



## **eSafety Observers European Meeting**

**Traffic Management Centre, Stockholm, Sweden**

**Silja Line Cruise Boat from Stockholm to Helsinki**

**Ministry of Transport and Communications, VTT - Technical Research  
Centre and FMI - Finnish Meteorological Institute, Helsinki, Finland**

**2 - 3 November 2006**

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### **Minutes**

European eSafety Observers came together on 2 and 3 November 2006 to review how eSafety systems can help reduce the number of fatalities and injuries on Europe's roads.

Organised by eSafety Support and co-hosted by the Swedish Road Administration and VTT Technical Research Centre of Finland, day one of the European eSafety Observers meeting took place in Stockholm, while day 2 was organised in Helsinki. The aim was to review how stakeholders can work together in order to boost the deployment of eSafety systems.

The meeting featured presentations by European Commission and eSafety Support experts, giving an overview of the eSafety initiative and its current priorities. Discussions focused on progress in the Member States towards the full scale roll-out of eCall.

### **2 November 2006**

#### **SESSION 1:**

**Welcome and introduction by Alf Peterson, Swedish Road Administration**

**Presentation "The Stockholm Joint Traffic Management Center" by Alf Petersen**

Basic information about Trafik Centre Stockholm, a joint-venture between City of Stockholm and The Swedish Road Administration. The centre operates 24 hour a day, every day of the year, with 25 people, localised in Stockholm, near the E4 highway.



### Presentation Swedish ITS Strategy 2006- 2009 by Alf Peterson

The overall ITS activities until 2009 focus on the following 5 main areas:

1. Improve road safety
2. Facilitate efficient commuting
3. Support more efficient commercial transports
4. Provide quality-assured road and traffic data
5. Develop efficiency and reliability in the work on ITS

As for the safety activities, the main areas are the following:

1. Better compliance with the speed limit
  - o Speed Alert: SRA has continued its work to install voluntary Speed Alert systems in its vehicles. Other organisations are following this example and around 30 organisations and companies are now equipping their commercial vehicles with Speed Alert systems. SRA estimate that about 1000 systems have been installed to date. The quality of speed related data has been improved due to the increased use of Speed Alert. Stockholm transport has equipped 200 buses with Speed Alert.
  - o Life Saver (speed enforcement)
  - o Variable speed limits
2. Fewer people driving under the influence of alcohol
  - o Alcohol detection systems: the breath analyzer represents a quality assurance tool for companies, and an alternative to withdrawal of driving license. 10.000 of them are in use and increasing, supported by strong political support. Sweden is the pilot country in Europe.
3. Fewer people driving with impaired ability
  - o drugs, drowsiness, distraction
  - o Intelligent Vehicle Safety Systems - IVSS RD&D program
4. Faster emergency/rescue services at accidents
  - o eCall: the MoU is signed. A cost -benefit calculation is performed. SRA will develop plan and national platform for the introduction of eCall in 2009.

Stockholm will host the ITS World Congress in 2008.

## SESSION 2

Session introduction by Jacob Bangsgaard, Director eSafety Support

Presentation of eCall questionnaire by Alessandro Carrotta, eSafety Support Project and Development manager

Tour de table on eCall challenges nationally:

### **Finland - Antti Rainio:**

112 is very well known as it has been in use for 10 years. The PSAP system has been in use for the same period of time. It is easy to implement eCall because Finland has a centralised system. eCall will be implemented in the Finnish PSAP system by 2008. e112 was implemented two years ago.

### **Germany - Fritz Bolte:**

There is no central e112 system in Germany, and there are as many as 960 different PSAPs. This causes problems when discussing eCall. The fact that eCall is a matter for the Ministry of Interior and not the Ministry of Transport, and that it is not a federal question, but a question for the länder, further complicates matters.

Germany has asked that the subsidiarity principle be observed for the implementation of the eCall standard. There are still privacy issues that need to be addressed by the European Commission and ACEA, and these questions have to be solved before a MOU can be signed.

