



## ***Commission Communication***

# **Towards Europe-wide Safer, Cleaner and Efficient Mobility: The First Intelligent Car Report**

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- The Socio-economic challenge of transport:
  - Environmental costs 1.1 % of Europe's GDP, Road congestion causing a further 1% loss of GDP
  - Road Safety has improved, but still 41,600 deaths and 1.7 million injured in 2005
- The European Policies – Road Safety:
  - The White Paper on European Transport Policy
  - The 2006 Mid-term Review of the White Paper
- The European Policies – Energy and Environment
  - Integrated energy and climate package, January 2007
  - The 2007 Spring European Council target of cutting 20% of greenhouse gas emissions by 2020
  - Commission revised strategy on cars and CO<sub>2</sub>, February 2007

# The Commission Communication on Intelligent Car

- The 2006 Commission Communication on Intelligent Car proposed twelve specific actions in three domains called pillars:
  - Co-ordination and support of the work of the relevant stakeholders through the eSafety Forum,
  - Research and Technological Development (R&D)
  - Awareness raising actions.
- These actions aim at accelerating the development and deployment of ICT based Intelligent Vehicle Systems in Europe.
- Major progress has been achieved in all three areas, and the Intelligent Car Initiative is already the reference initiative in Europe and recognised internationally

## The present Communication:

- A Communication of Commissioner Reding in agreement with Vice-President Barrot
- Reports on the progress and achievements from the first 1 and ½ years of the Initiative
- Introduces new actions for reaping the benefits of Intelligent Vehicle Systems in Europe, aimed at the Member States, industry and the Commission
- Seeks the support of the Member States and the Industry for their prompt implementation
- A building block for the 2008 ITS Deployment Road Map



# Actions for Safer Vehicles (1)

1. Member States who have not yet signed the eCall MoU should sign by the end of 2007.
2. The MS should carry out pilot tests in the 2007-2008 and upgrade their emergency infrastructures by 2010.
3. ETSI and CEN should complete the standards by mid-2008.
4. The European Commission will start negotiations with ACEA, JAMA, and KAMA on the voluntary inclusion of the eCall device in all new vehicles starting from 2010
5. Depending on the progress, new regulatory actions on the implementation of eCall may be envisaged in 2008.





## Actions for Safer Vehicles (2)

6. The Commission will launch a consultation in 2007 on how to speed up the availability of ESC (including as mandatory equipment).
7. The Commission will produce a set of guidelines on incentives for intelligent vehicle systems by mid-2008
8. The Commission will launch Field Operational Tests (FOT's) within FP7 by mid-2008.
9. The Commission will work with the eSafetyAware! platform in setting up further campaigns after ChooseESC!, set up an Intelligent Car web portal and promote the production of documentaries.



10. The ICT for clean mobility Working Group should identify the benefits of ICT systems and propose a methodology for measuring the impact of ICT in reducing CO2 emissions by 2008.
11. The Commission will address the best way forward to roll-out the most effective ICT low-CO2 technologies for both the vehicles and the infrastructure.

12. Stakeholders should develop proposals for safe use and fixing of nomadic devices, and to establish a standardised interface between the in-vehicle systems and the brought-in devices.
13. Stakeholders should work towards an open, pan-European, standardised and interoperable Communications Architecture for Co-operative Systems.
14. The Commission will continue to support further R&D under the ICT priority on Co-operative Systems in the time frame 2009-2010.
15. The Commission will continue to work with the Radio Spectrum Committee in solving the remaining spectrum issues.

- The Intelligent Car Initiative builds on three pillars for promoting Intelligent Vehicle Systems: the eSafety Forum, R&D and User Awareness.
- During the course of the first year of the Intelligent Car Initiative, considerable progress has been made in all three areas
- This Communication reinforces the i2010 Intelligent Car Flagship Initiative by revisiting the steps that stakeholders, Member States and the Commission are taking in order to achieve safer, cleaner and smarter vehicles and mobility in Europe.
- The Commission will continue to follow the deployment of these actions and produce regular reports on the state of implementation.



***Thank you  
for your attention!***

