to address two topics, first privacy and data protection followed by vehicle intrusion later in the year.

For more information, please contact eSafety Support, info@esafetysupport.org





Intelligent vehicle safety systems/eCall encouraged by European Parliament

Creation date: 12 April 2007

In its mid-term review of the European Road Safety Action Programme, the European Parliament's Committee on Transport and Tourism has encouraged the use of intelligent vehicle safety systems and eCall as means to improve European road safety.

The mid-term review highlights the progress which has been made in tackling the problem of the number of deaths and injuries on EU roads. It takes into consideration the EC's White Paper 'European transport policy for 2010: time to decide' (COM(2001)0370) and communication 'Information and Communications Technologies for Safe and Intelligent Vehicles' (COM(2003)0542) among other sources.

In the review, the Parliament notes that the opportunity offered by telematics to reduce the number of fatal accidents in the long term must be considered and large-scale research investment is required.

In addition, the Parliament calls for:

- a higher level of political commitment to road safety in all Member States and EU institutions, as well as industry, organisations and individuals.
- the Commission to recognise the importance of independent pan-European benchmarking assessment programmes in supporting a more uniform application of EU legislation affecting road safety, which stimulates competition among stakeholders responsible for ensuring a safe road environment (i.e. EuroTAP, EuroNCAP).
- the Member States to ensure that incentives cover significant safety features (emergency brake assistants, lane departure warning systems, adaptive cruise control systems, shock absorber control systems, etc.), with the following solutions to receive particular attention: seat belt reminders and advanced restraint systems, Electronic Stability Control (ESC), speed limitation systems, alcohol interlocks, predictive safety systems (emergency brake assistant, adaptive cruise control, lane departure warning system, ultrasound blind-spot monitor, shock absorber control system) and eCall

eSafety systems important

The Parliament also noted the importance of telematics and eSafety systems and considers that telematics offers the possibility of eliminating fatal accidents to a very large extent. It calls for intensive research and co-operation between all stakeholders in order to promote the speedy introduction of the most promising technologies.

In addition, it considers that the use of information and communication technologies in connection with road infrastructure is bringing considerable improvements in the management of the trans-European transport networks (TEN-T) and road safety. It calls on the Commission and the Member States to continue their action in this area by setting up a European programme for the deployment of intelligent road traffic management systems.

Moreover, the Parliament calls on the Commission to pay particular attention to the technical safety of vehicles and asks that consideration must be given to further developing the relevant legislation before 2010. It notes that the testing of eSafety systems, a uniform system of annual checks on vehicles over eight years old and special checks on vehicles involved in serious accidents have a particularly important role to play in further improving safety on Europe's roads.

eCall implementation ASAP

eCall received additional mention in the review, with the Parliament calling for Member States to sign the joint statement of intent [eCall Memorandum of Understanding] concerning the eCall system by June 2007. It also stresses that the eCall system has the potential to reduce the accident response time by about 40% in urban areas and about 50% in rural areas and calls on all the Member States to promote its implementation as soon as possible. The Parliament also invites the EC and the Member States to propose measures based on an evaluation of the awareness of the single European emergency call number 112 and implementation of E112 by all Member States in order to improve the situation in the EU.

For more information, please visit <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+REPORT+A6-2006-0449+0+DOC+XML+V0//EN&language=EN>

U.S. Department of Transportation to hold public meeting on integrated vehicle-b

Creation date: 29 March 2007

The U.S. Department of Transportation (U.S. DOT) will host a two-day public meeting 25-26 April 2007 in Ypsilanti, Michigan to present results from the Integrated Vehicle Based Safety Systems (IVBSS) program, which got underway in late 2005. This programme is one of the nine first-tier ITS research initiatives being sponsored by the Federal Highway Administration's Joint Program Office.

One of the major goals of the IVBSS program is to work with industry to accelerate the introduction of integrated, vehicle-based, safety systems into the U.S. light vehicle and heavy commercial vehicle fleets. The integrated safety system being developed and tested as part of the IVBSS program is aimed at reducing the number and severity of rear-end, road departure, and lane change crashes.

The meeting is co-organized by ITS America, the U.S. DOT and the University of Michigan Transportation Research Institute. During the meeting, the U.S. DOT and IVBSS team members will summarize results from the first program year, highlight planned activities for the current year, and provide an overview of the planned field operational test. It will also include presentations on the light vehicle and heavy truck system development process, driver-vehicle interface development, as well as the development of integrated system functional requirements, performance specifications and objective tests to verify system performance.

Additional information on the program and the meeting, including a draft agenda, is available at <http://www.itsa.org/ivbss.html>

Driver Assistance Systems highlighted at German Road Safety Council event

Creation date: 26 March 2007

The German Traffic Safety Council (DVR e.V.) and its partners have announced a press event 23-24 April which allows participants to learn more about and test various driver assistance systems. The event in

eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium, 17
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

Klettwitz, Germany, will provide the opportunity to try out innovations with experienced trainers. The venue is one of Germany's most cutting-edge test tracks - the DEKRA Oval Test Course situated next to the EuroSpeedway Lausitz. The event will also give participants the chance to discuss the current technologies and new developments with experts.

The event is part of the German Road Safety Council's information campaign "bester beifahrer" (best car occupant), which champions the use of driver assistance systems to improve driver safety and comfort.

For more information, please visit www.bester-beifahrer.de

eCall status update

Creation date: 15 March 2007



The [eSafety Forum Plenary meeting, 1 March 2007](#) in La Hulpe, Belgium, included an update into eCall developments by Mr Emilio Dávila González of the European Commission DG INFSO.

