



## ***Workshop on Spectrum Requirements***

***Charlemagne Building, Room S1,  
Brussels, 28 February 2006, 10.00 – 16.30***

# ***OBJECTIVES of the Workshop***

**European Commission  
Directorate General Information Society and Media**

**ICT for Transport**

**André VITS  
Head of Unit**



**Information Society  
and Media**

**28 February 2006**



# Road Fatalities in Europe ...

## Main Causes and driving errors:

- ✓ **95%** of all road accidents **involve some human error**
- ✓ In **76%** of the cases the **human is solely to blame**
- ✓ **Misjudging, driving dynamics, weather (50%)**
- ✓ **Distraction (38%)**
- ✓ **39%** of Passengers vehicles and **26%** of trucks do not activate brakes before a collision
- ✓ **Some 40% more do not brake effectively**

## Underlying Causes:

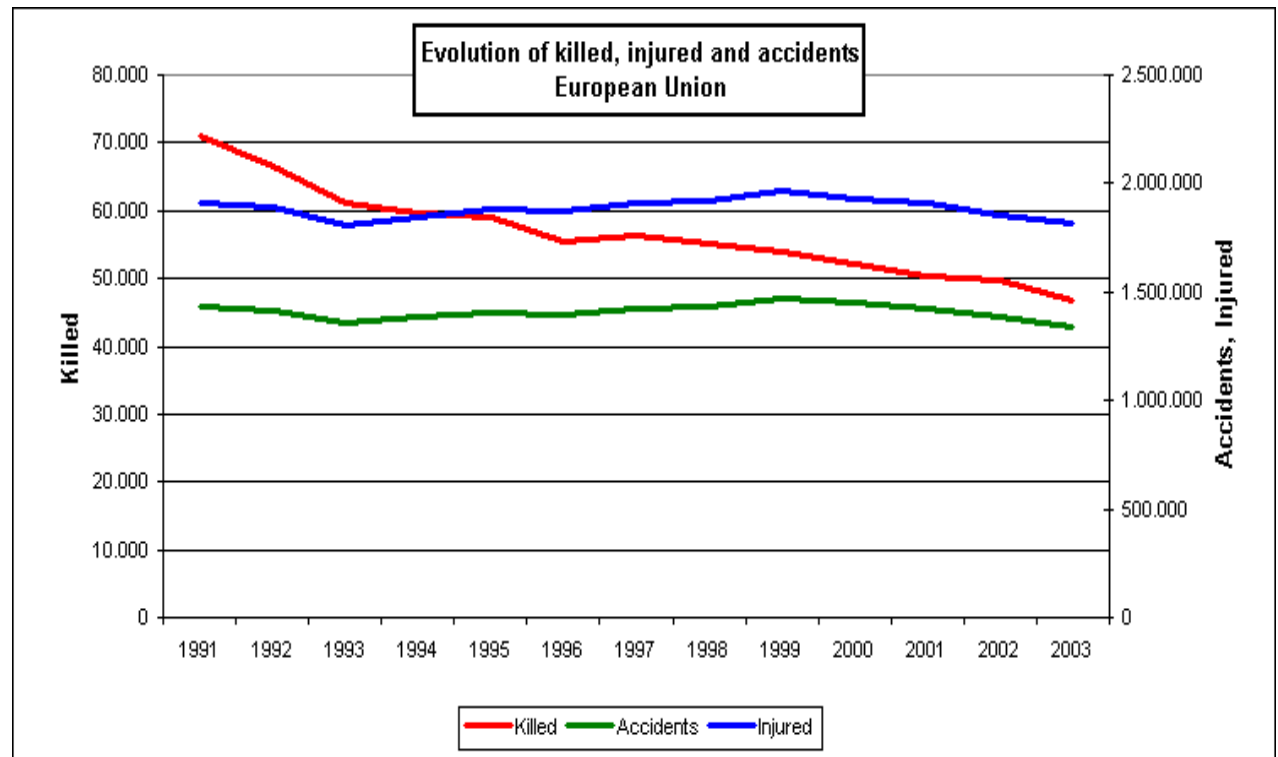
- ✓ **Alcohol**
- ✓ **Inexperience**
- ✓ **Tiredness**

## Transport in EU25

### Road Accidents (2005 data)

- **41.600 fatalities**
- **1.4 million accidents involving injury**
- **2.0 million injuries**

Source: DG TREN-Statistical Pocket Book 2004



## European Road Safety Action Programme

In Sept'01 the Commission adopted a **White Paper on the European Transport Policy** which describes what should be done in the near future in the road sector.



