Bundesministerium
für Verkehr, Bau-
und Wohnungswesen

eSafety Forum

Brussels, 22 April 2003

Investing in eSafety: Actions by the Member States
(A Member State's Position)

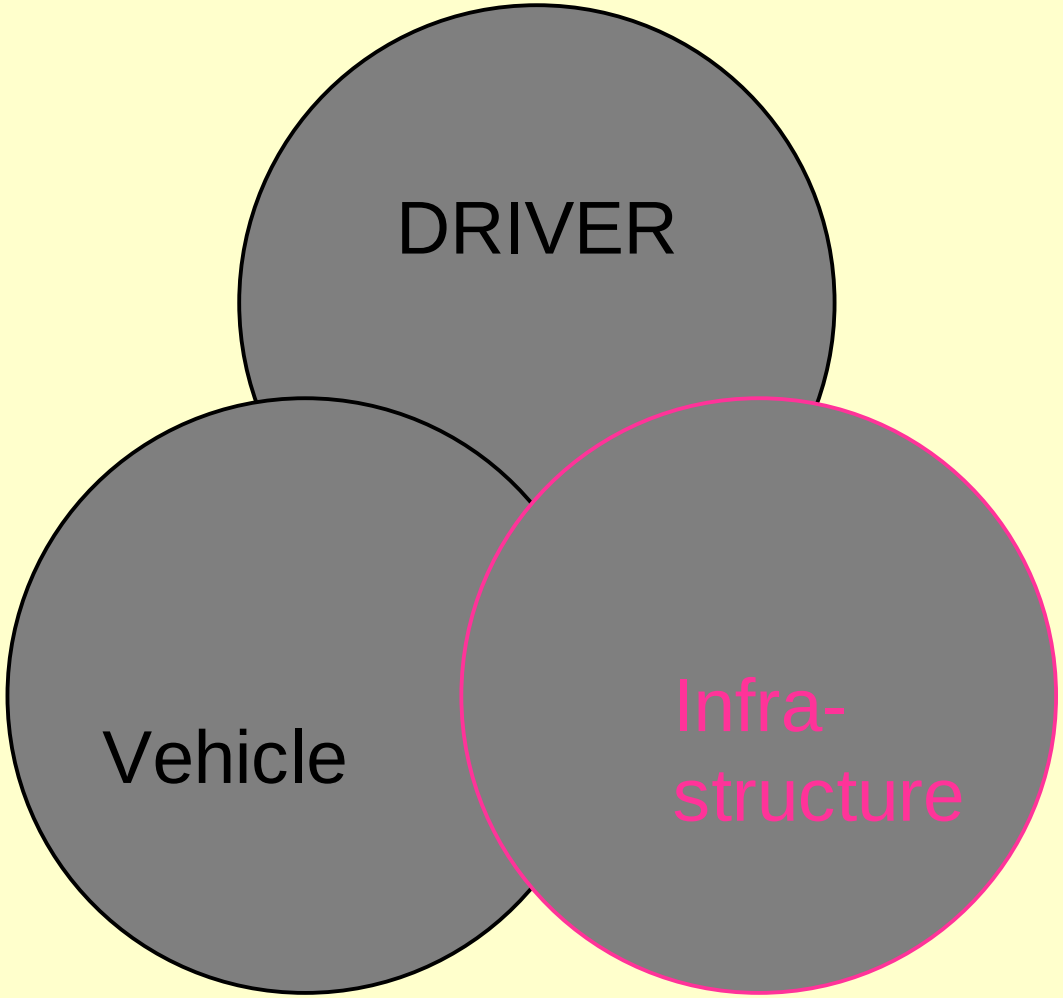
Wolfgang Hahn

Director-General, Road Construction, Road Transport and Traffic

Federal Ministry of Transport, Building and Housing

Germany

Integrated Solution eSafety



Present situation

Situation Germany:

Motorway network: 11,700 km

Average daily traffic: 50,000 vehicles/day

Traffic levels will continue to rise

Danger of congestion on more than 2,000 km of motorway network

Consequence: economic costs several billion €/year

Necessity: extension of motorway network!

