



## Fourth eSafety Observers Regional Meeting

ICCS

9, Iroon Politechniou Str. Zografou  
Athens, Greece

Thursday, 21 September 2006 – 9:30 – 16:15

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### Draft Agenda

- 09.30 – 10.00**      **Registration and Coffee**
- 10.00 – 10.30**      **Welcoming Address**  
Welcome – [Nissim Benmayor](#), Ministry of Transport and Communications, Greece  
Welcome – [Angelos Amditis](#), ICCS  
Foreword to the Regional Meetings – [Jacob Bangsgaard](#), eSafety Support
- 10.30 – 11.30**      **eSafety Initiative**  
Strategic overview of the eSafety Initiative  
[Francisco Ferreira](#), European Commission, Directorate General for Information Society and Media  
Status of implementation of eSafety in the EU and priorities  
[Alessandro Carrotta](#), eSafety Support
- 11.30 – 11.45**      **Coffee Break**
- 11.45 – 12.30**      **National Observers report on the eSafety status**  
[Aris Stathakis](#) – National Committee of Road Safety, Greece  
[Audrey Testaferrata](#) – Malta Transport Authority, Malta
- 12.30 – 13.30**      **Press Conference and Lunch**
- 13.30 – 15.30**      **Greek Stakeholders presentations**



eSafety applications in Greece  
[Angelos Amditis, I-SENSE Group ICCS](#)

ITS HELLAS status and next steps  
[Yiannis Moissidis, Navteq – ITS Hellas](#)

The government point of view on eSafety  
[Nissim Benmayor, Greek Ministry of Transport](#)

The Ministry's Contribution to ITS & Road Safety  
[Dimitris Sermpis, Greek Ministry of Public Works](#)

Emergency Call (eCall) Services based on approved E-112 regulations and infrastructures: A solution to improve security and release of road help  
[Ioannis P.Chochliouros, Hellenic Telecommunications Organizations S.A](#)

**15.30 – 15.45**

**Coffee Break**

**15.45 – 16.15**

**Discussion: next steps for eSafety in the EU and in Greece and Malta**

**Moderators:** [Jacob Bangsgaard](#)  
[Francisco Ferreira](#)

**16.15**

**Closing of the Regional Meeting and adjourn**



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### PARTICIPANTS

Last Name	First Name	Organisation
Agoritsa	Katerina	Net Technologies
Alexandrou	Dimitrios	National Technical University of Athens
Amditis	Angelos	ICCS- NTUA
Anargiros	Kouzis	Hellenic Ministry of Transport & Telecommunications
Andreas	Iliopoulos	TRAM SA
Andreas	Mesimeris	DEI CORPORATION
Andreas	Ninios	ORATION S.A
BANGSGAARD	Jacob	eSafety Support
Bekiaris	Evangelos	CERTH-HIT
Benmayor	Nissim	Greek Ministry of Transport
CARROTTA	Alessandro	eSafety Support
CHADZOPOULOS	Manio	Ministry of Public Works
CHOCHLIOUROS	Ioannis P.	Hellenic Telecommunications Organization S.A. (OTE)
Christini	Katapodi	ORATION S.A
COBOPOULOS	YANNIS	OMNIS/ITSS S.A.
DAKOS	STAMATIS	cosmoONE
David	Nikos	OLYMPIC AIRWAYS
Dimitrios	Alexandrou	UBITECH LTD
Dionisis	Grigoropoulos	WACKENHUT TELEMATIX
FERREIRA	Francisco	European Commission
FRANTZESKAKIS	Ioannis	DENCO DEVELOPMENT AND ENGINEERING CONSULTANTS S.A.
G. PERROS	KONSTANTINOS	PLIVIOS (UK) LIMITED
Grigoropoulos	Dionisis	Wackenhut Telematix
HANIOTIS	Konstantinos	TELENAVIS
KAPOGIANNIS	GEORGIOS	Management and Economics of Telecommunication Network



