



Europe shows leadership at the 5th ITS in Europe Congress



- Results of the European research in pole position
- eSafety Initiative changes gear and accelerates towards deployment
- EC stand attracts visitors

FLASH REPORT on the 5th Intelligent Transport Systems and Services (ITS) European Congress and Exhibition

Hannover, Germany on 1-3 June, 2005



HEADLINES:

EUROPE SHOWS LEADERSHIP AT THE 5TH ITS IN EUROPE CONGRESS..	3
STRONG SHOWING OF COMMUNITY SUPPORTED RESEARCH – FP6 INTEGRATED PROJECTS MAKE THEIR FIRST APPEARANCE.....	3
COMMISSION STRESSES IMPORTANCE OF I2010 AND INTRODUCES INTELLIGENT CAR AS AN I2010 FLAGSHIP PROJECT	4
FP7 ICT RESEARCH IN THE TRANSPORT DOMAIN TO BUILD ON EARLIER WORK, CO-OPERATIVE SYSTEMS THE NEXT BIG CHALLENGE.....	4
PLANS TOWARDS LARGE-SCALE DEPLOYMENT OF ESAFETY SYSTEMS CONCRETISE AT THE 4TH ESAFETY FORUM PLENARY MEETING.....	5
GERMANY TO SIGN THE ECALL MEMORANDUM OF UNDERSTANDING (MOU) – OTHER MEMBER STATES CLOSE BEHIND	6
ESAFETY RTD WORKING GROUP FINALISES ITS WORK BY RECOMMENDING A JOINT TECHNOLOGY INITIATIVE ON ESAFETY CO- OPERATIVE SYSTEMS.....	7
EUROPE CATCHING UP IN INTER-VEHICLE COMMUNICATION – AN ESAFETY WORKING GROUP AND JOINT ORGANISING COMMITTEE PROPOSED	7
THE EC STAND ATTRACTS MOST VISITORS – FP6 PROJECTS INCLUDING THE LEADING NEW IPS EXHIBITED – THE ESAFETY FILM GETS APPRAISAL	9

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Europe shows leadership at the 5th ITS in Europe Congress

Europe shows leadership at the 5th ITS in Europe Congress. Results of the European research in pole position. eSafety Initiative changes gear and accelerates towards deployment. EC stand attracts most visitors.

The three-day Intelligent Transport Systems and Services (ITS) European Congress and Exhibition took place in Hannover, Germany on 1-3 June, under the theme *ITS at Crossroads of European Transport*. The Congress that attracted some 1000 visitors featured a number of Strategy and Special Sessions, many with High-Level presence from the European Commission. The numerous Technical Sessions gave an overview of the state of the art in ITS research in Europe and on the other continents. *The EC Stand in the Exhibition* was the most visited one and a central meeting point for all visitors. A number of Workshops were also organised before and during the Congress that also featured the 4th edition of the *eSafety Forum Plenary Meeting*.



The Congress was opened by Dr. Manfred Stolpe, Federal Minister for Transport, Building and Housing in Germany. Mrs. Edelgard Bulmahn, Federal Minister of Education and Research, Germany was present on the third day of the Congress. The Commission representatives included Mr. Ken Ducatel from the Cabinet of Mrs. Viviane Reding, Mr. Frans de Bruijne,

Director, DG INFSO and a team from INFSO G4 led by André Vits, HoU G4. Colleagues from DG TREN were also present.

Strong showing of Community supported research – FP6 Integrated Projects make their first appearance

The Strategy Session on *eSafety Technologies and Applications (SS1)*, chaired by A. Vits provided an overview of the strength and width of the European activities in the development, testing and evaluation of eSafety technologies and applications.



The session focused on intelligent vehicle safety systems and co-operative vehicle/infrastructure systems. F. Minarini presented the results of projects supported by the IST programme under the FP5, introducing also the new FP6 projects that were started after Call 1. Prof. R. Kulmala, Chair of the eSafety Implementation Road Map WG introduced a prioritised road map for implementation of eSafety. Other speakers in this well attended session came from the

automotive industry, equipment suppliers and the public sector.