### **Italy - Francesco Mazzone & Cesare Raviglione:**

There are at least four emergency numbers in Italy. An upgrade of the PSAPs for e112 will be launched. The Ministry of Innovation and Technology is in charge of this process. 118 is the number most frequently used for medical emergencies, so it is necessary to work side by side with the organisation operating this number.

The Ministry of Infrastructure and Transport is in charge of telematics and interoperability. In 2001, they launched eCall as a pilot project. A feasibility evaluation was initiated, but has been halted due to lack of funding. The organisation of an eCall trial could be very useful, but European Commission funding would be necessary to finance such a trial. FP7 and the Competitiveness and Innovation Program (CIP) are possible sources of funding in this respect. CIP could fund an activity in 2008.

### **Romania - Florin Nemetanu & Dorin Dumitrescu:**

In Romania, there are 41 emergency centres and one central one. An incoming message is first processed at a management centre and then passed on to the relevant emergency authority - police, fire brigade, etc. Most emergency centres have location capability and the e112 technology exists.

A Memorandum has been signed with the main parties - the Ministry of IT and the Ministry of Transport. However, the organisation representing private car owners are not yet convinced of the benefits of eCall, and they await European clarification regarding the standardisation issues. A two step process will lead to the signing of the eCall Memorandum of Understanding:

1. Promote the issue of eCall in Romania. ITS Romania is currently involved in such work.
2. When awareness has been raised, the MoU will be signed.

Romania is currently in the process of creating a national ITS architecture and eCall will be introduced as an element in this structure.

**Spain - Francisco Sanchez:**

The main barrier to the introduction of eCall is the centralised PSAP organisation. A Spanish eSafety forum has been created to move eSafety issues forward. Its main priority will be eCall. Financing the PSAP upgrades that eCall necessitates is a challenge. Additionally, the PSAPs want to ensure that a filtering of calls takes place in order to make sure that the information that arrives at the PSAP is information of quality.

**Malta - Audrey Testaferrata:**

Malta is currently exploring the possibility of receiving European funding for eCall implementation. They want to do more awareness and education work.

**Sweden - Clas Roberg:**

There is only one PSAP in Sweden, and the 112 number is well known. In the course of 2007, e112 will be implemented. Volvo on call - a system similar to eCall - is currently running. The questions related to the practical operation of eCall will hopefully be solved in the course of 2006. The outlook for eCall implementation in Sweden is in general very good. However, the business case is a bottle neck.

**Portugal - H. Jorge Machado:**

112 is universally known in Portugal. With respect to structure, PSAPs are public entities. They are regionalized with a central filtering system. At least 25% of the calls received by PSAPs are false calls, so there is a great need for filtering. In relation to eCall, the initial assessment of whether or not to sign up to eCall was made by the previous government, so with the new government in place the process was started again from scratch. By the end of 2007, Portugal will probably be in a position to give its view on whether or not to sign up to the eCall MoU.

**Netherlands - Paul Potters:**

The in-car technology that the implementation of eCall necessitates is a problem. Additionally, the lack of a clear business case creates difficulties. The misuse of the information generated by the eCall systems is also a potential problem. Sixteen recommendations are currently being investigated by the Netherlands, and next year an eCall pilot will be organised.

**Ireland- Martin Hefferman:**

999 is currently used for all emergency calls. 112 is only used for mobile phones. Ireland will set up a national forum to gather all the stakeholders involved in the implementation of eCall.

**France - Pierre Lereboullet:**

In the past, the 112 number has not been backed by the French authorities, and PSAPs have been reluctant to treat 112 calls. This has now changed. However, regarding eCall, the decision is in the hands of the car manufacturers. They are active in the eSafety Forum and positive to eCall. Financing for eCall will come from the ministry of Transport. eCall will be implemented when a standard has been set up. Privacy protection is not a real problem in France.

**Comments to the tour de table by Juhani Jääskeläinen, European Commission, DG Information Society and Media:**

The European Commission supports the standardisation process currently taking place in ETSI. Standardisation of the minimum set of data is ongoing in ISO, and the Commission is doing their best to push this forward.

Must be very careful about the prospects for using eCall data for other purposes than originally intended, as the Data Protection Agency states that eCall data can not be used for any other services at all.