Important tool:

up-to-date traffic control systems

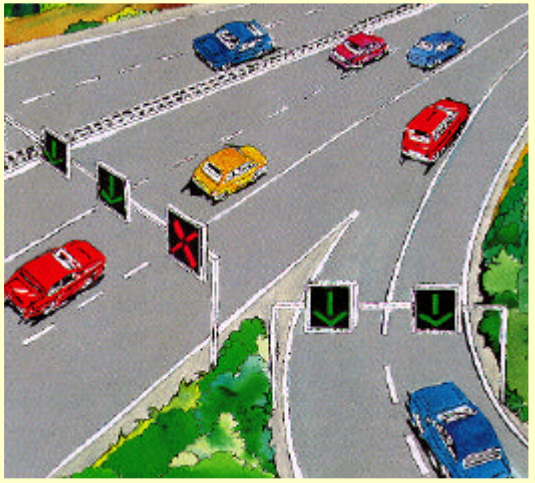
Tried-and-tested Traffic Control Systems

Reasons for traffic control systems

--> fewer accidents
--> less congestion
--> fewer exhaust emissions

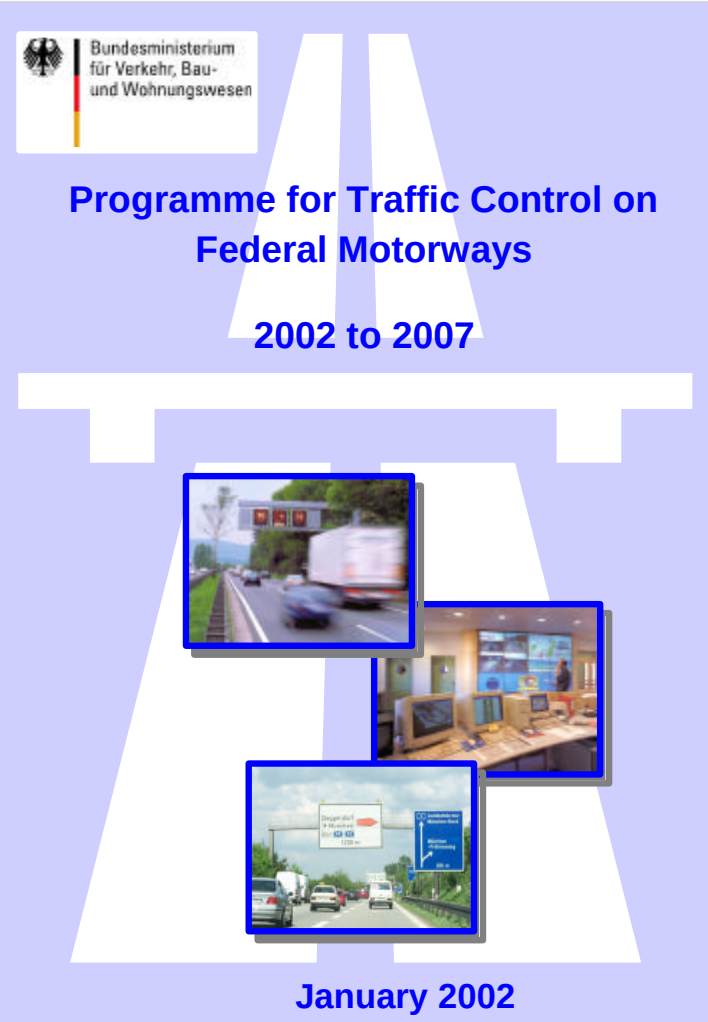
Route Control

Network control



Junction control

German VMS Programme 2002-2007



With the **Programme for Traffic Control on Federal Motorways 2002 to 2007** (VMS Programme), which was published in January 2002, the Federal Ministry will continue its current activities to promote intelligent telematics solutions.

