

eSafety High-Level Meeting with Public Authorities, Brussels, 27 September 2004

Introduction

The eSafety Forum organised a High-Level Meeting with the Public Authorities of the Member States on 27 September 2004. The meeting was attended by over 80 persons representing 18 Member States, one Associated State, industry associations, the eSafety Forum Working Groups and the European Commission. The goal of the meeting was to further integrate the Member States into the eSafety initiative and to discuss and seek support for continuing the work of the eSafety Forum and its Working Groups. In particular, the meeting aimed to discuss actions and formulate the way forward for three priority topics; eCall, RTTI and HMI, on the basis of the detailed recommendations proposed by the Working Groups.

Taking reference to the general eSafety Summary Report and the recommendations for the Member States's actions (See Tables in following pages), the Member States agreed the following conclusions:

General Conclusions

Role of the Member States

In many Member States eSafety was already recognised as a national priority and other Member States had already initiated national activities in this domain as a part of their general road safety strategy or a more specific ITS Strategy. The Commission called to the Member States to support eSafety activities including the publication of the first eSafety Communication in 2003 and the establishment of the eSafety Forum. The Commission sought the involvement of all stakeholders in the eSafety initiative and this also went for all levels of public authorities. Member States were essential not only to manage and increase national efforts in eSafety but also to lend their expertise to the eSafety Forum and its Working Groups.

Member states were asked to enhance eSafety action plans with their input on intermediate goals and clear milestones. The implementation of the recommendations proposed by the eSafety Forum requires co-ordination between different ministries, which can sometimes prove to be a challenging and time-consuming task. Member States were empowered to organising expert meetings for the three priority areas: eCall, RTTI and HMI, with a view to speeding up their implementation. Their contribution towards work on Accident Causation Analysis, Road Maps and Public Outreach Working Groups was indispensable. Finally, the Commission asked Member States for support on its second Communication on eSafety, which reports the progress, made and proposes further actions.

The In-Vehicle Emergency Call (eCall)

Support from the Member States was required in making eCall a priority item for eSafety. Their assistance was necessary in creating the general architecture for the implementation of eCall, based on the location-enhanced E112 pan-European emergency number and the Minimum Data Set, which had been proposed by the eCall Driving Group.

Given that emergency services are operated at a regional and/or local level in many Member States, their coordination support was necessary to ensure smoother implementation of the actions.

The Commission was asked to conduct an analysis of the socio-economic benefits of eCall and especially to produce reliable cost figures. In addition an expert meeting on eCall was required.

In the Tour de Table, one Member State (Finland) announced it had already signed the MoU, was advancing with implementation and planned to start the service in the beginning of 2005. The Netherlands, Germany, Sweden, France, Spain, Belgium, Czech Republic, U.K, Hungary and Norway all gave their support to the MoU, and stated that they would sign as soon as their internal processes were completed.

Recommended Actions for the Member States

In-vehicle Emergency Call (eCall)

With the aim of offering to all road users a harmonised, pan-European, interoperable eCall service, the Member States should provide the necessary infrastructure to start the pan-European eCall service from 2006 onwards. To do so the Member States should:

1. immediately sign the eCall Memorandum of Understanding at an appropriate level, and commit to the creation of a concrete implementation plan for eCall as soon as possible
2. send representatives to and support the work of the Public Safety Officers Communication Forum and urge it, as a priority, to prepare for implementing E-112 and eCall
3. set up, as appropriate, national platforms for the implementation of E112 and eCall, urge participation from relevant ministries (e.g. transport, telecommunications and interior) and especially from the authorities responsible for the emergency services, as well as private industry and service providers
4. use the appropriate European platforms, such as the eSafety Forum and the ERTICO Public Authorities Platform to review progress in eSafety and to agree on national eCall implementation strategies and plans, harmonised at a European level
5. undertake to assure, by the end of 2006, that adequate infrastructure will exist in the Public Service Answering Points (PSAPs) for the processing of eCalls originating from vehicles, and increase their efforts to the use of location and other relevant information into the whole emergency service chain
6. support in ETSI the standardisation of interfaces between the telecommunications networks and the PSAPs, and of the data transfer protocols for simultaneous voice-data link between the vehicle and the PSAP
7. undertake the necessary training of emergency service personnel, and organise public awareness campaigns to increase the visibility of E112 and eCall
8. develop, together with the other stakeholders, a model of how to provide financial incentives to the users of eCall to accelerate the take up
9. report by the end of 2004 on the status of their E112 implementation and by the end of 2005 on the status of the readiness of their PSAPs to process eCalls