Results of the Community supported research were presented also in numerous Special and Technical Sessions. The IPs PREVENT and GST (Open Platforms) had both dedicated special sessions, both of them well attended. Human Machine Interaction (HMI) issues, crucial for the development of ITS, were discussed especially in the session Safe Use of ITS: Human Machine Interaction, largely on the basis of the eSafety HMI Working Group, the HUMANIST NoE and the IP AIDE. Some 65 people attended the session and it appears that the new version of the European Statement of Principles (ESoP) is expected with high interest.

The Future needs of EU Research were discussed in Strategy Session 3. This session was co-chaired by Mr. Carlo Vittorio Folonari, CRF and Mr. André Vits who also presented the EU's views on the research activities towards co-operative systems.

Commission stresses importance of i2010 and introduces Intelligent Car as an i2010 flagship project

The Plenary Round Table on *ITS Research Roadmap* with sub-title Taking Full Advantage of Information and Communication Technologies was one of the highlights of the Congress. Ken Ducatel, representing Viviane Reading, European Commissioner for Information Society and Media, was one of the two keynote speakers of the Round Table. He introduced the new Commission strategy i2010 – the European Information Society 2010, adopted by the Commission only two days before (1 June 2005). This strategy is part of the renewed Lisbon strategy aiming at growth and creation of jobs, and is based on three pillars: The creation of proper regulatory environment for the European Information Society 2010, investing in Innovation and research, and Inclusion and better public services.

Mr. Ducatel stressed the importance of the automotive industry and the whole transport sector in this strategy, saying that the automotive industry was the largest single investor in RTD in Europe. It was a key player especially in the third pillar of the strategy, namely the inclusive information society. This is why the Commission, striving towards cleaner and safer transport had included in its i2010 Communication *a flagship project in this area: the Intelligent Car*. This project will be defined in more detail later, with view of starting it in 2007.

FP7 ICT research in the transport domain to build on earlier work, co-operative systems the next big challenge

Further in the same Round Table (ITS Research Roadmap) Mr. Frans de Bruïne, Director, European Commission, DG INFSO introduced the Commission's approach to the 7th Framework Programme 2007-2013 and the current status of its preparations.



In speaking about the ICT priority of FP7, he said that it was expected to be the largest envelope of FP7, aiming to reinforce the competitive position of the European industries and to build and maintain our industrial and technological leadership.

He confirmed that research in Intelligent Transport Systems will feature strongly under the ICT priority of FP7. The aim of this research will be to develop further advanced solutions that take full advantage

of ICTs to improve the efficiency, safety and sustainability of transport and mobility in Europe. This work has to build on the results of the previous research in the earlier Framework Programmes, and there will be strong co-ordination with the Transport Theme of FP7. A particular technological challenge will *be co-operative systems for transport efficiency and safety*. The industry's proposal to establish a Joint European Technology Initiative in this area will be also carefully examined.

The other keynote speaker in the Round Table was Mrs. Edelgard Bulmahn, Federal Minister of Education and Research, Germany. Other speakers were Dr. Carlo Vittorio Folonari, Vice President, Centro Ricerche Fiat, Italy; Mr. Dario D'Annunzio, Chairman and CEO, Groupe EGIS, France, Mr. Siegfried Dais, Deputy Chairman, Robert Bosch GmbH, Germany and Mr. Jean Meyer, Region 1 President, Fédération Internationale de l'Automobile (FIA).

Plans towards large-scale deployment of eSafety systems concretise at the 4th eSafety Forum Plenary Meeting

After the very successful High-Level meeting in February this year, the eSafety Forum came back in full strength in its 4th Plenary Meeting. This meeting, with the focus on "Deploying eSafety" was the best attended ever and attracted over 120 participants. The meeting was moderated by Mr. F. de Bruïne, Director, DG INFSO, and consisted of three parts: *High-Level opening remarks, presentation of the progress of the eSafety Working Groups towards deployment and a panel discussion* on how to accelerate the deployment of eSafety.



Wolfgang Hahn, Director General, Road Construction and Road Traffic, Federal Ministry of Transport, Building and Housing, Germany set the tune of the meeting with his very positive assessment of the importance and progress of the eSafety initiative. He stressed especially the importance of eCall, HMI and RTTI for Germany. The other High-Level speakers were Ivan Hodac, Secretary General, ACEA, Monika Sundström, Swedish Road Administration, Jean Meyer, FIA Region 1 President and Kallistratos Dionelis, Secretary General of ASECAP.



