



Nomadic Device Forum

Memorandum of Understanding for the European Statement of Principle (ESoP) on human machine interface for safe and efficient in-vehicle information and communication systems

[Draft version June 26 2008]

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European Memorandum of Understanding

For the European Statement of Principle (ESoP) on human machine interface for safe and efficient in-vehicle information and communication systems

The purpose of this European Memorandum of Understanding (MoU) is to promote the implementation of the “European Statement of Principles (ESoP) on human machine interface for safe and efficient in-vehicle information and communication systems”, as recommended in the European Commission Recommendation 2007/78/EC, into the design of new products to enable a safer, more effective and more user friendly integration of infotainment systems as well as aftermarket and nomadic (mobile) devices in the vehicles. This MoU also applies to personal navigation devices. It does not represent a legally binding agreement; rather, it is an expression of the individual and collective commitment of the signatories to work in partnership in order to realise a shared objective to the benefit of society.

1. Preamble

1.1 Rationale

The use of integrated navigation and infotainment systems, mobile/portable devices (so-called “nomadic devices”), or aftermarket devices used in the vehicle by a driver for support, information, guidance, communication or entertainment is increasingly common. As in-car use of e.g. Bluetooth mobile phones, handheld computers, portable navigators and personal music players but also integrated OEM systems (standard or customer option) grows rapidly, there are perceived concerns that this could lead to increased driver workload, distraction and, therefore, increased safety risk.

There is also a lack of standards for safe device “integration” and/or handling and usage in the vehicle.

The introduction and adaptation of the ESoP by nomadic device manufactures, car manufactures and other parties involved will enable a safer, more effective and more user-friendly handling of nomadic devices in the car and will also contribute to a safer HMI in general. Driver assistance systems are not in the scope of this activity.

1.2 Objectives of the European Statement of Principles (Commission Recommendation 2007/78/EC)

The ESoP promotes the introduction of well-designed systems into the market and presumes that those applying the ESoP have technical knowledge of products as well as access to resources necessary to apply the principles in the design of new systems. The ESoP summarises essential safety aspects to be considered for the human machine interface (HMI) for in-vehicle information and communication systems and the safe use of the products in the vehicle. The ESoP provides also a list of standards and other related documents that support the safety aspects with real requirements.

1.3 Framework

This MoU creates a framework for the ESoP by nomadic device manufactures, vehicle manufactures and other parties involved to enable safer, more effective and more user-friendly integration of in-vehicle infotainment devices in general and for nomadic devices in particular.

The aim of this MoU is:

- To guide vehicle manufacturers to further improve and facilitate a safe HMI.
- To guide nomadic device manufacturers to further improve a safe HMI and safe integration.

- To encourage co-operation between vehicle makers and nomadic device manufacturers for handling of nomadic devices in the vehicle.

2. Involved Parties

Moving forward with the introduction and adaptation of the ESoP by nomadic device manufactures, vehicle manufacturers and other parties involved require parallel commitment and joint effort to work on common, co-ordinated implementation from all parties involved.

The relevant stakeholder groups with the highest impact on the implementation of ESoP are nomadic device manufacturers (navigation, info/entertainment, telephony), vehicle manufacturers, suppliers, the EC and national authorities. When nomadic devices designed in accordance with the ESoP are close to market introduction we may expect that the ESoP be of interest for more stakeholder groups as well.

This MoU applies to all systems and functions, which are meant to be used by the driver while driving.

2.1 Nomadic Device Manufactures – personal navigation devices

Nomadic Device Manufacturers of personal navigation devices signing this MoU agree to follow the ESoP guidelines as defined in Annex A, taking into account the limitations [no exemptions – the drivers capabilities do not differ depending on system type!] and proposing a future roadmap to solve relevant safety measures that cannot be fulfilled in the first implementation.

2.2 Smart phone, infotainment device manufacturers and service providers.

Manufacturers of next generation of mobile phones (smart phones), enabling location-based travel related services and infotainment and used by the customer while driving, mobile music and video players signing this MoU agree to follow the ESoP guidelines as defined in Annex A, taking into account the limitations and proposing a future roadmap to solve relevant safety measures that cannot be fulfilled in the first implementation.

2.3 Vehicle Manufacturers

Vehicle Manufacturers signing this MoU agree to follow the ESoP guidelines as defined in Annex A, taking into account the limitations [no exemptions – the drivers capabilities do not differ depending on system type!] and proposing a future roadmap to solve relevant safety measures that cannot be fulfilled in the first implementation.

Concerning safe integration of nomadic personal navigation and other devices the vehicle manufacturers may cooperate with personal navigation and other device manufacturers to work on commercial feasible solutions for safe and secure integration of these devices and to enable eSafety functionality. In particular, the stakeholders need to ensure that [no links necessary, nomadic device knows speed via GPS, but e.g. airbag signal for eCall)] links into the vehicle does not cause any security problems, interference with other devices and do not violate legal requirements especially with regard to data protection and privacy. Such cooperation, however, should be subject of separate agreements between the affected parties.