Real-Time Traffic And Travel Information (RTTI)

The support of Member States was required in making RTTI a priority item. The ambitious aim of the RTTI Working Group was that 80% of journeys in Europe should be covered by RTTI services. In order to achieve this goal, Member States needed to contribute to RDS and TMC services in their networks and help improve data availability. They also needed to assist the Working Group with the development of new technologies. The Commission was asked to organise an expert meeting on this topic. In the Tour de Table, some Member States stated there were problems in establishing and maintaining the RDS/TMC service, due to the lack of commercial interest.

Recommended Actions for the Member States

Real-Time Traffic and Travel Information (RTTI)

With the aim of having by 2010, 80% of journeys throughout Europe served with adequate, standardized RTTI services, using initially RDS/TMC, the Member States should – if they have not already

1. agree by the end of 2005 at the national level on a strategy and time schedule for the implementation of RTTI services, starting with RDS/TMC, covering as much as possible both inter-urban and urban areas
2. support the TMC-Forum to continuously promote the safety-related service features of TMC, building on the already existing, standardised European format for the data, and European messaging and transmission standards
3. take steps to ensure roaming and interoperability across the RTTI-services
4. require their authorities to make available existing public data for the provision of RTTI-services and to establish additional collection of real-time traffic information when necessary
5. agree to
 - create national RTTI strategies aligned with the Commission Recommendation on TTI services
 - use these strategies to create agreement between the public and private service providers on the extent of the public (free of charge) services and the conditions for commercial services
 - establish public-private partnerships wherever these will support the public or private services
6. ensure the correct implementation of the standard by service providers
7. publish, following the guidance of the Commission RTTI recommendation, clear guidelines for the private sector, regarding the conditions for establishing private data collection networks for commercial purposes
8. require broadcasters, especially those operating under public licence, to carry the RDS/TMC traffic information for public or private providers so that for a minimum of 80% of journeys the driver has access to a relevant service
9. require authorities to ensure through the appropriate standardisation and regulation bodies that frequency spectrum and broadcast capacity will be made

available for more advanced digital broadcast services such as DAB, DRM, DVB-T and eventually satellite DAB

10. support the development of more advanced services, made possible by 3G Mobile Communications, DAB and DVB-T and satellite broadcasting, wireless LANs and others

Human-Machine Interaction (HMI)

With HMI as the third priority item, Member States were needed to help solve the issue of nomadic systems, as well as address the issue of introducing ADAS in vehicles. Their assistance would also be required to implement and monitor the Recommendations made by the HMI Working Group. Their support was called for by the Commission's proposal to produce a new version of the European Statement of Principles in early 2005. The Commission was asked to organise another expert meeting, this time on HMI.

In the Tour de Table, many Member States (including Finland, Spain, Belgium, and Austria) referred to existing legislation prohibiting the use of Mobile Phones while driving.

Recommended Actions for the Member States

Human-Machine Interaction (HMI)

Recommendations in terms of Communication

Member States should:

1. Actively ensure ESoP is effectively disseminated, known and used by designers, manufacturers, installers and fleet managers¹
2. Provide general information to drivers on the safe use of in-vehicle information and communication systems e.g. by means of safety campaigns and mass media
3. Promote self-commitment of ESoP compliance for after-market systems and nomadic devices and support provision of consumer information concerning the safety implications and usability of in-vehicle devices (via consumer organisations, EURO-NCAP etc.)
4. Report to the European Commission about their studies regarding the ESoP if they have not already done so

Recommendations in terms of Monitoring and Enforcement²

¹ The language used should be chosen according to the addressee (designer/manufacturers/installer/fleet managers)

² Enforcement on Driver Behaviour is a matter of Member States, not the EC. Therefore the EC should recommend taking appropriate measures; the choice of measure is up to the individual Member State.

