The 6th Plenary Meeting of the *e*Safety Forum

Diamant Conference & Business Centre

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Minutes

1. Introduction

The 6th eSafety Forum Plenary Meeting, chaired by Dr Rosalie Zobel (morning) and Mr André Vits (in the afternoon) took place in Brussels on 8 November 2006. Focus was on how to move ahead with the Intelligent Car and eSafety initiatives in Europe.

Highlights of the meeting included the presentation of the 3rd Commission Communication "Bringing eCall back on track" and the presentation and adoption of the FP7 ICT for Mobility Strategic Research Agenda. Mr Rudolf Strohmeier, Head of the Cabinet of MsViviane Reding, Member of the European Commission, responsible for Information Society and Media presented a keynote address. The second keynote address focused on "Meeting Europe's challenges in Mobility and Sustainability in the Member States" and was given by the Finnish Presidency.

The ongoing eSafety Working Groups presented their latest activities, and two new Working Groups were presented: Service oriented architectures and ICT for Clean Mobility. The next steps for the work of the Digital Maps were presented and discussed.

Participants also received an update on the Intelligent Car Initiative, the eSafetyAware! Communication Platform, the new European Statement of Principles on HMI, Code of Practise for the introduction of Intelligent Vehicle Safety Systems and the progress towards a common communications architecture in Europe.

2. High Level Opening Remarks

2.1. Mr Fabio Colasanti, European Commission

In his opening remarks, Mr Fabio Colasanti highlighted important political events for eSafety in the past year:

- i2010 High Level meeting in Helsinki, showcasing the importance of eSafety technologies for people's everyday life.

- ITS World Congress in London.

- Intelligent Car initiative launch in February. The eSafety Forum has an important role in this initiative.

- Mid-term review of the White Paper on Transport, highlighting the importance of industry.

- Report showing that the car industry ranks on the top on R&D activities, in comparison with other industries.

Mr Colasanti stressed that there will be important changes in the way the issue of safety in transport will receive support for research in the future. A serious support effort is planned, with transport and safety research themes receiving a substantial amount under FP7.

2.2. Ms Monica Sundström, ERTICO

In her opening remarks, Ms Monica Sundström focused on ERTICO's eSafety activities. She stressed the need for a systems' approach towards the implementation of eSafety systems and stresses that ERTICO is in a unique position to help push the eSafety agenda forward. Three elements are essential for eSafety deployment:

- The technology: the eSafety Forum is a best practice example with its large number of high profile research projects and strategic developments in the framework of the Forum Working Groups.
- The organisational model: ERTICO has established a number of fora to support the research effort and to work closely with the eSafety Forum. The TMC Forum is a good example of this cooperation.
- The framework conditions: there is a need to raise public awareness of eSafety benefits, look at incentives and cooperate to create an international standard for interoperability between eSafety systems.

2.3. Mr Ivan Hodac, ACEA

Mr Ivan Hodac said in his opening remarks that the eSafety Forum is a success, that ACEA is proud of it and that it wants the Forum to continue its work. He then proceeded to give remarks on a number of topics:

- Cars21 presented an integrated approach to safety and environment. It is clear that it can not be the responsibility of the car industry alone to make

the necessary improvements. It is the joint responsibility with the member states to go down this road.

- In Verona ACEA signed the road safety charter. ACEA also recently joined the eSafetyAware! Communication Platform.

- Innovation is crucial for Europe. We must not forget that we have to be much better because we are also more expensive. Innovative products have to stay affordable and generate a positive return for the investor.

- Research is important. In FP7 there is a large proportion that goes to ICT. This funding is extremely important but would not do much if it was not complemented by the industry. The car industry is the largest private contributor to innovation in Europe.

- HMI European Statement of Principles: ACEA will not discuss it further if there is no firm commitment from the nomadic device suppliers.

- The international Cooperation WG has not fully delivered. It must be more than a talking shop.

