



Information Society



European Commission



CONCLUSIONS

**The 3rd Plenary Meeting of the eSafety Forum
Brussels, 25 March 2004**

3rd Plenary Meeting, 25 March 2004

- Over 120 members attended, confirming the **continuous commitment by all stakeholders to the eSafety Initiative**
- Increasing participation from the Member States and the public authorities
- The meeting demonstrated that
 - eSafety is gaining international recognition
Moving towards **Global eSafety**
 - eSafety is more and more seen as part of the integrated road safety concept – interest by **all road safety stakeholders**



3rd Plenary Meeting Main Conclusions (1)

The 3rd eSafety Forum examined in detail the 2003 Summary Report and draft Recommendations, and:

- 1) Congratulated the Working Groups for good progress and clear and detailed recommendations**
- 2) Discussed the draft recommendations, and finalised them during the meeting**
- 3) Established two new Working Groups on**
 - Heavy Duty Vehicles**
 - User Outreach**



3rd Plenary Meeting Main Conclusions (2)

Furthermore, the 3rd eSafety Forum:

- 4) Invited the Working Groups to publish their detailed reports
- 5) Recommended that the Road Maps and RTD WGs work even more closely with other WGs
- 6) Invited Commission to play more active part in the Working Groups
- 7) Stressed the importance of considering together vehicles and the infrastructure, and welcomed the Commission's plans to publish a call on Co-operative systems under the IST priority



3rd Plenary Meeting Main Conclusions (3)

- 8) Welcomed the positive Opinion of the European Economic and Social Council, and stressed the need to obtain positive conclusions or a resolution from the Council
- 9) Supported the view of the eCall Driving Group on developing urgently an implementation and business plan for eCall, involving both the Member States and industry
- 10) Supported the proposal of the RTTI Working Group to propose to the Transport Ministers to establish a seamless RDS/TMC service in Europe



3rd Plenary Meeting Main Conclusions (4)

- 11) Noted that the framework for impact assessment of eSafety systems was still missing, and welcomed the Commission's plans to initiate a study on this topic
- 12) Gave its full support to Commission's plan to organise, on 27 September, two High-Level meetings with
 - **Public sector and**
 - **Industrial leaders**for committing to eSafety deployment, starting from eCall and RTTI, and deciding on the next steps in the eSafety initiative



The Recommendations of the eSafety Forum on Accident Causation Analysis

- The short term task of providing better accident causation analysis from existing sources, as defined by the working group, be carried out by the end of 2005;
- EU funding be identified to have this task carried out in the shortest possible time;
- The working group continue its work to prepare for the defined task to be carried out and that a stakeholder workshop be held to prepare agreed questions from analysis users;
- This work be supported by Member States, industry, user groups and other stakeholders;
- Work continues on the development of the longer term needs to prepare, at European level, for improved accident analysis methodologies and build a road safety information system.



Recommendations of the eSafety Forum on eCall (1)

- **The eCall Driving Group reinforces its membership by inviting new members from public authorities, insurance industry, mobile telecommunications, navigation and aftermarket equipment and system suppliers in view of having the new strengthened structure in place under the current chairmanship for its next meeting in April;**
- **The eCall Driving Group seeks immediately signatures to the eCall Memorandum of Understanding, to secure the commitment of all stakeholders to create a concrete roll-out plan;**
- **The Commission sets up the Public Safety Officers Communication Forum without delay, and invites it, as a priority, to discuss the actions for implementing E-112 and eCall;**



Recommendations of the eSafety Forum on eCall (2)

- **ERTICO invites its Public Authorities Platform to review the progress in eSafety and especially in eCall from the perspective of the Member States, and to agree national eCall implementation strategies;**
- **The FP6 Integrated Project GST undertakes a study on the status of the implementation of E-112 in the 25 Member States;**
- **The Commission organises a High-Level meeting with the Member States, inviting both transport and interior ministries, to discuss eCall implementation road map;**
- **The Member States, the automotive industry and other key stakeholders commit to the development of the eCall rollout plan by signing immediately the Memorandum of Understanding upon its release for signature.**



The Recommendations of the eSafety Forum on RTTI

- A proposal should be presented to the Council of the Transport Ministers of the European Union to endorse that:
- All countries within the European Union should agree or should be advised to enable and to extend the installation of the chain of information needed to establish Real-Time Traffic Information Services in their countries, to have 80% of all population throughout Europe able to be served with adequate, standardized services by the year 2010.