The main part of the meeting was the presentations by the eScope eSafety observatory (J. Bangsgaard, ERTICO) and the Working Groups on Implementation Road maps (Prof. R. Kulmala, VTT), Heavy Duty Vehicles (J. Trost, DaimlerChrysler) and User Outreach (J. Grill, FIA).

The results of the Research and Technological Development were presented by A. van Zyl, ACEA and the Role of Digital Maps by the co-chairs of the recently established WG (A. Bastiaansen, TeleAtlas and Y. Moissidis, Navteq). C. Jenkins, chair of the European ITS Standards Steering Group (ITSSG) gave a presentation on the role of the standards in ITS and eSafety deployment.

A very lively panel discussion, moderated by F. de Bruïne, followed the presentations. The importance of all stakeholders working together, having commonly accepted implementation road maps and common plan for user outreach were echoed by the speakers that presented the automotive industry, insurance, Member States, motorway operators, users, equipment suppliers and the European Commission. Mr. J-M Marsaud, Secretary General of the Comité Européen des Assurances said that the insurance industry was ready to investigate the use of incentives for eSafety. André Vits introduced shortly the Working Paper on Incentives that had been sent to the participants before the meeting. The paper, which contains an analysis of the current practices in the use of financial incentives in the Member States (mainly for environmental aims) was welcomed by the Forum.

In the end of the meeting, Ken Ducatel of the cabinet of Commissioner Reding, gave a greeting from the Commissioner. Commissioner Reding is personally very interested in this topic, and is following its progress closely.

Germany to sign the eCall Memorandum of Understanding (MoU) – other Member States close behind

In his address to the 4th eSafety Forum Plenary Meeting Wolfgang Hahn confirmed that Germany was working actively on the issue of the pan-European eCall, and would be soon in the position to sign the eCall Memorandum of Understanding (MoU). This would most probably happen in the next eSafety High-Level Meeting on 18 October.

He said also that it was important to Germany that other Member States, especially the neighbouring countries would sign as soon as possible, and invited the Commission to increase its efforts in this front.

In his intervention Ivan Hodac, Secretary General of ACEA, also stressed the need of moving ahead with the Member States' signatures. He said it was becoming difficult for the automotive industry to follow its commitment unless countries like France soon signed the MoU.

Note: The Draft Agenda of the 4th eSafety Plenary Meeting included an extra point, Signatory Event of the eCall MoU. In all, eleven Member States had been asked to prepare short interventions. However, due to the lack of time this agenda item had to be cancelled. The Signature Event will be organised together with the next eSafety High-Level Meeting in 18 October, 2005 in Brussels.

Automotive industry welcomes the report of the eSafety User Outreach Working Group and supports a joint Platform

Johan Grill (FIA) presented the intermediate results of the work of the User Outreach Working Group to a very interested audience at the 4th eSafety Forum Plenary Meeting in Hannover. The group has analysed some consumer campaigns and experiences from suppliers, communications models and penetration patterns of some earlier technologies like ESP. The group recommends the establishment of *a common Media Platform for eSafety*. This platform of all interested stakeholders would co-ordinate the media work, marketing issues and political work. A pilot campaign could be organised as soon as end of this year. Later, eSafety should look into a common Label for eSafety. The pilot campaign could also benefit from user surveys such as the Eurobarometer.

In his address to the Forum, Ivan Hodac, Secretary General of ACEA, gave his support to the work of the User Outreach Working Groups and the proposed Platform. Stressing the importance of user awareness and said that ACEA would be willing to participate in the work of the proposed common Platform and the campaigns.

The User Outreach WG will continue its work and publishes its final report in the end of the year.

eSafety RTD Working Group finalises its work by recommending a Joint Technology Initiative on eSafety Co-operative Systems

Arnold van Zyl (ACEA) presented the final results and recommendations of the RTD Working Group at the eSafety Forum Plenary Session. The group concludes that more work is needed in accidentology, human factors, interoperable co-operative systems, ITS services and also some non-technical issues. The group stresses the importance of an integrated approach, and proposes *the setting up of a Joint Technology Initiative on Co-operative eSafety Systems* as a vehicle for pushing the frontiers of the research forward.