Technically, the eCall platform can be used for other services. The Commission has no technical requirements for the in-vehicle platform.

False calls and filtering is not an issue, because there will not be more emergency calls due to the roll-out of eCall.

eCall is a public service issue and it should not be left up to the car manufacturers, etc.

#### **Comments to the tour de table by Jacob Bangsgaard, Director eSafety Support**

Demonstration and awareness are linked. The ITS Nationals could be active in developing demonstration activities, for example setting up a proposal for demonstration of the cross-border functioning of eCall, etc. The ITS Nationals can also help in raising awareness. eSafetyAware is another platform that can be used for raising awareness in the future.

#### **Presentation of the European Commission's Intelligent Car Initiative and progress on eCall by Juhani Jääskeläinen, DG Information Society and Media**

### **SESSION 3**

#### **Presentation of questionnaire on clean mobility by Alessandro Carrotta, eSafety Support**

##### **Round table on clean mobility:**

##### **Finland - Antti Rainio:**

To support clean mobility, we must encourage people to use public transport. It is also important to keep the traffic flowing as a way of saving energy and supporting mobility.

##### **Germany - Fritz Bolte:**

Traffic management systems implicitly include clean mobility as they reduce congestion and thereby reduce pollution. The price of oil also contributes to reducing pollution, as when oil becomes more expensive, the motors become more energy efficient.

##### **Czech Republic - František Lusk:**

In Prague, the Traffic Control Centres give preference to public transport, giving bus/tram drivers the possibility to ask the traffic management centre to route them through more quickly.

##### **Italy - Francesco Mazzone & Cesare Raviglione:**

The car sector has improved in terms of efficiency and thereby environmental friendliness. The way forward is to increase cooperation between vehicles and

infrastructure in order to use the infrastructure better. Better traffic management can give environmental benefits. Training and education is important in order to implement interoperable solutions.

**Romania - Florin Nemtanu & Dorin Dumitrescu:**

Four issues are relevant:

- Public transport must be made more attractive.
- Use of alternative energy such as biofuel. In Romania there is a plant for biodiesel.
- Use of new systems and technology to decrease pollution in central areas.
- The creation of multimodal solutions in urban areas.

Romania is currently in a phase of developing its transport system to bring it into line with European requirements. Romania will include ITS solutions when building new infrastructure, because it is cheaper to have it implemented from the start rather than including it later. Such intelligent solutions have a positive impact on the environment.

**Spain - Francisco Sanchez:**

In the short term, improved navigation systems can yield environmental benefits. In the medium term, cooperative systems can be explored as a means to make transport more environmentally friendly. It is important to distinguish between interurban and urban traffic as different solutions are needed for the two environments. An effort should be made to compile the available studies in this area in order to put the issue on the table of decision makers and allow them to make their decisions based on solid data.

**Malta - Audrey Testaferrata:**

Malta has introduced energy efficient lamps on their roads which require less maintenance and functions better. Malta is currently working to introduce intelligent traffic management and a tender will be published by the end of November 2006. Consultations with stakeholders are ongoing. Malta wants a 24 hour monitoring of the network. Malta has recently improved its public transport with more buses, etc. Bypasses have been constructed to reduce traffic through residential areas.

**Sweden - Clas Roberg:**

There is much effort devoted to the issue of clean mobility in Sweden. Park and ride facilities are being explored and bicycle and pedestrian paths are being constructed. Public transport is given priority in traffic management.

**Portugal - H. Jorge Machado:**

In Portugal, the Government has successfully used taxes to reduce emissions - the cleaner the engine, the lower the tax. The Government is also trying to link max speed to pollution, convincing people to drive slower in order to save the environment. There are however doubts about the efficiency of such a soft strategy. An education campaign attempting to get people to use public transport to a greater extent has been launched. The bus services have been improved, but there is a lingering image that only poor people use buses. The metro has a better image. Ring roads are being built to fight congestion in city centres.

**Netherlands - Paul Potters:**

On some highways you are only allowed to drive 80 km, and speed control makes sure that the speed limits are respected. There are tax reductions for environmentally friendly cars.