Mr Dávila reported on the standardisation progress. The solution favoured by ETSI MSG is the transmission of the eCall minimum set of data (MSD) from the In-Vehicle System to the PSAP (Public Safety Answering Point) through the mobile network operators using an In-Band Voice Modem. ETSI MSG, along with the 3GPP initiative, is working on the standardisation of this solution. However, another solution has been proposed as alternative, based on the proprietary system currently used by PSA in its assistance service: the transmission of the MSD via special SMS. ETSI will also look at this solution to better understand which option - in-band modem or SMS - best answers the eCall requirements as defined by the eCall Driving Group. ETSI has also required 3GPP to study a feasible way to incorporate an eCall discriminator to the call.

The final TS (Technical Specifications) are expected by the end of this year, and the next ETSI meeting will take place 26 March 2007. The standardisation of the data content of the MSD message is currently carried out by CEN TC 278 WG15. A basic agreement has been reached on a common MSD format. PSAPs need to define the necessary optional data in cooperation with the car industry, aiming to produce a draft standard ready for ballot by 15 May 2007 to correspond with the next meeting of CEN WG 15 that day.

Activities in eCall certification include conformance tests, as well as the production of the conformance test specifications for transport and test suites, involving the ETSI MSG and 3GPP. A Special Task Force is planned to be established, with the ultimate aim of creating the final Technical Specifications by end 2009.

The Service Providers Group has defined the service providers' role in eCall deployment, and will propose high level requirements for a common Standardised Interface to the PSAPs. They should be ready by May 2007. The Group has also put efforts into increasing user demand and awareness about eCall.

For its part, the Commission has set up an informal Group with PSAPs experts focused on eCall issues such as the definition of the MSD, access to VIN (Vehicle Identification Number) database, protocols to optimise the workload, exchange of best practices, as well as the definition of requirements to avoid false calls. All Member States are invited to designate representatives to this Group in order to add to the proceedings. The next meeting, which will discuss the optional data for the MSD, will take place 26 April.

For more information, please visit the [eCall Toolbox](#) or contact info@esafetysupport.org

Drivers look to safety when buying a driver assistance system

Creation date: 12 March 2007

Driver assistance systems - either on the road or still on the drawing board - divide into three camps:

- Collision-warning systems - this is the original term for forward and side radar systems which simply alert the driver but do not control engine speed.
- Collision-mitigation systems - in addition to sending out a warning to the driver (either through audio, visual or vibrating the steering wheel) these systems aim to assess the danger ahead and trigger various active safety features, such as pretensioning the seatbelts.
- Collision-avoidance systems - using these systems mean that some degree of control is taken over from the driver if he or she doesn't react in time to avoid a crash.

In defining driver assistance technologies, an auto executive noted: "We prefer to talk about collision mitigation rather than collision avoidance. That's because we can't see accident-free traffic happening for some time. In the meantime we will look for everything to help to avoid accidents but we know that we will not be 100% successful. So what we see in the near future is driver assistance, i.e. systems that support the driver in his or her tasks, relieving them of the mundane activities.

"It also helps in critical driving situations. When we started developing driver assistance systems, they were perceived as comfort and convenience systems. But now it has changed a little bit in the direction of safety. That means that the driver feels that he or she has a safety technology when buying a driver assistance system. And we see that trend increasing in the future."

The most common suite of driver assistance technologies available today includes adaptive cruise control (ACC), lane change assistance, and parking assistance systems. The continuous development of these systems is accompanied by the European Union's eSafety action programme for road safety, which aims to halve the number of road fatalities by 2010.

Hella, the German lighting and electronics specialist, remains supportive of this EU programme. It is busy engineering driver assistance systems so that it can move rapidly down from the initial high-line applications through to smaller and less expensive cars. Hella's driver assistance system combines applications including an ultrasonic-based parallel parking system, rear-end collision warning, lane-departure warning, rearview cameras and sensors with advanced image-processing software.

"In October 2006, we announced that adaptive cruise control would be in the Chrysler LX 300 both in Europe and the US," said Winfried Menge, marketing director of the electronics division at Hella. "Our ACC is based on infrared technology [LIDAR] which is considered more and more as an alternative because the performance between LIDAR and 77GHz radar is similar. Yet there is still a big cost difference between the two technologies. Although the 77GHz system became cheaper, there is still a big cost gap between LIDAR and 77GHz. In fact, I would say that LIDAR is about 40% cheaper than 77GHz. That is based on a standard sensor. If you then include other functionalities which are mostly just software add-ons, then of course the relationship starts to decrease."

Hella has also developed a traffic sign recognition system. "Company car drivers would welcome this technology," added Menge. "By merging the adaptive cruise control with a traffic sign recognition system means that you can alert the driver and slow the car down in speed-restricted areas."

In developing these driver assistance technologies, there is some debate among suppliers and automakers on the most suitable way to warn the driver of imminent dangers on the road. "It is really a hurdle in terms of how to bring all of this information to the driver," said Rolf Adomat, manager of development of driver assistance systems, Continental Automotive Systems.

"For lane departure warning systems, people have a bleep when you are crossing the line. A better solution is to vibrate the driver's seat and influence the steering. Also, that type of human machine interface [HMI] warning system will not interfere with the other occupants. So I feel that we need to study intelligent HMI in greater depth." Menge agrees that determining the best way to alert the driver of imminent dangers entirely depends on the situation. He noted, "The most important thing is that the driver recognises the message without distraction. We have a very good solution in the Audi Q7 which has a lane change assistance system with an LED fitted in the A pillar. It gives the driver very intuitive information. The driver is supposed to look into the rearview mirrors anyway just before changing lanes. This is a very calm way in which to deliver information to the driver with a clear warning message. The vibrating steering wheel is good for everything that has to do with the lanes. If you do not have the lane departure warning system and you were to leave your lane, for instance on a lonely countryside route, then you would recognise, with the vibrating seating or steering wheel, that you were starting to go off-road.