- The digital Maps WG should be re-launched.

- The WG on ICT for clean mobility must focus its work. Emphasis must be on mobility and not on the vehicle exclusively. Its work should supplement the conclusions of the Cars 21 Report.

- eCall: ACEA is still waiting for the breakthrough, for the German and UK governments to sign the MoU. The MoU was signed by ACEA and ERTICO several years ago. ACEA is committed to eCall, but underlines that it will not work on this alone.

Mr Ivan Hodac concluded by stating that there is still much work ahead in the eSafety Forum and he assured participants that the automotive industry will continue to be a part of it.

3. Strategy Session: Moving ahead with the Intelligent Car Initiative and eSafety in Europe

3.1. Strategic Research Agenda for ICT for Mobility in FP7 – presentation, discussion and adoption, Dr Ulf Palmquist, EUCAR

Dr Ulf Palmquist gave a presentation on the Strategic Research Agenda for ICT for Mobility in FP7 produced by the eSafety RTD WG. The RTD WG harmonised and built an over-all “picture” of the outcomes of the DG INFSO consultation workshops on:

- Mobility Services for People
- Mobility Services for Goods
- Intelligent Vehicle systems
- Cooperative Systems
- Field Operational Tests

This provided a basis for a Strategic Research Agenda for eSafety, incorporating the outcome of the Open Consultation.

The document "Stakeholders' contribution to the FP7 Work programme on ICT for mobility" represents the viewpoint of a group of stakeholders on this issue, for the European Commission to review and assess. The document was produced in the period April – September, with input from multiple stakeholders groups. The content is closely aligned to the workshop themes.

During the discussions that followed the presentation, the chair Rosalie Zobel underlined that the strategic research agenda is not only a work programme for the European Commission. Industry should also use this strategic research agenda in their R&D efforts. It is not only an FP7 agenda but an agenda for all the research being done in the companies, universities and other organisations around Europe.

After the discussion the "Strategic Research Agenda for ICT for Mobility in FP7" was adopted by the eSafety Forum.

3.2. The 3rd Commission Communication: Bringing eCall back on track, Mr Juhani Jääskeläinen, European Commission

Mr Juhani Jääskeläinen gave a presentation on the Pan-European eCall: its purpose and progress at European level and in the Member States. Details were given on the content of the 3rd Commission Communication due to be released soon. In this Communication the Commission will stress the following:

- The Member States are not on track with implementing the necessary infrastructure to enable their emergency rescue services to handle E112 calls or eCalls.
- Due to lack of progress, the deployment plan for eCall has already been shifted forward one year.
- ACEA has expressed in a letter to the Commission that it will not take any further steps until a clear commitment from the Member States is obtained.
- To get eCall back on track for 2010 deployment, the Commission proposes three lines of action:
    - Actions for engaging the Member States

- Time-table for infrastructure deployment (4 actions)

- Actions for engaging the industry
  - Renewing industry's commitment, negotiations on an agreement (4 actions)
- Actions facilitating deployment
  - Commission support (5 actions)

The Communication is in the final stages of the Interservice Consultation and will be adopted by the Commission on 23 November. It will be presented at the Telecommunications Council on 11 December (Finnish Presidency) and the Council will present its conclusions in the March 2007 Council Meeting (German Presidency).

Ms Rosalie Zobel, the chair, reminded the Forum that it is everyone's responsibility to make eCall happen. There are obviously problems in the Member States. The third communication is a top down tool, but the Commission needs the Forum's help to also achieve the bottom up effect. eSafety Forum stakeholders should approach the relevant authorities in their respective Member States and try to push eCall forward. The larger Member States need now to get onboard as this will create a snow ball effect in eCall deployment.

4. The eSafety Working Groups (1)

4.1. eSafety Effects Database and Survey on Deployment, Prof. Risto Kulmala, VTT

Prof. Risto Kulmala gave an overview of the eSafety Effects Database which is available online at www.esafety-effects-database.org. Its' main aim is to maintain an up-to-date overview of the effects of different intelligent vehicle systems. The database is based on studies, conference papers and articles.