The programme contains the priority measures for the years 2002 to 2007 with estimated construction costs and the expected start of construction.

vms --->variable message sign

German VMS Programme 2002-2007

- The funds allocated up to now amount to more than 500 million € (Federal budget)
- Planning, construction and operation of the traffic control systems - competence of the Federal States acting as agents for the Federal Government
- Present situation:
  - ➡ **850 km route control**
  - ➡ **1,700 km network control**
- Systems currently in service do not yet cover all problematic motorway sections
- Changing outline conditions - new problematic areas have emerged

German VMS Programme 2002-2007

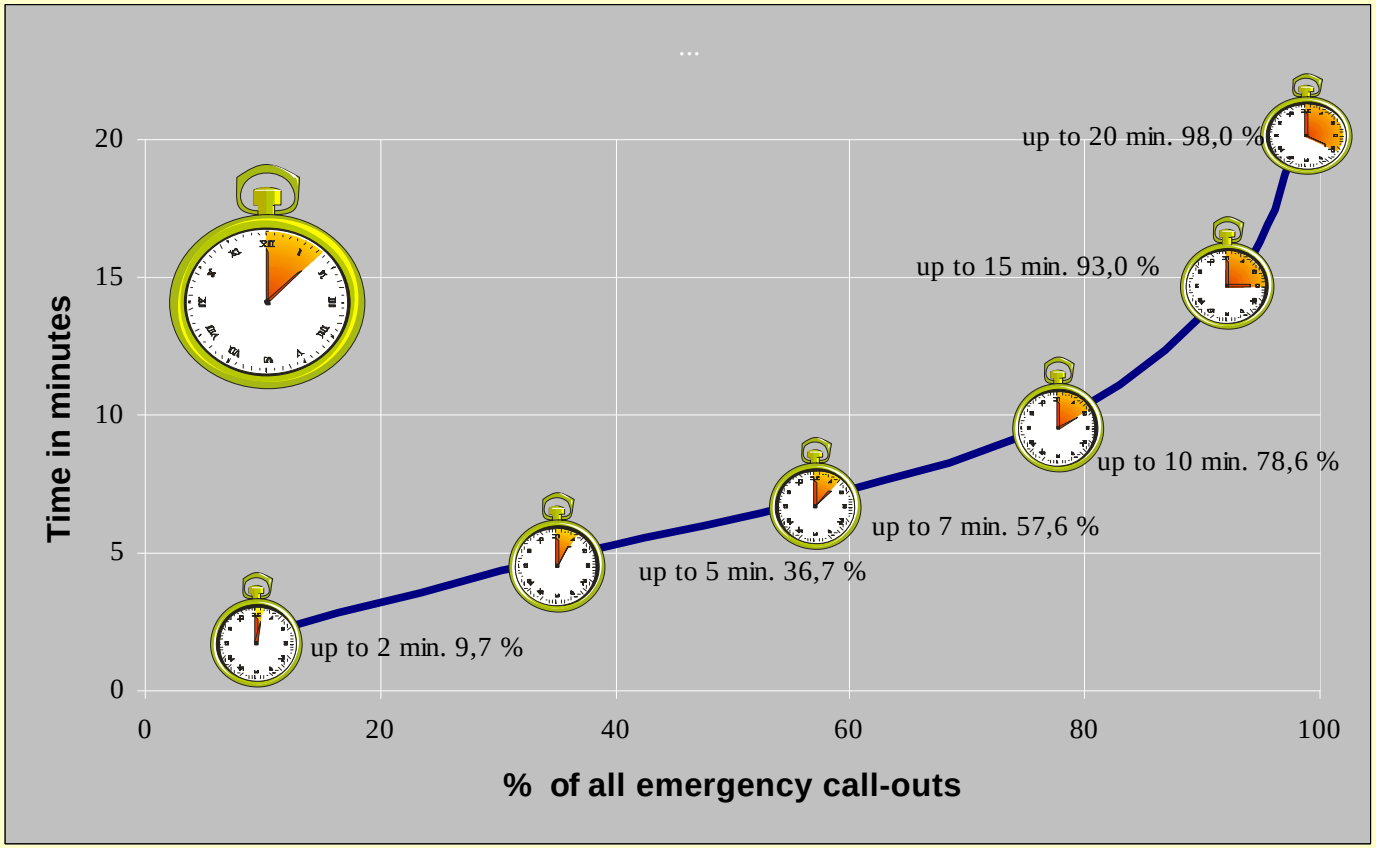
Bundesministerium für Verkehr, Bau- und Wohnungswesen	Bestand Jan 2002		Planungsziel Dez 2007
 Streckenbeeinflussungsanlagen	850 km	+ 350 km	= 1.200 km
 Netzbeeinflussungsanlagen	1.700 km	+ 700 km	= 2.400 km
 Knotenbeeinflussungsanlagen	punktuell	+ weitere ausgewählte BAB-Knoten	ohne Angabe
 Verkehrsrechnerzentralen	9	+ 6	= 15
Mittelbereitstellung Bund	(bisher:) 500 Mio. €	+ 200 Mio. €	(insgesamt:) = 700 Mio. €