**Halving the number of road accident victims in the EU by 2010**  
*A shared responsibility*

The Commission **road safety action programme** aims at **reducing the number of fatalities by 50%, by the year 2010**

**by**

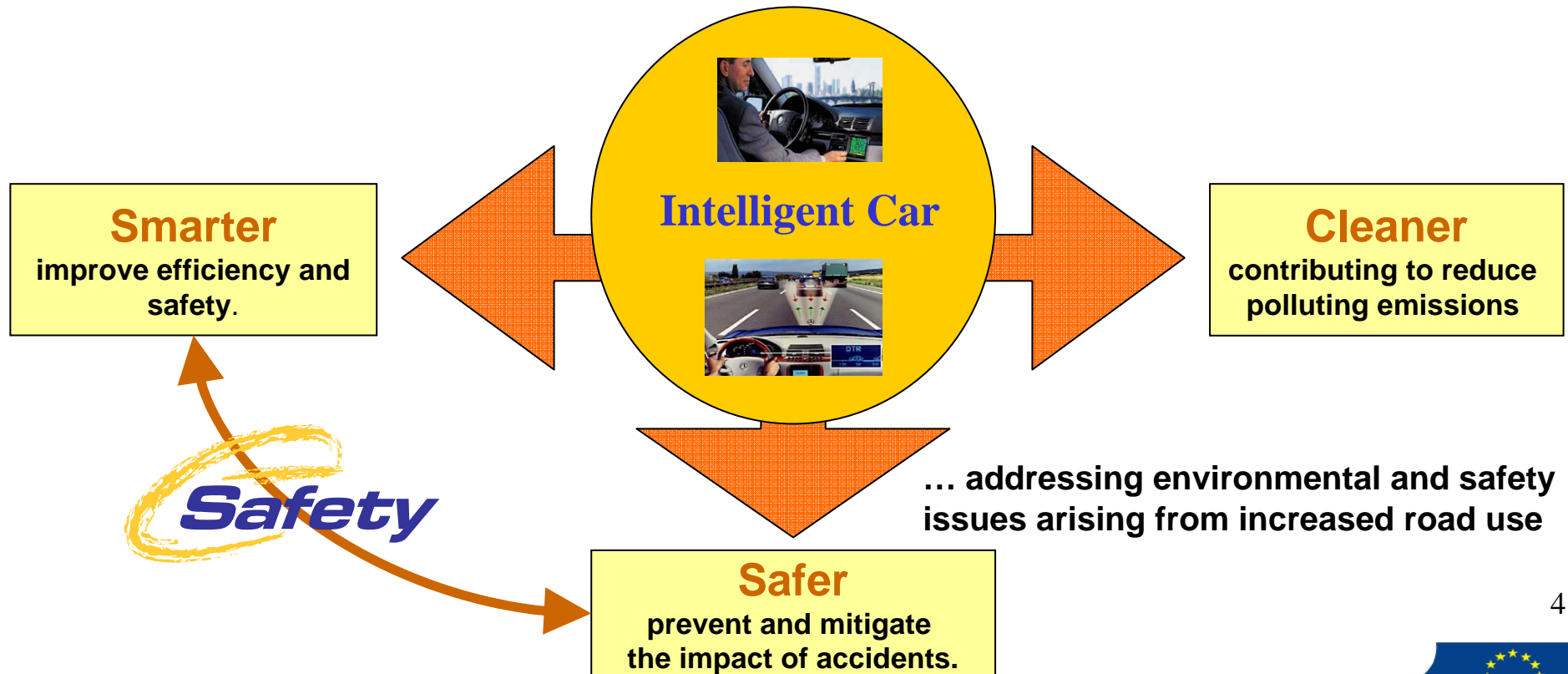
- **sharing of responsibilities** (EU, Member States, regional and local authorities, industry, transport companies and private users)
- encouraging road users to **improve their behaviour**, to **make vehicle safer**, and to **improve road infrastructure**
- providing for the setting up of a **European Road Safety Observatory**
- proposing the subscription to a **European Road Safety Charter**
- originating the **eSafety Initiative** (leader DG INFSO)

## i2010 and the Intelligent Car Initiative

On June 1, 2005 the Commission adopted the initiative  
“**i2010: European Information Society 2010 for growth and employment**”

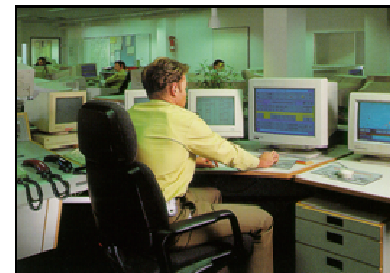
The **Intelligent Car** is one of the i2010 Flagship Initiatives.

The objective is to improve the quality of the living environment by supporting ICT solutions for **safer, smarter and cleaner mobility of people and goods**.