Karagkiouloglou	Ioanna	eLab, The business! Lab - Athens
Kiores	George	ICCS
Konstantinopoulou	Lina	ICCS
Konstantinos	Perros	N/A
Maragoudaki	Antonia	ICCS
MESSIMERIS	Andreas	POWER DYNAMIC CORPORATION
MIZARAS	VASSILIS	TREDIT SA
Moissidis	Yiannis	Navteq
Mpimpa	Hara	GRNET S.A./Greek Research Network
Nikolaou	Stella	CERTH/HIT
Ouzounoglou	Nikos	ICCS
PAGLÉ	Katia	ICCS
SERPIS	Dimitris	Greek Ministry of Public Works
SILVA	Irina	eSafety Support
STATHAKIS	Aris	National Committee of Road Safety, Greece
Testaferrata de Noto	Audrey	Malta Transport Authority
Theodoropoulos	Vassilis	TELEMATIX
THEOFILIS	Ioanis	Ministry of Public Works
TOUZOS	MICHAEL	KAPODISTRIAN UNIVERSITY
Tsianos	Athanasios	DENCO
VORVOLAKOS	Theodoros	Ministry of Public Works
Zoulovits	Mina	PHILOTHEIDIS, ROGAS & PARTNERS LAW FIRM



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### **Minutes**

#### **1. Welcoming Address**

Mr Jacob Bangsgaard (eSafety Support) opened the meeting by thanking the participants and ICCS for co-hosting the event. He then proceeded to give a short overview of past eSafety Regional Meetings and presented the planned meetings for 2007.

Mr Nissim Benmayor (Ministry of Transport and Communications, Greece) hoped that the meeting would give an overview of activities in Greece and that it would contribute to the development of road safety in Europe in order to reduce the death toll on the roads.

Mr Angelos Amditis (ICCS) welcomed everyone on behalf of ICCS and National Technical University of Athens. For Mr Amditis the meeting would give the opportunity for interesting discussions in the use of ITS applications for road safety.

#### **2. eSafety Initiative**

##### **2.1. Strategic overview of the eSafety Initiative, Mr Francisco Ferreira, European Commission, Directorate General for Information Society and Media**

Mr Ferreira's presentation focused on the Intelligent Car Initiative, FP7 and FP6 major activities.

Mr Ferreira presented figures on road accidents worldwide. The road fatalities in Europe are still high but it's improving. The eSafety Initiative launched in 2002 aims at halving the number of accidents by 2010.

The Intelligent Car Initiative was presented and its three pillars (eSafety Forum, research programme and awareness activities).

The presentation then focused on eCall. The infrastructure of eCall, meaning the PSAP's should be ready by the end of 2007.

The eSafety Forum's next steps will focus on: the follow-up of the 2<sup>nd</sup> eSafety Communication on eCall at the Parliament and the Council in December 2006, release of status report on eCall (November 2006), release of the HMI Recommendation (early 2007) and investigate the use of incentives and address the spectrum needs.

The second part of the presentation focused on FP7 preparation and ICT Workprogramme 2007-2008. The workprogramme will focus on collaborative research themes. Theme 3, ICT "Mobility" will look into application research such as ICT meeting societal challenges. Mr Ferreira informed that the participation rules for FP7 would be published on the CORDIS website.

Mr Ferreira was queried by the participants about making eCall operational in all EU countries, he informed that eCall should be operational by 2010. All new cars should be equipped with eCall by 2010. The EC is also looking into applying eCall to motorbikes. But telecom operators have to work on implementation. The telecom operators have to deal with the minimum set of data (MSD) that will transfer the location given by the navigation system in the car. The initial plan was to have all cars equipped by 2009 and this was extended to 2010. However before eCall is implemented, E112 has to be implemented in all EU countries. E112 implementation is mandatory and there are infringement procedures against a number of member states which have not complied with this rule.

The next question was about the eCall business case and the role of the public authorities. Mr Ferreira answered that there are studies that show a big return on investment. There are difficulties of course. Globally, there is a great potential to save money. The EC has met the insurance companies who seem to not be very interested in eCall. A fatality costs less than an injury. The EC is still looking at incentives.

## **2.2. Status of implementation of eSafety in the EU and priorities, Dr Alessandro Carrota, eSafety Support**

Dr Carrota gave an overview of the eSafety Support activities which includes the stimulation and monitoring of the activities, progress and results generated by the eSafety initiative through support to the eSafety Forum and its Working Groups.

The presentation then focused on eSafety implementation in the EU. An overview of activities in different member states was given such as Spain, Sweden and the Netherlands.

The participants were requested to contribute to the Regional Survey on eSafety which aims to find out the current status of the deployment of the priority systems in European countries.

### **2.3. User Awareness, Mr Jacob Bangsgaard, eSafety Support**

Mr Jacob Bangsgaard gave a presentation on the current activities for eSafety user awareness. He explained that a campaign on eSafety is needed because it is hard to explain what eSafety is to the consumers. There is low awareness about eSafety and for this reason the EuroNCAP campaign has been successful.