As a starting point, the eleven priority systems identified by the eSafety Implementation Road Maps Working Group have been included in the database, but information is also available on additional systems. The content provided per application includes: a description of the system, summary of safety effects and studies.

The members of the eSafety Forum are encouraged to supply additional data to Risto Öörni, administrator of the eSafety Effects Database: risto.oorni@vtt.fi

Regarding the Implementation survey which has been carried out during 2006, it aims at finding what is the current status of the deployment of the 11 priority systems identified by the Implementation Road Maps Working Group.

The survey has been sent to the eSafety national observers in July and to the European Commission's national contacts, but so far there have only been

responses from five member states, 21 are still missing. The survey links to the IVS Promotion benchmarking study.

4.2. RTTI WG – Status Report, Dr Heinz Friedrichs, Bosch

The RTTI WG was re-launched on 2 May 2006. The "Action Plan for Energy Efficiency: Realising the Potential", COM(2006)545 makes reference to RTTI as a means for developing markets for cleaner, smarter, more energy-efficient and safer vehicles.

The WG will deliver conclusions rather than recommendations as there will be a need for further actions by both the European Commission and the Member States. The European Commission should take a coordination role and the Member States should establish national solutions based on pan-EU requirements. A decision on when and how to implement the conclusions will be left to the Commission and the Member States.

A review of road traffic related criteria, expectations, needs, etc. is currently being carried out. Input from the eSafety Forum is encouraged and appreciated.

The WG aims to prepare the way for more detailed work with the Member States, e.g.:

- to adopt a common implementation strategy according to European standards for the extension of RTTI services.
- to provide safety relevant data free of charge through the service chain under public control.
- to take into account the 'basic functionality and standards' definition for RTTI services

A preliminary report will be produced during the first quarter of 2007. An exchange of information with the Communications WG and Implementation Road Maps WG will be sought. Input will be given for the German Council presidency conference in June 2007 in Berlin.

During the discussions that followed the presentation, Mr Jan Malenstein (Dutch Police) appealed, from the emergency service operators' side, to support emergency dynamic routing, characterising it as a very powerful function.

4.3. Communications WG – Status Report, Mr Uwe Daniel, Bosch

Mr Uwe Daniel gave a status report on the activities of the Communications WG. The WG has been working in close cooperation with a number of FP6 projects

dedicated to vehicle communication. The main goal is to bring together the efforts of all stakeholders and provide a holistic picture of the situation.

Why is the WG focusing on V2X communication (Vehicle-to-Vehicle and Vehicle-to-Infrastructure)? Because it can help avoid the most severe accidents and thereby save lives. Cooperative traffic can also save fuel and reduce congestion, so even road operators can benefit from it. New urban, interurban, freight and logistics and public transport applications can result from V2X communication.

The most important issue has been spectrum. In Europe it is a challenge to get all the 25 Member States to agree on one line of thought for spectrum allocation. The WG aims to push forward the work on standards and spectrum allocation, and a list of applications with their bandwidth requirements is in preparation.

Mr Uwe Daniel reminded the audience that the following is needed:

- a common set of standards.
- protected spectrum (ideally with a worldwide, exclusive slot for safety critical applications with low bandwidth).
- a common European, if not worldwide market to overcome the threshold problem and to gain economies of scale.

There are however some challenges:

- Standardisation
  - all components must have an exactly defined behavior to guarantee safety functions.
- Spectrum Requirements
  - maximum delay times, QoS needed, free of charge.
- Business Case
  - Threshold problem, dissemination.
- International Harmonisation
  - economies of scale, international trade.

The Communications WG will write draft recommendations by June 2007 for discussion within the eSafety Forum. The Final Report/Recommendations will be presented to the European Commission by October 2007.