"Again, the feedback is very intuitive. On the other hand, it is not a good idea to deliver just audible warnings because these may not be heard due to people talking in the car, or wind noise from an open window. So flashing something or giving the driver a direct signal through vibrating the steering wheel or seat is a very good compilation of the human machine interface."

Continental Automotive Systems has also developed a road sign recognition system. Adomat added: "We already have it running in the car. It is not a standard feature but an optional piece of equipment. It is very difficult to predict the market take-rates. It very much depends on marketing. When there is not very good marketing then it is very difficult to have very high volumes. That is what we have learned from using ACC. So I think that the market has learnt a lot and now we need to use that experience to get more awareness of these technologies such as sign recognition."

"The other thing is that teaching and training the dealerships and end-customer is very important. From the end-customer's point of view, while ABS and ESP are relatively easy to understand, technologies such as ACC with stop-and-go functionality, lane departure warning systems and so on take longer to understand. So yes, it is a hard sell. And we see it in the volume figures of the market in general in that the early expectations of these technologies were not reached. It is a shame because we have a wonderful technology which supports the European Union's eSafety initiative to cut fatalities by half by 2010 but few people are actually aware of it."

In addition to Hella and Continental Automotive Systems, there are other major manufacturers investing huge sums into pushing back the boundaries of driver assistance. They include Bosch, Delphi, Denso, TRW, Siemens VDO and many smaller specialist engineering companies.

For many years, Bosch has been pursuing the aim of reducing the frequency and severity of road traffic accidents by developing active and passive driving assistance systems. According to Bosch, driver assistance systems aim to make the vehicle capable of perceiving its surroundings, interpreting them, identifying critical situations, and assisting the driver in performing driving manoeuvres. The object is, at best, to prevent accidents completely and, at worst, to minimise the consequences of an accident for those concerned.

"Our approach involves the development of a so-called predictive system," said Professor Peter Knoll, president and CEO of Bosch's Counselling Service for Driver Assistance and Driver Information. "That means we have sensors which scan the car's environment, detect obstacles, measure velocity and relative speed, calculate dangerous situations and then warn the driver in the first instance and then interact with the vehicle in the second. It is a stepwise approach using high-performance sensors. Our approach therefore focuses on ultrasonic for very low speed, radar for high speed and range, video for medium range and night vision. The enabling technologies are, of course, computers. We need high calculating power, software and algorithms to calculate all of these functions."

Siemens VDO Automotive has also developed a parking assistance system, dubbed Park Mate. It forms one part of a network of driver assistance systems that the German supplier is currently developing. The technology automatically measures the row of parked cars and alerts the driver when its sensors detect an adequate space for parking. It works using electronics in a similar fashion to rival technologies. More of these so-called "intelligent" parking assistance systems are expected to be seen this year. These systems will make parking easier by giving clear recommendations, allowing the driver to manoeuvre easily into a parking space. Following this, a more advanced version will employ an electronically controlled power steering system that converts the computed steering motions directly into the movements the steering wheel has to take; the driver will only have to apply the accelerator and brake.

For example, Bosch will soon release more functional enhancements to its ultrasound-based parking assistant. At the beginning of 2008, a system will enter production that will both measure the length of a space and suggest the best way to steer and manoeuvre into the space. A further development level in the same year will make it possible to directly control electrically supported steering - the driver will only need to operate the accelerator pedal and brake, while the parking assistant will take care of the steering. Such systems - from another supplier - are already in use on the Lexus LS460 and optional on the Toyota Prius.

Japan's Denso Corp is also busy developing its own solutions. "For complicated driver assistance systems involving traffic conditions, drivers, and vehicle movement, we believe that recognition technologies are the most important key technologies to accurately operate the system," said Akira Isogai, manager at eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium, 20
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

Denso Corp's technology planning department. "Thus, we have been focusing on sensing technologies that can recognise vehicle-surrounding and driver conditions and communication technologies used to coordinate with other vehicles and infrastructures."

As far as Denso's stage of development with regard to its driver assistance system, the company is making use of some clever sensors. Isogai added: "Conventionally, sensors such as LIDAR, millimetre-wave radar and vision sensors were used in driver assistance systems independently to recognise vehicle-surrounding conditions. Now, we are working on combining several different sensors, so that we can achieve more accurate recognition."

"In addition, we believe that car navigation systems will play an important role in detecting vehicle-surrounding conditions. We are working on developing advanced safety systems that incorporate car navigation functions. For technologies that recognise driver conditions, we are working on developing technologies that can identify the driver's face, monitor optical conditions such as blinks, and monitor the heart through an electrocardiogram. To achieve communication with other vehicles and infrastructures, we are participating in national projects in and outside Japan to develop and standardise communication technologies. In the US, we provide in-vehicle communication devices for a national project. We will work to diffuse these technologies in the market by developing new technologies and providing them at lower costs."

"We have already introduced parking assistance, adaptive cruise control, night vision systems, and predictive safety systems," concludes Bosch's Knoll. "In addition, we have developed systems which are ready to be introduced, which warn the driver of an unintended lane change or other road users in the car's blind spot. To get intelligent and helpful functions, we always have to take the driver's intention into account. Therefore we designed algorithms which aim to detect the driver's will."

"For instance, the driver only wants to be warned when leaving his track if he does intend to change his lane. Only in case of sleepiness or inattentiveness a warning is helpful for the driver. We also have a traffic sign recognition system which is in an advanced development state. This system reads traffic signs and warns the driver if he is driving too fast. It now depends on the will of the OEMs whether or not they want to introduce such a system."