The challenges eSafety faces are related to the products' high maintenance cost. The privacy issues, the possibility that people may be confused with the presence of eSafety technologies in the car. In addition, eSafety is defined in many different ways, there are numerous names to define the same eSafety technology.

Mr Bangsgaard reported that eSafety Aware had had its first Steering Group. The chair is FIA Foundation. In order to join this platform, organisations can contact eSafety Support or FIA Foundation. eSafety Aware's first action will be a campaign on ESC. The objective is to explain to authorities, politicians and press, what it means to have ESC in the car. A demonstration will take place in 2007 in a test track in Rome.

Mr Bangsgaard was of the opinion that there is a need to take immediate action to promote all the work done on the research side. If we can't explain eSafety, it cannot be sold.

## **3. National Observers report on the eSafety status**

### **3.1. Report on Road Safety status in Greece, Mr Aris Stathakis, National Committee of Road Safety** (presentation was given in Greek)

Mr Aris Stathakis gave an overview of the road safety activities in Greece. The national parliament has put forward new legislation which increases fines for not wearing a seatbelt. In Greece there are more road accidents in village roads than in highways, the reason for the severity of these accidents is not only speed, not wearing a seatbelt or helmet and alcohol consumption are major factors.

In terms of action taken in Greece to improve the situation, Mr Stathakis reported that driving schools teachers are being targeted to provide more information on road safety. Another actions has been the offering of free helmets to motorbike drivers. The Greek parliament has also agreed to advance with policy for better road safety.

### **3.2. eSafety Applications in Malta, Mrs Audrey Testaferrata, Malta Transport Authority**

Mrs Testaferrata reported on eSafety status in Malta. The size of Malta (400 000 inhabitants) cannot be compared to other EU member states, this has an impact in the total number of fatalities.

One of the actions taken by Malta Transport Authority has been to visit the accident sites to analyse the accidents' causes and establish accident clusters. This helps arrange necessary upgrading measures.

Concerning intelligent traffic systems, these are still very new to Malta. Mrs Testaferrata reported that some actions are already being applied:

- Linked Traffic Light Junctions (to decrease pollution and maximise the capacity of the traffic lights)
- Loop activation of traffic lights
- Pilot Project to introduce intelligent systems to address congestion and safety problems in traffic sensitive locations

The next objectives are to introduce speed limits and real time data collection.

One system Malta is developing is to provide real time parking information to providers. The capital is located in a peninsula and its access is limited, this technology will bring advantages for traffic management.

In terms of legislation Malta has introduced EU Type-Approval Regulations in relation to new M1 passenger cars as well as well as other motor-vehicle regulations.

Mrs Testaferrata concluded by reporting that the Malta Transport Authority, in terms of user outreach, has links with the public via radio, website, customer care services, television and requested datasheet system (the public can comment on road safety through a mail system. Malta Transport Authority deals with these comments directly).

## **4. Greek Stakeholders presentations**

### **4.1. eSafety applications in Greece, Dr Angelos Amditis, i-SENSE Group ICCS**

Dr Amditis presented the activities of the ICCS and i-SENSE Group. The Institute has been strongly involved in ICT and European Commission projects.

Dr Amditis then proceeded to give a picture of the road safety situation in Greece. The country is in a bad position concerning road fatalities. More than 16.000 fatal car accidents occur per year. Greece is diverse in its use of different modes of transportation: road transport, sea transport, air transport, rail transport and private passenger cars.

There is a big interest in ITS in Greece. Different organisations in Greece have expressed ITS demand. They would like to see the transfer of knowledge from other countries to Greece in order to improve its ITS applications. Car manufacturers are driving ITS supply and in Dr Amditis' opinion Greece loses from this since it does not have car industry.

Dr Amditis then presented the applications of ITS to infrastructure in Greece as well as the ITS research activities being conducted by ICCS.

#### **4.2. ITS HELLAS status and next steps, Mr Yiannis Moissidis, Navteq & ITS Hellas**

Mr Moissidis began by introducing himself: he works for Navteq, has co-chaired the eSafety Digital Maps WG and is now working on ITS Hellas.

There have been a lot of initiatives on ITS. The importance level has moved from pan-European to the national level aiming at implementing ITS understanding to the national characteristics.

ITS Greece a founding member of Network of National ITS Associations founded in 2004.