During the discussions that followed the presentation Mr Ulf Palmquist (EUCAR) commented that the Japanese have already reserved protected spectrum and asked if this meant that Europe had to adapt to the Japanese standard. Mr Uwe Daniel answered that it will be very difficult to get an international uniform standard as the world is divided in three regions spectrum-wise.

Mr James Rosenstein (Ygomi) mentioned that there is a discussion in the US on the needs of additional700 MHz and asked if a similar discussion was ongoing in Europe. Mr Uwe Daniel informed that there is no such discussion at the moment,

but that maybe this question should be raised since the 700 MHz spectrum would enable safety applications to function also in remote areas.

Mr Wolfgang Reinhardt (ACEA) pointed out that before v2v communication can bring real benefits it should have a certain penetration and asked if the Communications WG chair had explored how mobile phones could be used to bridge the infrastructure gap. Mr Uwe Daniel answered that this was one of the possibilities examined. However, mobile cellular communications do not assure the proper quality of services, such as the minimum response time. The new generation of mobile communications could maybe adapted to the requirements of v2v communication.

4.4. International Cooperation WG, Mr Jacob Bangsgaard, eSafety Support

Mr Jacob Bangsgaard presented the results of the questionnaire that was distributed to the eSafety Forum and the members of the International Cooperation WG. Fourteen replies were received and most expressed satisfaction and all but one wanted to participate in future meetings.

The opinions of what should be the key objectives of the International Cooperation WG varied greatly. There was a wide range of opinions on what topics should be discussed, but there was agreement that there should be more focused discussions in future meetings.

Experts from all regions should be present at the meetings, not just European experts. Europe, Japan and US were mentioned as key regions.

One of the questions asked was what targeted missions could be organised by the Working Group? The suggestions included:

- Common missions in relation to ITS World Congresses (Beijing, New York, Stockholm)
- eSafety session and press events at motor shows
- Targeted missions to Japan, US, China, India, Australia
- Visits to industry stakeholders in Europe (e.g. Bosch)
- Organise international events with a focus on lessons learned and what can be done to facilitate deployment
- Organise missions based on requests from other eSafety Working Groups
- Missions related to standardisation events

In order to improve the outcome of the WG, there is need to raise the level of commitment from the stakeholders and make it clear what is expected of them. The meetings must have participation of the relevant stakeholders from the

different regions and in addition questions could be prepared in advance to be answered during the meetings.

During the discussion Mr Wolfang Reinhardt (ACEA) asked how the objectives could be achieved with just one meeting per year, without a follow up, stating that there is a need to look into how the WG could be structured better.

Mr Jacob Bangsgaard explained that everyone would like to see a better use of the WG in the future. On the basis of the answers received, a new draft of terms of reference will be produced which will then be presented to the eSafety Forum. Mr Bangsgaard asked all stakeholders to respond to the questionnaire in order to have the best possible basis for redefining the work of the WG.

5. Keynote Address: Mr Rudolf Strohmeier, Head of Cabinet of Ms Viviane Reding, Member of the European Commission, responsible for Information Society and Media

Mr Strohmeier´s address focused on the i2010 Intelligent Car Initiative, ITS implementation in the Member States, public awareness and the Eurobarometer study results.

Regarding the i2010 Intelligent Car Initiative, the European Commission has worked very hard on realising its three pillars. On the political side, the Helsinki event presented the eSafety issue and emphasised the challenge of getting the user onboard by showing the practical impact of the technologies.

Mr Strohmeier said that DG Information Society and Media has been working closely with DG TREN in preparing the mid-term review of the White Paper on Transport. For the first time the paper recognises the contribution of each transport mode and ITS in achieving safer, smarter and cleaner mobility.

Hestressed the need to bring the benefits of the information society to citizens, highlighting eCall as a good example. However, for eCall to happen, Member States need to invest in the necessary infrastructure. This is why the EC will set out stricter requirements for the Member States with the publication of the “Third Communication on eCall”. In order to facilitate ITS implementation the EC will take a broader view of the policy tools to be used and will consider using structural and cohesion funds to facilitate ITS deployment.