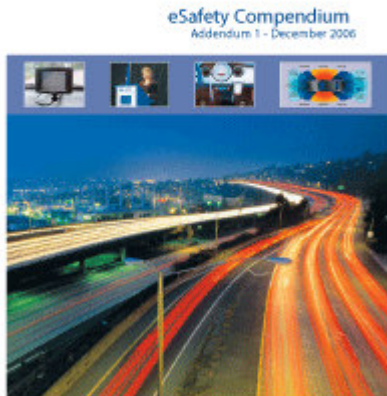
<http://www.just-auto.com/article.aspx?id=90615>

Addendum to eSafety Compendium now available!

Creation date: 09 March 2007



eSafetySupport has produced an Addendum to the eSafety Compendium, a May 2006 document summarising all the relevant information and material produced by the eSafety Forum and Working Groups since the launch of the initiative.



Following the same aim and structure as the original Compendium, the 828-page Addendum covers the timeframe from May - December 2006. Besides updates of the information mentioned above, it also includes materials from other relevant external bodies concerned with eSafety, such as:

- - The 28 eSafety Recommendations and a report on the progress
- - The European Commission eSafety Communications
- - The eSafety Forum High Level and Plenary Meeting Conclusions
- - The eSafety Working Group history and Final

- Recommendations
- - Other safety-related documents

The Addendum has also been released in CD-ROM version.

To request a copy, please contact [eSafetySupport](#) with the format you prefer (book or CD-ROM) with your coordinates

First Car2Car/COMeSafety Simulation Workshop, 29 March 2007

Creation date: 09 March 2007

The Car-2-Car Communication, a non-profit organisation initiated by European vehicle manufacturers open for suppliers, research organisations and other partners, along with COMeSafety, a project supporting the eSafety Forum with respect to all issues related to vehicle-to-vehicle and vehicle-to-infrastructure communications as the basis for co-operative intelligent road transport systems, are planning a first Simulation Workshop 29 March 2007 in Braunschweig, Germany.

The goals of workshop are to:

- promote cooperation of projects
- exchange and compare simulation results
- summarize the status quo
- address missing links and models
- show a roadmap for IPR sharing

Car-2-Car Communication is one of the most promising technologies to make traffic in future more safe and efficient, with many possible use cases and promising technology development. The main objective of the Car-2-Car Communication Consortium is to standardise and harmonise these vehicular communication systems and applications.

The workshop will cover themes such as applications and goals, models and tools, results and gaps and cooperation of projects.

For more information, please contact Heyms@comesafety.org

Continental Automotive Systems signs eCall MoU

Creation date: 06 March 2007



As part of its global telematics strategy, the Division Automotive Systems of the global automotive supplier [Continental AG](#) announced that it is reaffirming its continued, active involvement in the development of a standards-based emergency call (eCall) system by signing the eCall Memorandum of Understanding (MoU). During the International Telecommunications Union's (ITU) "Fully Networked Car Event", which is being held at the Geneva PALEXPO, 7-9 March 2007, Continental Automotive Systems also is presenting a paper and an eCall demonstration. The demonstration, which was developed in partnership with Airbiquity, Swissphone and a major international mobile network operator, explores how the companies could use existing technology to improve emergency response times in the event of an accident and help reduce traffic fatalities across Europe.

Dr Karl-Thomas Neumann, president of Continental Automotive Systems and member of the Executive Board, Continental AG signed the eCall MoU and stated, “Continental believes that eCall is a critical European safety initiative. We are committed to working with [ERTICO](#), the [eSafetyAware!](#) initiative and key stakeholders to help harmonize system requirements and develop an eCall solution that best serves the needs of the European market.”

“Continental also is presenting its paper and the jointly developed demo in direct response to the European Commission’s request that urges industry to renew its commitment to eCall,” said Kieran O’Sullivan, senior vice president of the Telematics Business Unit and member of the Continental Automotive Systems Management Board. “We applaud the Commission’s resolve to work with the member states and industry on a roll-out plan. Continental’s collaboration on the demo is sign of its continued involvement in uniting the telematics value chain to help accelerate adoption of eCall by the industry.”

The European Commission’s eCall initiative is a pan-European proposal that encourages Member States, Public Safety Access Points (PSAPs), automobile manufacturers, mobile network operators, service providers and automotive suppliers to collaborate to develop an in-vehicle automatic crash notification system. These in-vehicle emergency call systems provide a “wireless life-line” to emergency assistance in the critical seconds after a crash occurs. eCall is expected to save an estimated 2,500 lives and help reduce the 41,000 fatalities and 1.7 million injuries that happen on European roadways each year.



eCall demonstration

The demonstration unveiled at the Networked Car Event by Continental, Airbiquity, Swissphone and a major international mobile network operator transmits accident information via a regular mobile communication network to an emergency call center, which then alerts police and rescue services to the accident scene. The technology ensures that essential accident data is sent along with the voice connection, which provides injured persons a direct connection to rescue services. Key elements of the demo include:

1. Utilizes existing hardware and software technologies adapted to quickly demonstrate eCall
 2. Closely follows eCall Driving Group’s recommendations for eCall implementation
 3. Creates an end-to-end demonstration including Mobile Network Operator (MNO) and Public Safety Access Point (PSAP) interfaces
 4. Allows specific performance criteria to be measured and different technologies to be compared.
- In addition, the paper presented highlights the societal benefits of deploying a standards-based eCall system in Europe as well as potential benefits to automakers, including:
1. How automakers can move quickly to cost-effectively implement an approach to eCall with the ability to expand and evolve the system
 2. According to a Eurobarometer study on the citizen’s perception of road safety and intelligent vehicle safety systems, European consumers consider eCall as one of the most wanted eSafety systems in the car, and over 62% of the respondents say that they would like to have it in their next car
- Currently, the (E112) eCall initiative sets forth the mandate that all vehicles introduced in the pan-European region after September 2010 will have the ability to transmit important accident data to authorities to help facilitate an emergency response.