The length of the motorway sections equipped with route control systems will, among other things, increase to about **1,200 km** during the period of validity of the programme.

For the implementation of the measures, funds of **200 million €** from the Federal budget will be provided.

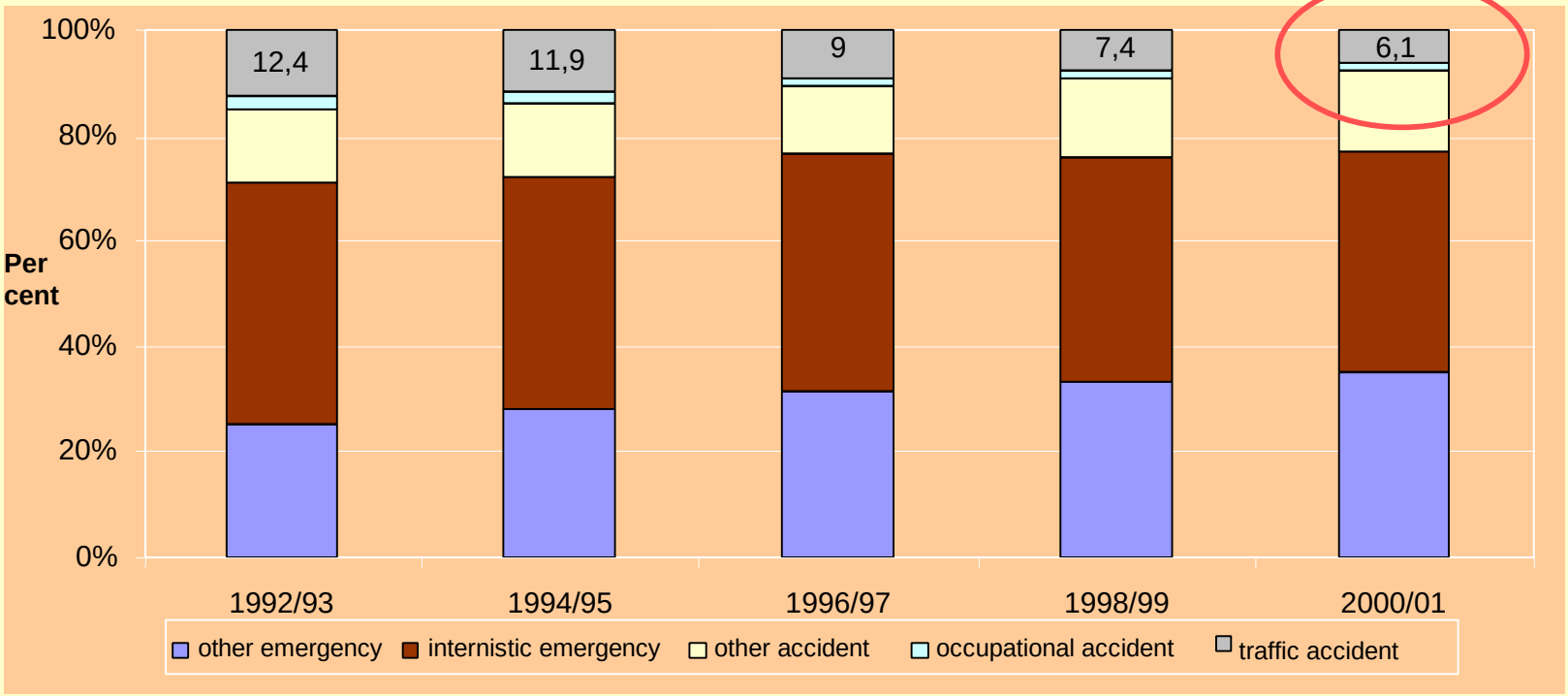
an important and necessary investment to use telematics for eSafety .