Member States should:

- 1.Ensure that regularly updated information is available on the definition and dynamics of the market for aftermarket and nomadic devices, in order to know about the evolution of the market and of the techniques
- 2.Continue evaluation and monitoring of the impact of the ESoP and report to the European Commission about the results.
- 3.Ensure that data collection is sufficiently detailed in order to perform further evaluation and monitoring of the safety-impact of in-vehicle information and communication systems, and especially of aftermarket systems and nomadic devices
- 4.Take measures (for example legislation) to ensure secure fixing of aftermarket systems and nomadic devices according to ECE R21, or equivalent
- 5.Continue to actively enforce existing Health and Safety legislation concerning at-work driving practices
- 6.Take measures to ensure no hand-held use of nomadic devices by drivers while driving
- 7.Identify and take the necessary actions on the unintended use or misuse³ of visual entertainment systems by drivers while driving (e.g. movies, TV, video games)

eSafety High Level Meeting with Industry, Brussels, 3 February 2005

Introduction

The eSafety Forum organised a High-Level Meeting with the main European industry representatives on 3rd February 2005. The meeting was chaired by the Director General of Information Society and Media, Mr. Fabio Colasanti and was attended by over 70 persons representing the main automotive, telecommunications, insurance and telematics industries, industry associations, user organisations representatives as well as representatives of the Member States, European Parliament and the European Commission. Mrs Viviane Reding, European Commissioner for Information Society and Media opened the meeting. The chairs of the ten eSafety Forum Working Groups were also present in the meeting.

The goal of the meeting was to discuss progress and the next steps in the priority topic, a pan-European in-vehicle emergency call, eCall, on the basis of the detailed recommendations and an action plan proposed by the eCall Driving Group. Furthermore, the meeting discussed and drew conclusions on the continuation of the work of the eSafety Forum and its Working Groups on the basis of a Commission's proposal.

³ Since the TV/DVD lock can be defeated (information on internet), it may be necessary to carry out regular inspections or to take actions against the information providers

The participants of the High-Level meeting received a summary report on the progress of the eSafety Forum and its ten Working Groups. The eCall Driving Group submitted a proposal detailing actions for the roll-out of the pan-European eCall. The Commission wrote a proposal on the next steps to be included in the eSafety initiative.

General Conclusions

eSafety is regarded as a crucially important element in the general framework of improving road and vehicle safety in Europe and the quality of life of its citizens. The participants of the High Level meeting were satisfied with the progress in the eSafety Forum and its Working Groups and the chairs and members were congratulated for their work.

The participants declared their support for the Commission's activities in eSafety, providing foresight, acting as a catalyst, supporting its work in the eSafety Forum and funding RTD in eSafety systems and technologies.

Progress in eSafety

As many eSafety systems were already entering the market this would facilitate the change in the focus of the eSafety initiative from technology development to deployment. An example of such a system is ESP that already has proven its efficiency and anti-collision radars, which led to the Commission Decision on the use of the 24 GHz frequency band for automotive use.

A commitment was made by participants to increase efforts in eSafety and to extend the active participation of the industry experts into the Working Groups. There was an agreement to avoid unnecessary regulation and to proceed with voluntary measures and negotiated agreements

It was noted that despite the positive results emanating from the High-Level Meeting with the Member States on September 2004, progress had been slow in some cases and the Commission was invited to accelerate its efforts for getting the Member States fully inline with industry's actions especially as regards eCall. The role of standardisation, harmonisation, international co-operation and open in-vehicle platforms needs to be emphasised in accelerating the take-up of in-vehicle systems and services.

The idea of creating a positive business case in the introduction of Intelligent Vehicle Safety Systems was still important and the Commission were invited to investigate possible fiscal incentives, based on the model used for environmental goals.

The In-Vehicle Emergency Call (eCall)

Studies previously made including the Commission's Socio-Economic Study indicated huge potential socio-economic benefits for the pan-European deployment of eCall. The eCall Driving Group had made good progress in the eCall architecture based on the pan-European E-112 Emergency Number, the Minimum Set of Data (MSD) and the signatures for the Memorandum of Understanding (MoU).

The eCall Driving Group drafted an action plan and Recommendations which were approved by participants. The main milestones for the eCall roll-out were defined as:

Obtaining signatures on the eCall MoU by all key stakeholders by June 2005

Agreeing on the business model, roll-out plan and standards by end of 2005

Full specification of in-vehicle and PSAP systems by June 2006

Roll-out of infrastructure and full scale field tests in 2006 and 2007

eCall as a standard equipment in all new vehicles starting from models introduced after September 2009

The action plan and Recommendations can only be achieved as long as it has the commitment of all stakeholders. The Commission was therefore asked to increase its efforts to obtain the support of the insurance and telecommunications industries and the Member States.