However, efforts to bring eCall to fruition have stalled prompting the European Commission to enact a two-tier approach that includes focusing on enhancing commitment of the Member States by mid-2007 and engaging industry by the end of 2007, to help speed deployment. Continental Automotive Systems’ notes that its telematics and hands-free systems are included in more than 12 million cars worldwide and already help immediately route emergency assistance to the scene of accidents in Europe and North America. Continental is committed to the roll-out of eCall across Europe so its telematics systems can help save lives.

For further information, please contact:

Katja Mattl

External Communications

Continental Automotive Systems Division

Sieboldstrasse 19

D - 90411 Nürnberg

Phone: +49 (0)911 9526 2591

Fax: +49 (0)911 9526 2537

Email: katja.mattl@contiautomotive.com

Internet media database: www.contiautomotive.com

COMeSafety releases second newsletter

Creation date: 26 February 2007

The COMeSafety project has released the second edition of its newsletter. COMeSafety supports the eSafety Forum with respect to all issues related to vehicle-to-vehicle and vehicle-to-infrastructure communications as the basis for co-operative intelligent road transport systems.

Topics covered in the second edition of the newsletter include:

- The 2nd International Workshop on Vehicle Communications
- Latest news from the frequency allocation process
- Japan's ITS evolvments (Guest article by Dr Harutoshi Yamada)
- From the Netherlands: FOT / Roads to the Future article
- A project fact sheet about SAFESPOT
- A project report about WILLWARN
- Workshop News (CAR2CAR CC and COMeSafety)

To download the full edition of the newsletter and find more about COMeSafety, please visit

www.comesafety.org

Study shows that satellite navigation devices benefit driver/traffic safety

Creation date: 23 February 2007

The Dutch research institute TNO has announced the results of research which prove the positive influence of satellite navigation devices on driving and traffic safety. The study was commissioned by Aon, Athlon Car Lease, Delta Lloyd (part of Aviva Plc) and TomTom.

Key findings include that the use of a satellite navigation device/solution:

- improves the driver's behaviour when driving through an unknown area to an unknown destination
- heightens alertness and reduces the stress levels of the driver
- reduces the amount of miles driven by 16%;
- reduces travel time when driving through an unknown area to an unknown destination by 18%;
- reduces the workload (the amount of effort it takes the driver to drive) of the driver when travelling through an unknown area to an unknown destination.

It also found that drivers who do NOT have the use of a satellite navigation solution have 12% more damage claims to their vehicles.

Improvement of driving behaviour

The research showed that when a driver uses a satellite navigation solution, he/she stops 25% less frequently and are stationary for 35% less time. Satellite navigation solutions also reduce the number of turns required to get to the destination compared to conventional navigation tools, such as paper maps or online route planners. Driving behaviour has also improved, with over 50% fewer inappropriate actions, such as ignoring traffic signs. The driver can focus on driving rather than finding the way.

More alert and less stressed behind the wheel

The research showed that satellite navigation solutions heighten the alertness of drivers and provide them with an improved attention span, whilst also reducing stress. 78% of users have the feeling that they have everything under control when using a satellite navigation solution. They are more alert behind the wheel and more conscious of traffic behind them.

Less workload

The research proves that the workload of drivers is reduced when using a satellite navigation solution. The workload is 20% less when driving with a satellite navigation solution and involved less exertion. Driving while using conventional navigation tools, such as maps and digital Internet route planners, proved to present a more intense workload.

Reduction of mileage

The research proved that the amount of kilometres driven when using a satellite navigation solution is reduced by 16%. Time spent travelling is reduced by 18%. Because fewer kilometres are driven, petrol is saved which is beneficial for both the car driver and the environment.

Reduction in frequency of insurance claims

The research proves that lease drivers who do NOT have satellite navigation make 12% more damage claims than those who do have satellite navigation.

There were three elements used to determine the answer to the central question "What are the effects of navigation systems on traffic safety?": a user survey, damage database analysis, and test drives. The research programme was conducted in The Netherlands over a six-month period and was completed in December 2006.

http://www.tomtom.com/lib/img/pr/32324%20TNO_ES-UK.PDF

New technologies raise the bar on highway safety

Creation date: 23 February 2007

It's not uncommon for car shoppers to dither over color, options, or price. But safety specialists recommend two new safety technologies as must buys: electronic stability control and air curtains. Electronic stability control applies brakes to individual wheels if the system senses the car is veering out of control. Air curtains are air bags -- sometimes called side curtain air bags -- that drop from the car ceiling to provide crucial head protection in deadly side-impact crashes. Studies have concluded that wider deployment of each can dramatically reduce accidents and/or fatalities. Both are standards in some models, but cost as much as \$800 each when available as an option.

Electronic stability control

Electronic stability control, according to the US National Highway Traffic Safety Administration, is the biggest lifesaver since seat belts. The NHTSA estimates 4,200 to 5,400 of the 10,000 deaths caused each year in the US in rollover accidents could be prevented if it were on all vehicles.

The system uses sensors and a computer to tell if the front or rear of the vehicle is sliding in a direction other than where the driver is steering. Then working with the anti-lock brake system, the computer applies brakes on individual wheels to arrest the skid or correct the direction of the car. That's different than just using the antilock brakes alone, where all four brakes would be pumped at the same time.