Response time of the first emergency vehicle (with sirens and emergency driving privileges) for traffic accidents in Germany in 2000/2001



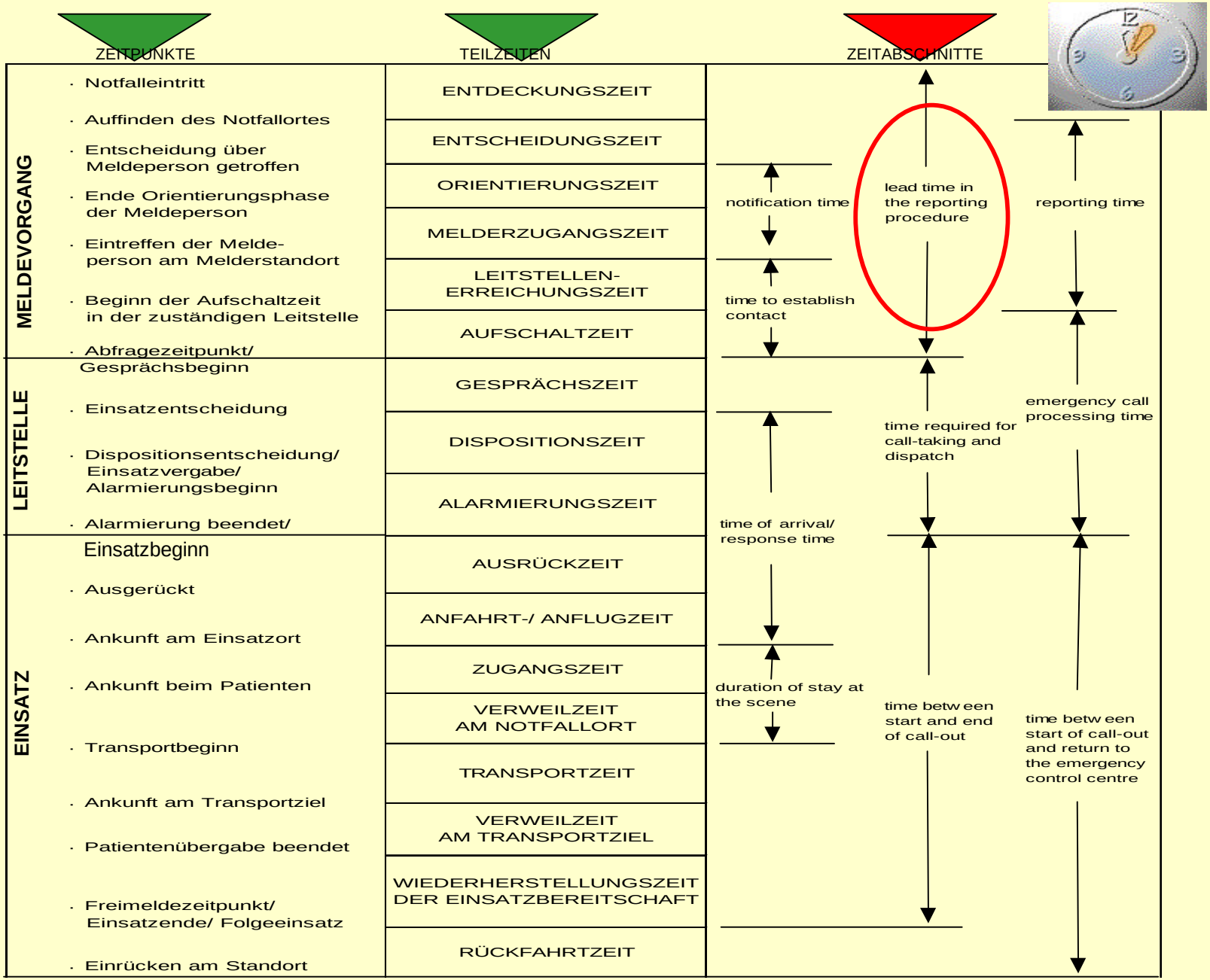
Causes of emergency call-outs

between 1992/1993 and 2000/2001 in Germany



Germany, BMVBW, AL S, Brussels 22 April 2003

Time-scale of the Emergency Chain



German Guideline on Automatic e-call and Taxi e-call from mobile networks

Richtlinie

der **B**ehörden und **O**rganisationen mit **S**icherheitsaufgaben

(BOS)

Notrufe mit Daten- und Sprachübertragung

über Mobilfunknetze zu Notrufabfragestellen

von Polizei, Feuerwehr oder

German Guideline on Automatic e-call - a basis for further discussions at European level?

- Guideline by Public Authorities and Organisations responsible for security tasks dated 07.03.2000
- Corresponding committees related to rescue, fire, disaster management were involved
- Automatic e-call must contain a minimum of information, certain additional information is possible
- Automatic and manual vehicle initiated (SIM card based) e-call goes to a

Current Basic German Position on “eCall”

- Time reduction possible between incident and notification of Public Service Assessment Point (PSAP)
- Only necessary information related to emergencies
- No need for detailed technical regulations
- Benefit of E-call should be seen in the context of other vehicle related innovations
- Support for autonomous driver responsible for own action

Remark on eSafety Working Group "Human-Machine-Interaction" (HMI)

- HMI – a main area of the whole initiative
- Satisfactory assessment of ESoP **(„European Statement of Principles")** requires reports from more than four member states
- Greater involvement of automotive industry - necessary for acceptance and success
- More precise criteria needed to evaluate HMI (nomadic devices!), but no detailed