**Ireland- Martin Heffernan:**

Environmental questions are outside the remit of the road safety authority. There are two million vehicles in Ireland - most families have a car and in most cases they have two. A lot of the environmental problems are centred around Dublin. A dedicated radio station for Dublin traffic is operating. There has been a major increase in the number of cycle lanes. A new tram system has helped reduce congestion on major routes. A metro will be in place by 2012. Bus corridors have helped cut congestion. In rural areas there is an increase in motorways, which cuts emissions and also road deaths. Driver training is supported. A monitoring system for oil spills is in place, which helps both safety and the environment. Traffic information is available online. All 4-12 years old school children take part in the education programme Green Flag.

**France - Pierre Lereboullet:**

France has experimented with reducing speed limits in order to decrease emissions. The trial with recommended speed limits during the summer on major highways has been very successful. In French cities, congestion charging is politically sensitive so we will not see that happen very soon. A multimodal journey planner online service is mandatory by law in all large French cities. An increased number of dedicated lanes for public transport has proved very efficient in moderating the use of cars in big cities.

**Comments to the tour de table by Juhani Jääskeläinen, European Commission, DG Information Society and Media:**

With the new eSafety Working Group on clean mobility, we wish to address what we can achieve through the use of ICT. The use of Biofuels, etc is outside our scope.

The question of how to sell public transport better and make people use it more is an important question. A multimodal travel planner is an important tool in this respect.

It is important to try to limit the amount of CO2 cars are allowed to emit. However, this is difficult because the environmental issue is not top priority when people go and buy a new car. It is therefore necessary to look into the issues of driver training - eco driving.

**Comments to the tour de table by National Observers:****Romania - Dorin Dumitrescu:**

We need to harmonise and be more efficient. The new WG should develop a set of recommendations so that these can be incorporated into national strategies.

**Portugal - H. Jorge Machado:**

ITS does not have a good image outside experts circles. It is seen as a big hype and people are generally very defensive about the real potential of ITS solutions. We must make a selection among the most promising alternatives and concentrate on those, because a success story will help us promote ITS solutions.

**eSafety Support - Jacob Bangsgaard:**

We should consider the possibility of involving some environmental experts within the WG, since this expertise is lacking within the eSafety Forum.

**DG Information Society and Media, Juhani Jääskeläinen:**

We must look more closely into what issues the WG should discuss. Cars21 have also looked into the issue of clean mobility and it is important that we do not do overlapping work. The focus must be what we can achieve through the use of ICT.

**Germany - Fritz Bolte:**

Considering the add-ons that we can achieve through safety measures is one thing, but if we want to see the full potential of these systems, we must also look into other measures.

### **3 November 2006**

#### **Presentation on AINO by Seppo Öörni, VTT - Technical Research Center Finland**

**Videos shown:**

- Extended green light
- Website for reporting dangerous traffic spots
- Mobile phone payment of public transport and parking
- eCall
- Smart Traffic - information on road conditions, etc.
- Intelligent Speed Adaptation
- Alcolock
- Helmi: Public transport telematics system. Passenger information and efficient routing through traffic.
- Automatic Ship identification system helps prevent collisions in busy waters

**Discussion:**

In Finland, there are some pilots ongoing in the field of floating car data but no firm decision has been taken on the next steps. The results are promising but how to make use of them is still to be decided.

In Spain, these topics are not as developed as in Finland. With eCall, all vehicles will have a communication unit. This is very promising for the future of telematics.

In the Netherlands, a tender for the monitoring of all national roads has been published. The winner can use whatever technique they prefer, but floating car data is the most likely solution. The Government will pay for the collection of data and it will be free for service providers to get the basic data.

#### **Presentation on eCall in Finland - Antti Rainio, ITS Finland**

**Discussion:**

The development of the PSAP system is easy in Finland, because there is a centralised system. Studies show that it would only take two persons about three months to implement eCall. However, we need the standards. Estimates show that the eCall equipment would cost ca 150 euros to buy in addition to the 200 - 300 euros it will cost to install the system in the car. The integration of applications could be a good strategy, combining eCall and other services such as congestion charging into one box. Prototypes for such units exist already, so if given the green light, the market could develop quickly.