Regarding awareness activities, eSafety Aware has been launched and the EC will support its work as an observer. The first campaign of the eSafety Communication Platform will be on ESC. eCall may be the focus of a subsequent campaign.

Lastly Mr Strohmeier talked about the Eurobarometer survey and the answers it provides. The major findings include the high importance the consumer puts on safety when choosing a car. However, the public is not inclined to pay extra for safety. There are no major differences in the attitudes between countries. Price, safety and fuel consumption are the top issues influencing choice. Some citizens don't see eSafety as improvements to safety. For eCall, the issue of data privacy does not seem to trouble Europeans and they consider the benefits to be greater than the disadvantages. There is a demand for intelligent systems in vehicles, but there is a need to overcome issues such as the systems' perceived high price.

6. The eSafety Working Groups (2)

6.1. Service-oriented architectures WG – a new eSafety Working Group, Peter Van der Perre, ERTICO

Mr Peter Van der Perre defined service-oriented architectures: as architectures for installing, starting, stopping, updating and removing vehicle-and traveller-related services (a service is a unit of work done by a service provider to achieve desired results for a service consumer. Examples are navigation, traffic information, incident warning, floating car data,eCall & bCall).

A lot of progress has been achieved for autonomous systems, the connected vehicle is the next frontier to be attained.

Having a WG on Service-oriented architectures comes in response to the impact services will have on safety. There is also a need to develop a common approach to overcome market fragmentation. The objective of the WG will be to describe the state-of-the-art and identify what is missing to accelerate market introduction.

Mr Van der Perre also presented a draft ToR for the WG which included:

- Definition of SOA for vehicle-related and traveller-related services
- Description of state-of-the-art
- Providing market outlook
- Identify missing elements for deployment
- Identify steps to facilitate market introduction

The stakeholders for this WG could come from the OEM's, Telco operators, suppliers, service providers, etc.

The Forum members were invited to express their interest in participating in the WG to Mr Van der Perre. Potential participants should also indicate their expectations from the group and what their role should be. The eSafety Steering Group will identify an industry chair and co-chair.

During the discussion, Mr Wolfgang Reinhardt (ACEA) said that the WG should focus on re-launching the telematics market in Europe. The WG should analyse why this failed ten years ago. At that time, the technology was not ready to support the industry's enthusiasm. It was believed that the manufacturers could do it alone. This has now changed, technology is not a problem any longer and the vehicle manufacturers have come to understand that they can not do it alone. But the manufacturers now want to have the business issue and the technology issue solved before a market relaunch can happen. In his opinion the commercial issues should be solved. This will make implementation much easier. The WG should be used to integrate the things done in FRAME and CVIS and bring them all together, in an effort to integrate all the architectural solutions developed so far.

6.2. ICT for CleanMobility WG – a new eSafety Working Group, Mr Wolfgang Reinhardt, ACEA

The aim of the WG is to identify and promote the potential benefits eSafety/ICT applications & services can bring towards cleaner and more energy-efficient mobility for people and goods. Its' objectives are to:

- Identify & assess the ICT applications with strongest potential to yield environmental benefits;
- Examine measures to reinforce the environmental compatibility & sustainability of mobility;
- Examine potential for education & support tools to promote environment-friendly driver behaviour;
- Cost-benefit assessment of measures to reduce environmental impact of mobility;
- Identify measures to promote & support deployment.

The eSafety Forum is invited to nominate experts to participate in the work. Interest should be expressed to Mr Paul Kompfner (ERTICO). The first meeting will take place on 6 December 2006.

During the discussion following the presentation Mr Daniel Augello (Renault) pointed out that the WG should identify and promote existing solutions as well, not only concentrate on finding new solutions.