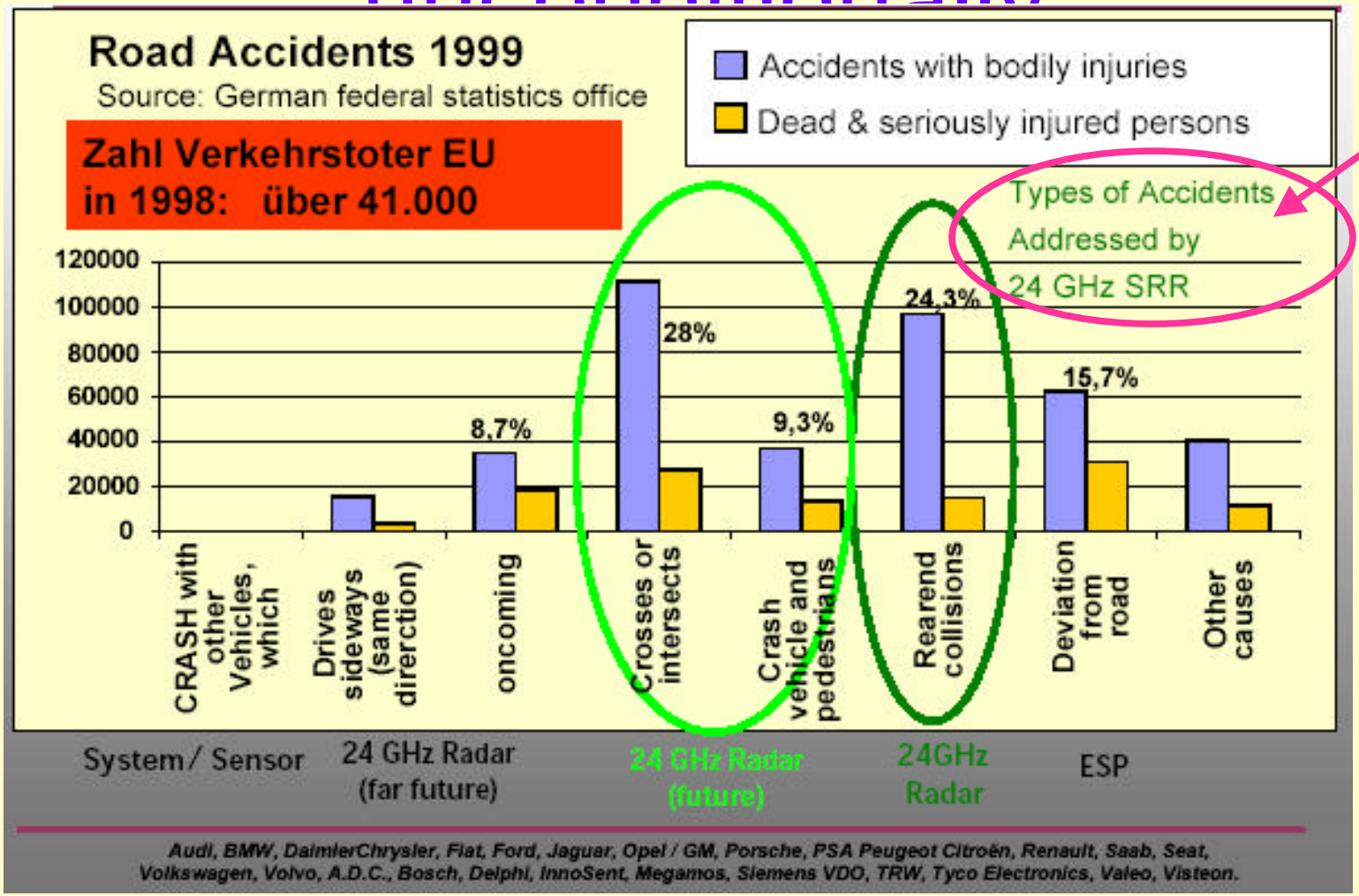
Remark on eSafety Working Group
“Accident Causation Data”

- Information related to accident causation is needed to improve systems, less information about consequences
- First task – evaluation of the existing databases of the member states
- Needed in the future – a common agreed simple data sheet to be completed by emergency services
- PPP conceivable, in Germany “GIDAS-

Remark on eSafety Working Group "Business Case/Rationale"

- Current detailed business expectations or consideration of a future system?
- Evaluate "eCall" or "digital map" as part of the whole system
- Overall benefit causes customers to buy things

Germany supports 24 GHz Short Range Radar unconditionally



Conclusions from a Member State's Point of View

- Involvement of other member states as soon as possible
- Benefit evaluation of the whole system, customers might accept the benefit of the whole package
- Acceptance of all involved will lead to success
- Compatibility for cross-border and transit traffic
- Germany continues to support the eSafety Initiative