Studies in Japan, Europe, and the United States determined that electronic stability control saves lives, especially in single-vehicle accidents where the driver loses control. One 2006 analysis by the Insurance

Institute for Highway Safety in the US found that electronic stability control reduced single-vehicle fatal crashes, which are often caused by the driver losing control, by 56 percent.

Electronic stability control is thought to be particularly important for tall vehicles, such as SUVs, pickups, and minivans, because their higher center of gravity makes them more vulnerable to a rollover. The danger is that when such vehicles begin to slide sideways it is easy for them to be "tripped" by a curb or soft ground and roll over.

Electronic stability control can help the driver regain control of the vehicle before it can be tripped, said David S. Zuby, the Senior Vice President for Vehicle Research at the Insurance Institute. A University of Michigan study last year found electronic stability control reduced the chance of an SUV being in a fatal rollover by 73 percent.

Air curtains

The numbers for side curtains are also compelling. The head protection from the bag can reduce the chance of being killed in a side-impact crash by about 45 percent, the Insurance Institute found in a 2003 study. Similarly, the federal highway safety agency in the US estimated that if all vehicles had side air bags as many as 1,000 lives a year would be saved from side-impact crashes.

"One of the major reasons people get hurt and killed in side-impact crashes is that they have severe head injuries," said Zuby.

One danger is being hit broadside by an SUV or pickup, which have high-riding fronts that strike a car higher and closer to the heads of its occupants.

Air curtains are low-pressure air bags that are mounted inside the roof. In a side-impact crash they deploy downward to cover the front and rear side windows, helping to shield the head.

An alternative is a seat-mounted air bag, but in most cases these are only for the front seats. In addition, not all seat-mounted bags provide head protection. Some provide only chest protection. Some side-impact safety packages combine air curtains and the front, seat-mounted chest bags.

Zuby recommends car buyers who want to do a "thorough job" of shopping for a safe car should consult crash-test ratings.

http://www.boston.com/cars/news/articles/2007/02/18/new_technologies_raise_the_bar_on_highway_safety/

New eSafety and eCall brochures!

Creation date: 22 February 2007

The eSafety Support project has just published two new brochures with updated information about the eSafety initiative and eCall, emergency call.



The 12-page eSafety brochure provides more details about the eSafety initiative, an EC and industry-led cooperation that aims to reduce the number of fatal road accidents in Europe. Featuring an introduction by Viviane Reding, Member of the European Commission - Responsible for Information Society and Media, the brochure highlights the latest activities which have been undertaken in relation to eSafety, including:

- explanation about the Intelligent Car Initiative
- description of eSafety systems used in vehicles helping to save lives
- findings from the eSafety Forum and its Working Groups
- introduction to the user awareness platform eSafetyAware!
- update on eCall

eCall illustrated

The 4-page eCall brochure provides background information about the in-vehicle emergency call technology that could help bring down the number of fatalities and the severity of trauma



eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium,
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

caused by traffic-related accidents. It includes testimonies from an accident victim and emergency room physician, as well as the eCall deployment plan.

If you would like a paper version of the brochures, please contact the [eSafety Support Office](#)

7th eSafety Forum Plenary Meeting discusses clean and efficient mobility

Creation date: 09 February 2007



Members of the eSafety Forum, a joint platform involving over 150 active members representing all road safety stakeholders that aims to support the development, deployment and use of preventive and active safety systems, will converge in La Hulpe, Belgium on 1 March 2007 for the 7th eSafety Forum Plenary Meeting.

The meeting's primary focus is on information and communications technologies (ICT) for clean and efficient mobility. The leaders of the eSafety Forum's newly formed ICT Clean and Efficient Mobility Working Group will be on hand to discuss these key issues. The agenda will also discuss the results of the Eurobarometer study on the citizen's perception of the use of intelligent systems vehicles. The recently adopted Commission recommendation on safe and efficient in-vehicle information and communication systems will also be presented to the Forum. The meeting will be opened with a keynote speech by a high-level representative of the German Presidency.

GST demonstrations

The meeting has been conveniently scheduled in order to allow Forum members to experience the [GST Integrated Project's](#) demonstrations - part of the GST Final Demonstration Workshop - on 28 February.

This will be a unique opportunity to see the GST Open Architecture and pilot services that are paving the way to the future of commercial telematics in Europe. Members of the eSafety Forum will be able to witness the advanced telematics services that will be in the market in the near future and see the practical results of the EU's support to research and development.

For more information, please contact [eSafety Support](#)

2006 Year in Review from eSafety Support and eCall!

Creation date: 08 February 2007

eSafety Support has just published two new newsletters which provide a recap of 2006 activities of the eSafety initiative, an EC and industry-led cooperation that aims to reduce the number of fatal road accidents in Europe, and those concerning eCall, the in-vehicle emergency call.

Both the 6-page eCall and 8-page eSafety Support "Year in Review's" summarise the year's main decisions, meetings and events in an easy-to-read format.

Download your own copies below:

eSafety Support 2006 Year in Review:  [eSafety Support 2006 Year in Review.pdf](#) (914 KB)

eCall 2006 Year in Review:  [eCall 2006 Year in Review.pdf](#) (514 KB)

For more information, please contact info@esafetysupport.org


13 Feb 2007: Workshop on Privacy & Data Protection Issues

Creation date: 26 January 2007

The European Commission will organise a 13 February workshop on privacy and data protection issues with regards to in-vehicle telematics and cooperative systems.

The workshop's objective is to discuss how to deal with privacy issues in the design of telematics services and applications.

The agenda will discuss experiences of EC-funded projects in this area and present various case studies. Experts from the industry (vehicle manufacturers, equipment suppliers, telecommunications), security in electronic communications, as well as representatives from data protection authorities will be invited in order to elaborate guidelines for tackling these issues.