Dr Arnold van Zyl (ERTICO) remarked that the WG's ToR is not aimed at addressing vehicle specific measures for cleaner mobility. The WG will look at how ICT can enhance the systems approach for cleaner mobility.

6.3. Digital Maps – next steps, Mr Rob van Essen, Tele Atlas

Mr Rob van Essen began by giving an overview of the work of the Digital Maps WG. It was operational from April – December 2005 and the objectives were to:

- Define a business model for Public-Private partnerships that will ensure the availability of attributes relevant to eSafety in digital maps.
- Create a Public/Private cooperation model to collect, maintain, certify and distribute the eSafety attributes that can be integrated into the digital roadmap database.

The current navigation maps form a good basis for the development of eSafety maps. But the quality must be improved. However, the cost associated with this upgrade should be minimal as users are not willing to pay extra for safety. The solution could be to optimise field data collection and data flow from public to private sector. A combined solution is necessary.

The state of play regarding the outcome of the WG´s work is the following:

- Recommendation to discuss next step between WG and EC was not followed.
- Communication of the results to Member States did not take place.
- Public Private Project (ROSATTE) to implement recommendations was rejected by the eContentPlus program.
- Informal continuation of ROSATTE to date without concrete results
    - Public-private cooperation will be unsuccessful without external funding.

Mr van Essen concluded by presenting the next steps:

- Steps by the Public-Private sector: The ROSATTE Cooperation Platform to submit a project proposal under EC FP7 (2007-2012) for financial support for development, test and validation of the road safety attributes exchange infrastructure, associated tools and related applications.
- Steps by the Commission
    - To support the ROSATTE Cooperation Platform in submitting a successful project proposal.
    - To increase awareness of the results of the Working Group Digital Maps at Member State level.
    - To request the Member States to facilitate the creation of a national registry of available eSafety attributes in cooperation with the ROSATTE Cooperation Platform.

During the discussion Mr Henrik Forsgren (Volvo Cars) commented that if safety systems should be built based on digital maps, then maps have to be really up to date and asked how was this going to be achieved.

Rob van Essen answered that the Actmap project has looked into this and has achieved some successful results, but more work needs to be done. The FeedMap project is looking into taking this work further.

7. Reducing the market introduction risk through Code of Practice, Dr Juergen Schwarz, DaimlerChrysler

Dr Schwarz's presentation focused on:

- Motivation of the Project RESPONSE 3
  - Safety Benefit and Product Safety of Driver Assistance Systems
  - Challenges and Consequences for OEM and suppliers developing ADAS
- Legal aspects of a Code of Practice (CoP)
- Results of the CoP
- Rollout CoP

As a summary, the Response 3' Code of Practice for ADAS aims at:

- Translating the key issues of "reasonable safety" and "duty of care" into engineering practice.

- Function as the basis for a definition of "safe" ADAS development and testing also from a legal point of view.

- Agreement on these development guidelines between all stakeholders as basis for company internal translation and/or optimisation of system design specifications and complementary verification methods.

8. Keynote: Meeting Europe's challenges in Mobility and Sustainability in the Member States, Dr Matti Roine, Min. of Transport and Communications of Finland

Dr Roine's presentation focused on Transport policy and ITS in Finland, the priorities of the Presidency, road safety and new technologies, the pan-European Emergency Call Service - eCall and examples of eSafety applications in Finland.

The Finnish Presidency's ITS priorities are the following:

- ITS seen as a essential element in the development of the whole Knowledge Society.
- Major national interests in transport system level needs in safety, security and cooperative systems.
- eSafety Implementation Road Map seen as a suitable basis.
- Strong support for the implementation of the pan-European eCall Service.

Regarding eCall, Finland has taken a real step towards implementation by signing the MoU, by promoting the single European emergency number 112 or E112, and by upgrading and modernising the emergency centres.