The Commission produced a report on the status of the pan-European emergency number 112, its location enhancement (E-112) and eCall in the Member States. The report identified that emergency services are operated at a regional and/or local level in many Member States which makes the situation more complex. This is an issue the Commission planned to address.

A positive business case for eCall, based on private-public partnership still needed to be found and the Commission was asked to make an in-depth analysis on the possible use of fiscal incentives (reduction of vehicle taxes).

The eCall Driving Group's proposal to establish eCall-NET as a platform for all eCall stakeholders was generally supported and the Commission was asked to create it. The Commission was to support the eCall Driving Group in promoting and obtaining signatures of the MoU by all stakeholders particularly the Member States. This could be done by organising bilateral meetings, meetings between eCall experts and other relevant measures.

Finland, the first Member State to proceed with nation-wide implementation of eCall by 2006, suggested all European stakeholders test their systems in their open test environment. Representatives from Finland said they were keen to organise an Expert Meeting on eCall in Helsinki on 15 April.

The Commission's initiative for promoting standardisation of the eCall protocols and interfaces by ETSI was welcomed. The participation of relevant experts in this work was encouraged.

Key Actions

The Commission's proposal for the next steps in the eSafety initiative included

Organising Expert Meetings with the Member States on eCall, RTTI, HMI

Adoption the 2nd eSafety Communication in March 2005, in view of having it on the

agenda of the June 2005 meeting of the Telecommunications, Transport and Energy Council under the Luxembourg Presidency

Producing an updated version of the European Statement of Principles (ESoP), and bringing it to the Council under the U.K. Presidency by the end of 2005

Monitoring the introduction of 24 GHz Short-Range Radars on the markets

Establishing a support function for the eSafety Forum through the currently open call in the IST Programme, for continuing the promotion and dissemination of eSafety and

Providing further funding for RTD in eSafety technologies and systems through the IST Programme Call 4

Role of the Commission

The Commission was invited to increase efforts to communicate the results of eSafety. This could involve the Commission's Vice-President in charge of communications, to increase the co-operation between the different Commissioners dealing with transport and road safety. The Commission could attempt to establish some link between eSafety and CARS-21.

It was also suggested that the Commission could play an important role in increasing the visibility of eSafety on a political level, especially in the European Council and the European Parliament. The Commission was asked to examine the possible inclusion of eSafety as a priority in the re-launch of the Lisbon strategy for 2005-2010. The Commission was also to explore the possibility to use fiscal incentives for accelerating the take-up of eSafety systems and to produce a report for the next meeting. As the European Parliament was to hold discussions on car taxation in 2005, the Commission could use this opportunity to inform the Parliament about the ideas on eSafety tax incentives.

Other items

An idea was put forward to nominate European and national eSafety champions as a mechanism to promote eSafety and to increase its visibility.

Efforts needed to be made to promote road safety the developing countries and make the eSafety initiative known in the international arena.

The next meetings scheduled were:

- Plenary Session in Hannover on 2 June
- High-Level Meeting with the Member States in Brussels on 18 October

TABLE XX

Recommendations of the eCall Driving Group

With the aim of offering to all road users a harmonised, pan-European, interoperable eCall service as a standard equipment in all new European vehicle models introduced after September 2009, the eCall Driving Group recommends the following actions:

1. To fix the starting point of the action plan on June 2005
2. To establish an “eCallNet” consortium with financial support by June 2005, including Member States, European Commission and key industry stakeholders, committed to progress on the eCall implementation plan
3. The Commission to promote the signature of the MoU by all key stakeholders of the eCall service chain (including the Member States) before June 2005
4. The Commission to adopt a 2nd Communication on eSafety proposing specific actions for Member States and industry by June 2005, including actions on eCall
5. All key stakeholders including insurance industries to prepare a feasible Business Model for eCall to be adopted by December 2005
6. ETSI to produce relevant eCall standards (protocols, interfaces) by December 2005
7. All stakeholders to prepare a final implementation and rollout plan to be agreed by December 2005
8. Key stakeholders to commit with a Letter of Intent (LoI) to start the project implementation in December 2005
9. ACEA to finalize the in-vehicle eCall functionality system architecture and launch the system development by June 06
10. Key Member States to upgrade their infrastructures of Public Safety Answering Points (PSAPs) to allow the receiving and processing eCalls by June 2007
11. “Early Adopter” Member States in collaboration with the Commission and the industry to perform full-scale field tests of the eCall system until December 2007
12. All Member States to complete the upgrading of their PSAPs infrastructure and ACEA to start the introduction of eCall as standard option in all new vehicles by September 2009