Read the agenda:  [.pdf](#) (59 KB)

For more information, please e-mail: info-esafety@ec.europa.eu

Road safety: European Parliament says more action needed

Creation date: 25 January 2007

In a report produced in response to the Commission's mid-term review of the EU Road Safety Action Programme, the European Parliament is calling for "a higher level of political commitment" to road safety in all Member States and EU institutions.

More than 40,000 deaths are caused by road traffic accidents in the European Union, the direct and indirect costs of which are estimated at €180 billion, or 2% of EU GDP. Moreover, the disparity between different Member States' road safety records is widening.

The European Parliament report, drawn up by Ewa Hedkvist Petersen (PES, SE) voices disappointment at the lack of progress in reaching the target of halving the number of road fatalities in the EU by 2010. It urges Member States to enforce existing legislation, which MEPs say would greatly improve road safety if it were fully observed by road users.

Included in the list of recommendations:

- more attention should be devoted to promoting technologies such as seat belt reminders and advanced restraint systems, Electronic Stability Control, speed limitation systems, alcohol interlocks, predictive safety systems and the eCall system, which could reduce accident response times considerably
- the Commission and Member States should promote "awareness of the single European emergency call number 112".

http://www.europarl.europa.eu/news/expert/infopress_page/062-1938-015-01-03-910-20070112IPR01913-15-01-2007-2007-false/default_en.htm

EC to support 13 European road safety projects for €8.1 million

Creation date: 24 January 2007

In line with its strategy to halve the number of road fatalities by 2010, the European Commission has decided to support 13 European road safety projects with a total subsidy of €8.1 million. This is the outcome of the Open Call for Subventions for Road Safety, launched on 21 June 2006.

Within the Road Safety Call 2006, 29 projects were submitted for funding, requesting a total subsidy of €27 million. The 13 selected projects cover all themes described in the call: five projects deal with training and education, four projects concern road safety campaigns and another four are related to control and enforcement. The 13 projects will benefit a total of 65 companies and associations from 19 Member States.

The Commission notes that all projects funded must demonstrate strong European added value, have an innovative character and feature a multiplier effect. It is also important that they show a good cost-benefit ratio and provide for high visibility. Finally, the work and financing plan and a proper methodology are assessed.

It is now entering into contract negotiations with the co-ordinators of the selected projects, in order for implementation to get underway in early 2007. The maximum amount granted is up to 50% of eligible costs.

The project, brief description, coordinator and its coordinator are listed below:

- Enforcement net: Enforcement net - CORTE, Belgium
- RoSaCe: Road Safety Cities: Change Education in Europe - P.A.U. Education, Spain
- Module Close To: General Preventive Teaching MODULE CLOSE-TO - FGM-AMOR, Austria
- MoU 561/2006: Memorandum of understanding on the Drivers' Hours' rules - CORTE, Belgium
- HERMES: Enhancing the safety of novice drivers through more effective driver training - Institut Gute Fahrt, Austria
- BeSAFETY-AWARE: Bringing eSafety to the Market Through Awareness - FIA Foundation, UK
- ENWA: European Night Without Accident - RYD, Belgium
- SMART Digitac: Support, Maintain and Improve Digital Tachograph - Swedish Road Administration, Sweden
- Vco: "Clean" parties; prevent use of drugs linked to driving - Voiture & Co, France
- Veronica 2: Vehicle event recording based on intelligent crash assessment - Siemens VDO, Germany
- Euro-Audits: European Road Safety Auditor Training Syllabus - ERF, Belgium
- EUCHIRES 2007: European public awareness campaign on the use of seat belts and child restraint systems - IBSR, Belgium
- ERSC 4: 4th European Red Cross Road Safety Campaign - Red Cross / European Union Office, Belgium

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/06/1885&format=HTML&aged=0&language=EN&guiLanguage=en>

Independent research verifies the socioeconomic profitability of eCall

Creation date: 16 January 2007

A new research report from the analyst firm Berg Insight has independently verified the socioeconomic profitability of the eCall system proposed by the European Commission.

eSafety Support Office, The Blue Tower, 2nd floor, Avenue Louise 326, 1050 Brussels, Belgium,
Tel: +32 (0)2 400 07 18, Fax: +32 (0)2 400 07 01, <http://www.esafetysupport.org/>

The eCall system is intended to automatically initiate an emergency call to 112 from the vehicle and transmit satellite positioning data to the operator in case of a road accident. By reducing the reaction time for the emergency services, the system is expected to save thousands of lives annually when fully implemented.

Exactly how many lives that would actually be saved is, however, the subject of a debate between the proponents and sceptics who believe the cost exceeds the benefits. According to the findings of the independent study by Berg Insight, there will be a net socioeconomic benefit for the EU if road fatalities and severe injuries are reduced by 3 percent or more.

"The eCall project is based on the well-known Golden Hour Principle of accident medicine, saying that the chance of surviving a severe injury decreases from 26 percent to 5 percent in the first hour", explained Tobias Ryberg, senior analyst, Berg Insight. "Literally, every minute counts when it comes to saving lives, not to mention preventing severe injuries which are a heavy burden on public finances."

Berg Insight estimates eCall could save 1,400-2,800 lives and prevent 8,600-17,100 severe injuries annually in the EU when fully implemented. Long term savings would be in the range of €5-10 billion, whereas the long term cost is projected as €4 billion.