Dr Roine concluded by stating that:

- ITS is taking a prominent role in the new transport policy.
- At national level, more understanding and commitment is needed.
- The i2010 ”Intelligent Car Initiative” and eSafety Programme including the deployment road map are heading in the right directions.
- The Pan-European Emergency Call System eCall will be the first real European-wide ITS service.
- However, the development is too slow and needs faster progress and commitment from all stakeholders is needed.

9. Information items

9.1. eSafetyAware! – the eSafety Communication Platform, Ms Kristin Oxley, eSafety Support

Ms Kristin Oxley gave an overview of the establishment of eSafetyAware! The Communication Platform was established in June 2006 and is chaired by the FIA Foundation. There are 30 Founding Members representing the automotive industry, automotive clubs, road safety authorities, insurance industry and service providers. The European Commission acts as an observer.

The first campaign will be on Electronic Stability Control (ESC) given its proven crash/casualty reduction effect and given the fact that there is a clear lack of public awareness. The pilot campaign will be launched in 2007. Core Campaign Materials will be designed to inform the consumer and an event will be organised in spring 2007.

Further campaigns are planned for other high-priority eSafety applications.

9.2. Road Map of the Intelligent Car Initiative, Mr Fabrizio Minarini, European Commission

Mr Fabrizio Minarini presented the progress and future plans for the Intelligent Car Initiative. The achievements of this first year of activities include, per pillar:
1st Pillar:

- Adoption of Commission Communication on the “Intelligent Car”.
- Workshop to discuss spectrum implications for "Intelligent Car" applications - Mandate to study harmonised radio spectrum use for safety critical application of "Intelligent Car" systems in the EU.
- European Parliaments resolution on eCall, adopted with large majority
- The 5th Plenary Meeting of the eSafety Forum.
- Finalisation of Commission Recommendation on safe and efficient in-vehicle information and communication systems: Update ESoP on HMI.

2nd Pillar:

- FP7 preparation: Stakeholders paper; workshops; 1st work programme finalisation "ICT for Mobility".
- FP6: start of CVIS; COOPERS; SAFESPOT – call 4 projects –.
- FP6: Successful demonstration of the full eCall service chain by the Integrated Project GST Rescue.

3rd Pillar:

- Launching event of the "Intelligent Car" at the Autoworld museum Brussels by Commissioner Reding.
- Establishment of "eSafety Aware".
- Call for a comprehensive benchmarking study on activities in promoting and deploying intelligent vehicle safety systems in the EU.
- Call for a feasibility study on a Independent Conformance testing and performance assessment programme in the EU for "Intelligent Car" systems.
- Eurobarometer survey on the use of telematic systems in vehicles".

In terms of current and future activities, a number of actions/activities are underway or have been planned:

1st Pillar:

- Adoption of the 3rd eSafety Communication: Bringing eCall back on track *(end of the year).*
- Start an eSafety Working group on "ICT for Clean Mobility"(*October 06).*
- Adoption of the Commission Recommendation on safe and efficient in-vehicle information and communication systems *(November 06).*
- Meeting of the Safety Forum *(8 November).*
- Follow up the recommendation on the establishment of a European CoP for the development and testing of ADAS - RESPONSE 3 - *(2007)*
- Establishment of a road map on incentives for "Intelligent Car" safety systems. *(Beginning 2007).*
- Commission Communication on the first year assessment of the "Intelligent Car" (monitoring exercise) *(March 07).*
- Final report from CEPT on harmonised radio spectrum use for safety critical application of intelligent Car systems in the EU *(Nov 2007).*

2nd Pillar:

- FP7: First and Second Call of FP7 for the ICT for Mobility Challenge *(beginning and end of 2007).*
- FP6: End of PREVENT; GST; AIDE; HUMANIST (*2007).*
- Preparatory work for setting up Field Operational Tests *(end 2006 - 2007).*