2.4 Public Authorities and Member States

Although public authorities are not requested to sign this MoU member states are expected to be reserved in putting unilateral national legislation in place in order to give this initiative of a relative young industry sector a chance. Public Authorities are expected to initiate studies to provide better scientific evidence on the distraction and safety risk potential of infotainment systems in general and the current fixing of personal navigation devices in particular and to support

initiatives aiming for harmonized procedures and certification of compliance to the ESoP. Member states are expected also to promote ESoP for the other players (2.6.1 – 26.5)

2.5 European Commission

Although the Commission is not expected to sign this MoU the Commission is expected to review the implementation process in the member states and to urge member states not to come with unilateral legislation and to encourage member states to support initiatives aiming at harmonized procedures and certification of compliance to the ESoP. The Commission is expected to take initiative if scientific evidence is found the ESoP needs to be updated and eventually to fund additional research and development projects if technological gaps need to be bridged. The Commission is expected also to promote ESoP with the other players (2.5.1 – 2.5.5)

2.6 Other Players

In addition to the nomadic device manufacturers, smart phone/infotainment device manufacturers and the OEM industry, other players are an important part of the value chain and have an important role in promoting the ESoP and to support and accelerate a better integration of Nomadic Devices in the vehicle. Following players have been identified:

- 2.6.1 Service Providers (Traffic Information, Road Pricing) (to offer services designed for in-vehicle use and safe interaction)
- 2.6.2 Automobile clubs and other end user focused entities (create awareness for benefits and safe installation and develop product tests to check compliance of ESoP)
- 2.6.3 Related Industrial partners (retailers, repair industry, etc) (ensure that sales and service personnel is well trained and informed to give professional advice to the customer)
- 2.6.4 Fleet Management (support safe installation of mobile devices for commercial applications)
- 2.6.5 Driving schools (integrate safe use of mobile devices in their education and training)

Although not requested the other players are invited to sign the MoU as well to indicate their willingness to support the ESoP and the industrial initiative.

3. Act

The parties signing this MoU will promote the introduction of well designed systems into the market that follow the essential safety aspects for the Human Machine Interface (HMI) for in-vehicle information and communication systems and to secure the safe, effective and user-friendly nomadic device handling of personal navigation devices in the vehicle according to the ESoP as defined in Annex A, taking into account the limitations

The Parties signing this MoU will – within the first 12 months following the signature of this MoU-, which is targeted to take place before the end of 2008 - define an overall European work plan and present their recommendation for decision.

To achieve the objectives each party signing the MoU will delegate minimum one expert as a member to an interaction platform determined by EC (currently the “Nomadic Device Forum”, see 4.1. European Co-ordination). The representative should consult with his company on decisions to be taken.

4. Process

4.1 European Co-ordination

The Parties signing this MoU will interact through a platform, determined by EC, to co-ordinate their activities by bringing together all relevant stakeholders. Provided sufficient funds can be made available, the co-ordination platform will draft a road map at European level.

Currently the “Nomadic Device Forum” within the eSafety Forum is the appropriate platform, but the co-ordination may take another form in subsequent years to support implementers and monitor progress of implementation across Europe. However, such co-ordination should continue to be under the auspices of the eSafety Forum.

4.2 Status of the Memorandum of Understanding

This MoU summarises the current intentions of the different Parties signing this MoU. It will form the basis for action by each of the Parties according to their respective roles. However, nothing in this MoU legally obliges any Party to any other Party. This MoU recognises that all Parties carry their own risks and costs in supporting the ESoP.

4.3 Review of this MoU

To provide an effective framework for this MoU the co-operation and active participation of all sectors concerned is required. Progress on implementation planning by all Parties concerned will be reviewed when appropriate. However, first review should take place not later than 12 months after the activation of the MoU. When appropriate, the parties will consider the need for improvements in their co-operation and make and introduce suitable proposals for modification or termination to this MoU.

4.4 Activation of MoU

This MoU becomes effective as soon as ACEA, JAMA and KAMA, representing the European vehicle manufacturers, have signed on behalf of their members and when 80% of the European personal navigation device market (including Aftermarket device manufacturers) is supported by stakeholder signatures. Concerning the smart phone and infotainment device sector as well as other parties a similar commitment is expected in parallel. Details still need to be worked out. The MoU remains active as long as legislation stays out.

European Memorandum of Understanding

For the European Statement of Principle (ESoP) on human machine interface for safe and efficient in-vehicle information and communication systems

SIGNATURE PAGES

Representative from
(Please tick)

Vehicle
Manufacture

Nomadic
Navigation
Device
Manufacturer

Infotainment
System
Providers

Mobile
Telephony
Device
Manufacturer

Service
Provider

Automobile
Club

National
Authority

Others

Name

Status

Organisation

Contact Address

Signature

Date

Annex A - Relevant European Recommendations, Resolutions and Decisions

Commission Recommendation of 22 December 2006 on safe and efficient in-vehicle information and communication systems: update of the European Statement of Principles on human machine interface, 2007/78/EC

Commission Recommendation on safe and efficient in-vehicle information and communication systems, 2000/53/CE

Communication on Information and Communication Technologies for safe and intelligent vehicles on 15 September 2003, COM (2003) 542 final