In early 2006 a Working group was established in order to create the statutes of the new organisation and to prepare all needed actions towards the establishment of ITS HELLAS (more preferred than the name ITS Greece). Members include Navteq, ICCS, CERTH, DENCO, EMFASIS, INTRACOM, ITSS SA, TREDIT, WAKENHUT, Ministry of Transport and Communication, Ministry of Public Works and Environment.

The aim of ITS Hellas organisation is to promote the development and use of ITS in Greece and the export and experience of Greek technology abroad, while also increasing transport safety, environmental protection, mobility and comfort of the public.

#### **4.3. The government point of view on eSafety, Mr Nissim Benmayor, Greek Ministry of Transport and Communications**

Mr Benmayor reported on the activities of the International Telecommunication Union (ITU). The Ministry of Transport and Communications is at the moment carrying the obligations of the administration of the ITU.

A focus group has been established to develop a new set of requirements and specifications to help advance the work of the ITU-T SG12, mainly Questions 4/12 (Hands-free communication in vehicles) and 12/12 (Performance evaluation of services based on speech technology), and to encourage participation in this activity of members of other standards organisations involved in car and Telecommunications/ICT industries, including experts and individuals who may not be members of ITU.

#### **4.4.The Ministry's Contribution to ITS & Road Safety, Dr Dimitris Sermpis, Ministry of Public Works**

The Ministry's policy is based on a definition of a National Strategy for the development of Intelligent Transport Systems in Greece, operation of specific schemes within the defined framework to improve road safety, traffic and environmental conditions and encouragement of the development of innovative applications in the field of Transport.

Dr Sermpis proceeded to present a number of activities by the Ministry of Public Works namely:

- Athens Traffic Management Center
- Development of innovative telematic applications
- Interoperability for Electronic Fee Collection (EFC)
- Speed Enforcement Cameras

#### **4.5.Emergency Call (eCall Services based on approved E-112 regulations and infrastructures: A solution to improve security and release of road help, Dr Ioannis Chochliouros, Hellenic Telecommunications Organisations S.A.**

Dr Chochliouros focused on a number of eCall related topics:

1. the challenges for the development of Emergency Call (eCall) solutions
2. eCall Services – Target & Main Operation
3. eCall Implementation in Vehicles
4. Enhanced security through the location-enhanced single European emergency number (112)
5. Proposed technological solutions – General Approach
6. Current European Standardisation Initiatives
7. eCall – Creating Potential in the Market Sector
8. Legal Challenges for realising the eCall

## 9. Overview and Conclusions

Dr Chochliouros main conclusions were that eCall benefits are expected to reduce fatality and injury level, with strong impact in health, insurance and emergency services' costs. There are various requirements that have to be taken into account during implementation efforts:

- “Shared” resources to reduce network congestion
- Subscriber authentication/identification issues
- Network interworking & interoperability
- Priority “treatment” over normal traffic
- Security and Recovery issues
- User friendliness for equipment functionality
- Availability of equipment / low prices

The eCall effort constitutes a good example of what the public and private industry can achieve by working together, in a fully “synchronised” way, to promote their strategy, tactical and operational goals. It is also a remarkable case of what can be achieved by combining regulation and voluntary measures within an “open”, fully liberalised and competitive market.

During the questions and answers period, Dr Chochliouros explained that Greece is ready to implement eCall, but doesn't know if this solution will be a permanent one given the way the information has to be transmitted from the vehicle to the PSAP's.

## 5. Discussion: next steps for eSafety in the EU and in Greece and Malta

Mr Bangsgaard presented the conclusions and next steps. The main challenge will be to reduce the number of fatalities by 50% by 2010. For this the national support to ITS and eSafety will have to increase as well as support the deployment. There is need to raise user awareness, and to introduce new technologies. A business case is also needed as well as to explore the possibility of providing incentives.

Other challenges include:

- To follow the eCall road Map;
- Use an integrated approach involving a large number of stakeholders;
- Acknowledge the difference in product lifecycles – road, vehicle, technology;
- Distribute information and networking between the large number of national and European eSafety activities.

Mr Bangsgaard also pointed out future actions that the Greek and Maltese stakeholders should consider:

- Involvement in FP6 activities and FP7
- Involvement in i2010 – High Level Demonstrations
- Impact assessment incl. FOT
- Participation in the Communication Platform – eSafety campaigning
- Integration and standardisation work
- Cooperative systems
- ITS Congresses and events
- International cooperation – US, Japan, Australia, Korea, China, India