Ryberg believes that segments of the automotive industry exaggerates the cost of integrating an eCall device in every new vehicle as would be required for the system to work. "Worldwide production of mobile phones now exceeds 1 billion units and in five years a majority of those will have integrated GPS", he said. "I am convinced that the cost for producing another 15 million units without even displays, digital cameras and music playback capabilities will be marginal once the automotive purchasing departments have done their job."

http://www.berginsight.com/News.aspx?m_m=6&ts_m=1

Interest in advanced safety measures apparent at 2007 Detroit Motor Show

Creation date: 15 January 2007

Visitors to the North American International Motor Show, which runs from 13-21 January in Detroit, will see that safety remains a competitive issue for manufacturers. From the stages of the Show, new "pre-crash" safety technologies are emerging that target the crucial milliseconds before a crash or help drivers avoid the crashes in the first place.

"As we go forward in the safety area, pre-crash technologies are the next big area," said Robert Yakushi, Nissan's director of product safety and environmental. A project called the Kanagawa Project involves automakers in Japan which are studying a system that alerts drivers to the presence of children in a busy urban neighborhood.

As part of the experiment, Nissan Motor Corp. is placing bracelets on young children that relay signals to vehicles in the area. Drivers passing through are told, "Children nearby, please be careful."

The Nissan project, like others in the auto industry, reflect the increased focus on developing ways of preventing crashes and fatalities.

In the United States, more than 43,000 people die annually on roadways - the equivalent of an airplane crashing every day with nearly 120 people aboard - and fatality numbers have remained largely stagnant for the past two decades.

Safety officials have improved restraint systems such as seat belts and air bags to the point that many believe more research should be focused on the pre-crash systems that help tell the driver and the vehicle when a crash is imminent.

In addition to the basic restraints, most vehicles now have antilock brakes and automakers have been putting anti-rollover technology such as electronic stability control on vehicles in recent years. The US government has proposed mandating ESC on all new vehicles by 2012.

"Safety is not a static concept and our approach to improving it cannot be static either," said Transportation Secretary Mary Peters during a visit to the auto show on Monday.

Reflecting the advancements, Peters announced plans to upgrade the consumer crash test programme to take into account ESC, lane departure warnings and other technologies.

Safety remains a competitive issue for manufacturers and a major selling point at dealerships. A recent poll conducted by AP-AOL Autos found that 21 percent of consumers wanted side air bags as an option, the most popular choice, followed by 20 percent seeking antilock brakes.

The telephone poll of 1,004 adults was conducted 19-21 December 2006, and the margin of sampling error was plus or minus 3 percentage points.

In Detroit's auto show, the interest in advanced safety measures was apparent.

Volvo Cars introduced an XC60 crossover concept with a radar system that monitors vehicles about 20 feet in front of the car. When a collision is likely, the technology helps the driver avoid a rear crash by automatically activating the car's brakes.

Volvo, a division of Ford Motor Co., is expected to introduce the safety technology on vehicles in two years and the upgrades could help reduce whiplash injuries, said Fredrik Arp, Volvo's president and chief executive.

DaimlerChrysler AG's Mercedes-Benz division offers advanced safety features on its ultra luxury vehicles, the S-Class. One uses long-range and short-range radar to avoid crashes by automatically hitting the brakes if the driver fails to stop in time. Another feature, called Night View Assist, uses infrared beams to detect roadway obstructions far beyond the headlights' reach and transmits an image on the instrument panel.

General Motors Corp. has been developing vehicle-to-vehicle technology, which helps vehicles communicate with other vehicles up to a quarter mile away to alert each other to dangerous conditions. Bob Lange, GM's executive director for structure and safety integration, said the network could be effective even without a large penetration in the marketplace.

"Essentially, in one or two model years, if GM were to decide to do that, you could have enough cars on the roadway, in some areas anyway, where the communications would be pretty valuable," Lange said.

Ford has experimented with using four-point seat belts, similar to belts used by race car drivers, and inflatable seat belts - seat belts with small air bags inside that deploy in a crash. Company officials say the advancements still are being evaluated.

In the Nissan programme, also called the "Sky project," Yakushi said researchers have received positive responses from drivers, who typically slowed down when they received the warnings about children. He said it may be expanded in Japan and could eventually move to the United States for testing.

Many safety experts say the advancements are mostly limited to luxury vehicles right now, but should be more widely available in the next five years. David Champion, *Consumer Reports'* senior director of its automotive test center, said many questions marks still remain on the technologies because drivers do not always react in a positive way to the warning systems.

"What we've seen is unless they have a visual confirmation that something's going on they tend to ignore the warnings," Champion said.

Nissan Motor Co.: <http://www.nissan-global.com>

General Motors Co.: <http://www.gm.com>

Volvo Cars: <http://www.volvocars.com/>

North American International Motor Show: www.naias.com

Meetings and Events

Here the most important events for the next months:

- 04 September: RTD WG Meeting, Brussels, Belgium
- 05 September: Communications WG Meeting, Brussels, Belgium
- 18 September: 8th eSafety Forum Plenary Meeting, Versailles, France
- 18-20 September: i2010 Intelligent Car Event & PReVENT IP Exhibition, Versailles, France
- 26 September: 27th eSafety Forum Steering Group Meeting, Brussels, Belgium
- 30 September - 03 October: IEEE 10th International Conference on ITS, Seattle, USA
- 02 October: eCall Service Providers Meeting, Brussels, Belgium
- 03 October: CEN TC278 WG15 Meeting, Brussels, Belgium
- 09 - 13 October - 14th World Congress on ITS, Beijing, China
- 16 October: eSecurity WG meeting, Brussels, Belgium
- 14 November: eSafety Deployment Workshop and Award Ceremony, Brussels, Belgium
- 15 November: 28th Steering Group Meeting, Brussels, Belgium

You can also visit the 2007 eSafety Calendar at the following link:

http://www.esafetysupport.org/en/esafety_events/esafety_calendar/

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