The Recommendations of the eSafety Forum on RTD (1)

Further EU wide R&D programs focus on an integrated approach involving the vehicles, the infrastructure as well as the driver. In particular, the focus should be in the following areas:

- Accident causation R&D including the development of a EU wide methodology for the analysis of present data and demographic aspects;
- R&D into the required technical architecture and structure for post accident incidents, civil protection and emergency management;
- EU wide assessment and verification (with international comparison) of efficacy of safety measures and systems implemented in vehicles and infrastructure – including the establishment of methodologies for a comprehensive cost benefit analysis including Models, simulation and pilot studies to evaluate the influence of new technologies;



The Recommendations of the eSafety Forum on RTD (2)

- **Human Factors - Analysis of collective interactive road use, collective understanding of road traffic and error compensating mechanisms as input for technology development;**
- **Systematic assessment of the impact of intelligent road and information infrastructure on safety for all road use - Especially study opportunities of cooperative infrastructure to vehicle communication and the inter-vehicle communication systems.**



The Recommendations of the eSafety Forum on Road Maps

- The eSafety Working Groups continue to work on priority topics such as eCall and RTTI;
- Vehicle manufacturers continue to increase significantly the availability of ESP – Systems on the Market within the next two years;
- The relevant stakeholders launch consumer awareness and information regarding ESP to be enhanced by suitable means (e.g. public campaigns);
- A focus should be made on surroundings perception sensors for enhanced driver assistance system applications, as they are key technology for the next breakthrough in primary and secondary (active and passive) vehicle safety;
- The stakeholders act to remove without delay the remaining obstructions in areas such as risk assessment, liability and legal issues, which delay the market introduction of those systems. Industrial partners should work and agree on uniform telematics platforms on-board vehicles.



The Recommendations of the eSafety Forum on International Co-operation

- There be wider international presence at the 2004 IC-WG meetings in Parma on June 17, and in Nagoya in October during the ITS World Congress
- The international co-operation is pursued with reciprocity, so that the European experts are invited to meetings and seminars organised by the US and Japanese parties, and can follow the ongoing activities;
- A global list of proven near-term-applicable accident-reducing techniques / policies be assembled;
- eSafety demonstrations be identified and publicized, e.g., during the 2004 and 2005 World and European ITS Congresses, as well as those in USA, Japan and other nations;
- The IC-WG joins with the other eSafety Working Groups to co-ordinate actions that aim at deployment of larger volume eSafety technologies in 2005 and beyond, in particular inviting the chairs to join the future meetings.



The Recommendations of the eSafety Forum on 24 GHz UWB SRR

- The Commission proceeds with the appropriate legal initiatives;
- The automotive industry endorses the solution for the use of the 79 GHz band and the limited use of the 24 GHz band;
- The Commission and industry ensure that adequate effort is put on the development of the SRR 79 GHz technology, in order to make it available on a cost effective basis with the required time schedule.
- The automotive industry co-operates with the Commission and the Member States by taking the necessary control measures resulting from the limitations imposed by the restricted use of the 24 GHz band: including to cease to register, put into service and put on the market the equipment, when the time limit or the limit of penetration rate is reached;
- Member States take all necessary legislative, regulatory or administrative measures, for the implementation of the above solution.





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eSafety Calendar 2004

Date	High-Level Events
March 25, 2004	The 3rd eSafety Forum Plenary Session, Brussels
June 10-11, 2004	Transport, Telecoms and Energy Council, Luxembourg
September 27, 2004	The eSafety High-Level Public Sector Meeting, Brussels The eSafety High-Level Industrial Meeting, Brussels
November, 2004	First eSafety Progress Report to the Council and the Parliament
December 9-10, 2004	Transport, Telecoms and Energy Council, Brussels



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- **Mail box:**

INFSO-eSafety@cec.eu.int

- **Web-site:**

http://europa.eu.int/information_society/programmes/esafety/index_en.htm

- **eScope:**

www.eScope.info