3rd Pillar

- First event of the eSafety Communication Platform. Launch of the ESC campaign *(May 07).*
- Results of the benchmarking study. *(May 07).*
- ITS Europe Congress Aalborg DK; ITS World Congress Beijing China *(June-October 07).*
- Results of the feasibility study on Conformance testing and performance assessment programme for intelligent Car systems *(August 07).*
- Intelligent Car Yearly Event Organised jointly with PREVENT exhibition *(12-15 September 07).*
- Results TRACE project on EU database of accident causation data *(December 07).*
- Results eImpact project on the impact assessment of intelligent Car safety systems *(December 07)*.
- GST Integrated Project final workshop and Demonstrations (eCall) *(February 07).*
- Establishment through the 2nd FP7 call of a comprehensive, technical and socio/economic assessment program, based on Field Operational Tests (FOT) *(2008).*

9.3. Commission Recommendation on HMI – the new ESoP, Ms Valérie Moutal, European Commission

Ms Valérie Moutal gave an overview of the goals of the new ESoP, which:

1. Should promote the Goal of the eSafety Initiative
    - by helping to introduce well designed systems into the market.
    - by taking into account both risks and benefits of these systems, thus not impeding innovation.

2. Should respect the capabilities and constraints of all stakeholders and the market
    - by being applicable during development process in terms of complexity, costs and time even by small system manufacturers.
    - by taking into account the fact that the driver finally decides whether he buys/uses i.e. a fully integrated navigation system, a nomadic device or a paper map.

3. Should clearly distinguish between principles on installation, information presentation, interaction
    - since the distribution of responsibility and solutions depends on these aspects .
    - in order to maintain a logical structure easy to understand and to work.
    - without redundancy or cross references .

The next steps which will be taken include:

- Publication of the Recommendation in the Official Journal (December 2006).
- Forwarding the text to the European Parliament, the Council, the Economic and Social Committee and the Committee of the Regions (December 2006).
- Dissemination of the document towards all stakeholders (EC, MS, eSafety Forum members).
- New voluntary agreement from MS, car industry andalso from nomadic suppliers, professional organisations (9 months).
- Evaluation and monitoring of the new ESoP (18 months).

9.4. Towards the Common Communications Architecture in Europe, Dr Karl-Orkar Proskawetz, COMeSafety

Dr Proskawetz gave an overview of the COMeSafety Project. Its' main aims are:

- Worldwide harmonization of the basic radio system.
- Recommendation for and consolidation of work of European projects.
- Push forward a co-ordinated EU Frequency Allocation Process.
- Support and co-ordinate Standardization.
- Support the eSafety Forum.

He then proceeded to explain why there is a need for a common understanding of architecture, there is:

- Need for a common view on types of communication
- Need to nail down common components/interfaces (standardization)
- Need to provide guidance with respect to proper use of technologies

A detailed discussion of the architecture approach will take place in a workshop on 27 November.

10. Summary and next steps

The chair, Mr André Vits, concluded the meeting by presenting the Forum's conclusions and next steps. The eSafety Forum:

1. Adopts the Strategic Research Agenda for FP7 ICT for Mobility and encourages all the stakeholders to apply it.
2. Strongly supports the 3rd eSafety Communication: Bringing eCall back on track.
3. Encourages all Members to answer the International Cooperation WG questionnaire in order to redefine its activities.

4. Endorses the objectives of the new Working Group on Service Oriented Architectures, highlighting the importance of addressing business model issues.
5. Supports the goals of the new Working Group on ICT for Clean Mobility, emphasizing that it should focus on system aspects.
6. Digital Maps – Need to further discuss the next steps and actions.
7. Welcomes the Code of Practice developed by RESPONSE 3.

The next meetings will take place in:

- 28 February – 1 March:
  eSafety Forum Plenary meeting.
  Brussels, along with GST final Workshop and Demonstration.
- 8 May:
  High Level Meeting with Industry.
  Rome, along with the launch of the eSafetyAware! campaign.
- 13 or 14 September
  eSafety Forum Plenary meeting.
  Versailles, along with the Prevent Demonstration and iCar events.