The Second eSafety High Level Meeting with Member States, Brussels, 18 October 2005

Introduction

The Commission organised the 2nd High-Level Meeting with the Member States on 18 October 2005. The meeting was attended by over 60 persons representing 21 Member States, Norway, industry associations, the eSafety Forum Working Groups and the European Commission. The goal of the meeting was to discuss progress and obtain further commitment from the Member States on the road map plan agreed by the Commission and the industry on the priority topic, the pan-European in vehicle emergency call, eCall.

Furthermore, the results achieved on three of the eSafety Working Groups (Implementation Road Maps, Human Machine Interaction and Real Time Travel and Traffic Information) as well as the i2010 information society strategy were presented.

The participants of this 2nd eSafety High Level meeting, discussed the Commission's 2nd Communication on eSafety and in particular recommendations to the Member States. Participants also received progress reports on the eCall initiative the Implementation Road Map and the User Outreach Working Groups.

General Conclusions

Road Safety

An introductory point made at the meeting was that road safety was to be regarded as an utmost priority for improving the quality of life of citizens. A great achievement would be to have the following EU presidency (Austria) to include it as a priority.

eSafety

eSafety is a crucially important element in the general framework of improving road and vehicle safety in Europe. A public-private partnership approach is the most effective way for achieving eSafety goals. The Commission intends to avoid unnecessary regulation and to proceed with voluntary measures and negotiated agreements.

There was overall satisfaction with the progress achieved in the eSafety Forum and its Working Groups. Chairs and members of the Working Groups were congratulated for their work. However, in order to accelerate the take-up of in-vehicle systems and services greater emphasis needed to be on standardisation, harmonisation, and open in-vehicle platforms.

The In-Vehicle Emergency Call (eCall)

There was unanimous support for the implementation of a pan-European in-vehicle emergency call service. This is an important contribution to reduce the number of fatalities and the severity of injuries caused by road accidents. However, in order to maximise benefits for all European citizens, the service needs to be implemented in all vehicles in all Member States. This highlights the importance of the signatures for the eCall Memorandum of Understanding (MoU). The aim was to have all Member States sign the eCall MoU by 2005. Finland and Sweden had already signed the MoU and Greece, Italy, Lithuania and Slovenia joined them. Other countries, which had initiated the signature procedure of the eCall MoU were the Czech Republic, Cyprus, Denmark, The Netherlands and Germany. In addition, progress needs to be monitored on the implementation and handling of the pan-European emergency number 112, its location enhancement (E112) and eCall in the Member States.

Requirements for eCall:

- The Commission stated it would increase its support to the Member States, in particular by creating a Sub-Group under the Civil Protection Committee specialised in emergency calls and by monitoring its progress
- National level and interdepartmental Working Groups had to be established to support the deployment of eCall
- ETSI was to develop pan-European standards for E112 and eCall
- The use of eCall in-vehicle open platform was to be extended to other public service applications in the future
- Commission had to find a positive business case with a detailed cost-benefit analysis
- Potential data privacy issues needed to be addressed

Other items

The Commission's proposal for the i2010 initiative and its Intelligent Car Flagship initiative was welcomed. This is deemed to create positive social and economic impacts.

The Commission was asked to:

- address the need for radio-spectrum allocation for future eSafety applications
- endorse the Final Report on the Implementation Road Map Working Group

eSafety stakeholders were asked to refer to the results of the Implementation Road Map Working Group as a basis for future initiatives to accelerate the implementation of eSafety systems.

The promotion of private-public partnerships is a way to create positive business cases. It is important to introduce appropriate the necessary incentives to accelerate the introduction of eSafety systems.