This proposal can be seen to be in line with the current preparations of FP7 and could eventually evolve into the “Intelligent Car” flagship project of i2010 (see above).

Europe catching up in Inter-Vehicle Communication – an eSafety Working Group and joint organising committee proposed

Co-operative Systems and Vehicle Safety Communications, Inter-vehicle Communications, or C2C – C2I were the hot topics in Hannover. There are currently a lot of activities going on this area in USA, Japan and the EU. In Europe, Car2Car consortia has been established to promote road traffic safety and efficiency by the means of inter-vehicle communications. It is working together with ETSI on standardisation, and has requested frequency allocation on 5.9 GHz band for Inter-vehicle communication. Co-operative Systems are the focus of the IST Programme Call 4, and projects in this domain are expected to start in early 2006.

The importance of Co-operative Systems was brought forward by many keynote and High-Level speakers in Hannover. Car2Car consortia organised a pre-congress workshop

on this topic, and a session as part of the Congress. J. Jaaskelainen presented the Commission on both events.

Some 80 persons had been invited to the pre-congress VSC meeting. Especially the Japanese participation was strong (26). From USA, R. Bishop (Bishop Consulting), Chris Wilson (DaimlerChrysler) and Chris Kellum (General Motors) were present. The chair was shared by Dr. Specks, VW, M. Morisseau, Renault, H.J. Vögel, BMW and M. Schultze, DC.

In Japan there are many activities and many ministries and research institutions are involved. The main initiatives are ASV-3 and AHS. On the vehicle side (AHS-3), the tests are starting this year. On the highway systems side (AHS) the development is now in stage 2, and deployment is expected in 2007. It is, however, unclear how these initiatives are co-ordinated. In Japan, DSRC will be the dominating technology and the systems will build on the existing ETC and VICS infrastructures, as well as the good base of onboard units (navigation, VICS, ETC).

Chris Kellum and Chris Wilson presented the status of the U.S. activities in the VII initiative. The view of the automotive industry seems to be that only 5.9 GHz Wireless LAN can support the applications they have in mind, and offers the required security of controlling the band for minimum 20 years. The problem, however, is penetration: while 5% is enough for information, 10% for local warnings, there are safety functions that require 100% if based on vehicles only.



This is why the automotive industry proposes that the DoTs in U.S. invest in the infrastructure. The initial investment is estimated at 300.000 roadside units at the cost of 2-3 BUSD, with operating cost of 100 MUSD per year.

There were many presentations from Europe. The need to consider other than DSRC technologies was mentioned by several speakers. The Commission intervention focused on the political framework (including eSafety), spectrum management in Europe, and the current RTD activities leading towards Co-operative Systems. The creation of the eSafety Communication Working Group was also presented.

The next steps were discussed in the end of the meeting. J. Jaaskelainen made a proposal for establishing *an international organising committee* that would take the responsibility for organising the Intervehicle Communications Workshops, the next one being in San Francisco on the occasion of the next ITS World Congress. This committee would have a balanced participation from the public and private sectors. The proposal got a cautious welcome from the meeting's participants.

The special session on Vehicle Safety Communications (SS5) was to some extent a repeat of the above, but very interesting and very well attended (over 80 delegates).

The EC Stand attracts most visitors – FP6 projects including the leading new IPs exhibited – The eSafety film gets appraisal

The EC Stand occupied some 135 m², and attracted everyone being in the front of the main entrance. Live demonstrations of AIDE and PREVENT IPs attracted a lot of people, amongst many other presentations of the projects. The drink sponsored by the POLIS association, organised just before the eSafety Forum was a friendly event and well appreciated by all participants. The new eSafety movie was seen by a large number of the congress attendees. It got general appraisal and we received multiple requests for copies.

But most importantly, the European Commission stand was the place where everybody could meet and discuss with other delegates in a warm atmosphere. The pictures tell the whole story...



The next ITS World Congress will take place in San Francisco, California on 6-10 November 2005, with the theme “Enabling Choices in Transportation”. In 2006 the World Congress will return to Europe, and will take place in London from 8-12 October.