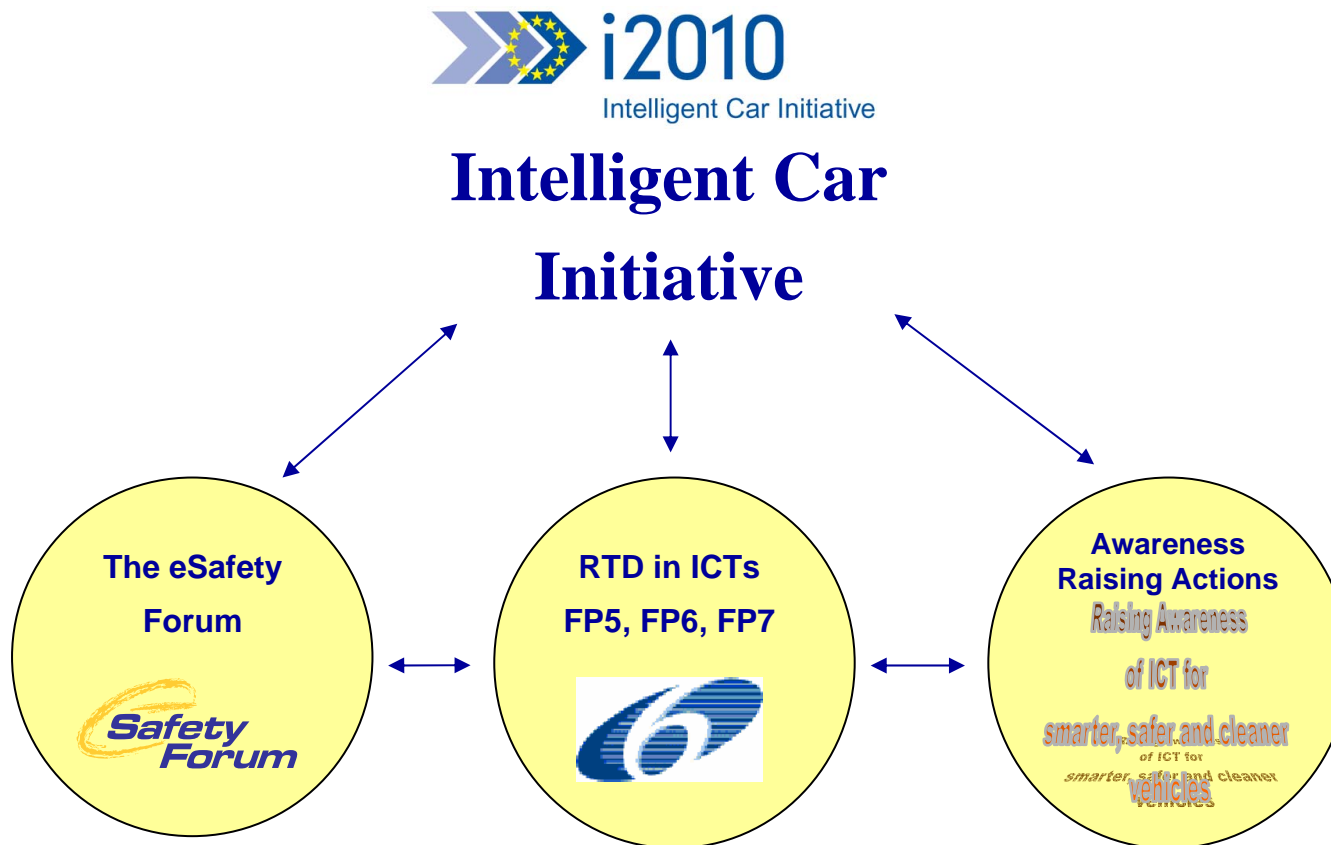
## Objectives of the Intelligent Car Initiative

1. Coordinate and support the work of relevant stakeholders, citizens, Member States and the Industry
2. Support research and development in the area of smarter, cleaner and safer vehicles and facilitate the take-up and use of research results
3. Create awareness of ICT based solutions to stimulate user's demand for these systems and create socio-economic acceptance



# Intelligent Car: Structure

The i2010 Intelligent Car Initiative will build on the work of the eSafety initiative and follow a three – pillar approach:



(1) The eSafety Initiative and the



(2) RTD in Information and Communications Technologies

(3) Awareness raising Actions

The **eSafety Initiative** was launched in 2002 as a **joint initiative** of the European Commission, industry and other stakeholders.

It aims at accelerating the development, deployment and use of Intelligent Integrated Safety Systems that use Information and Communication Technologies (ITC) in intelligent solutions, in order to **increase road safety and reduce the number of accidents on Europe's roads.**

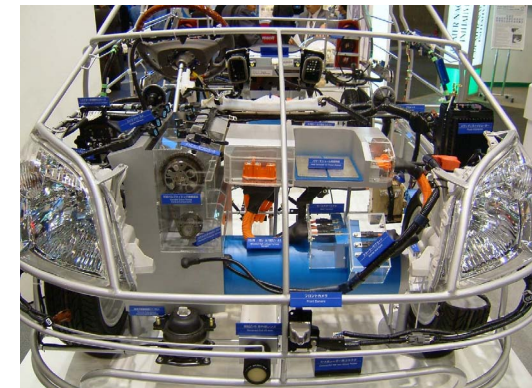
- **Forum Plenary:** Platform for consensus among stakeholders (currently over 150 members)
- **High-Level Meetings** with Industry and Member States defining strategy
- **Working Groups:** Solution-oriented, reporting to the Forum

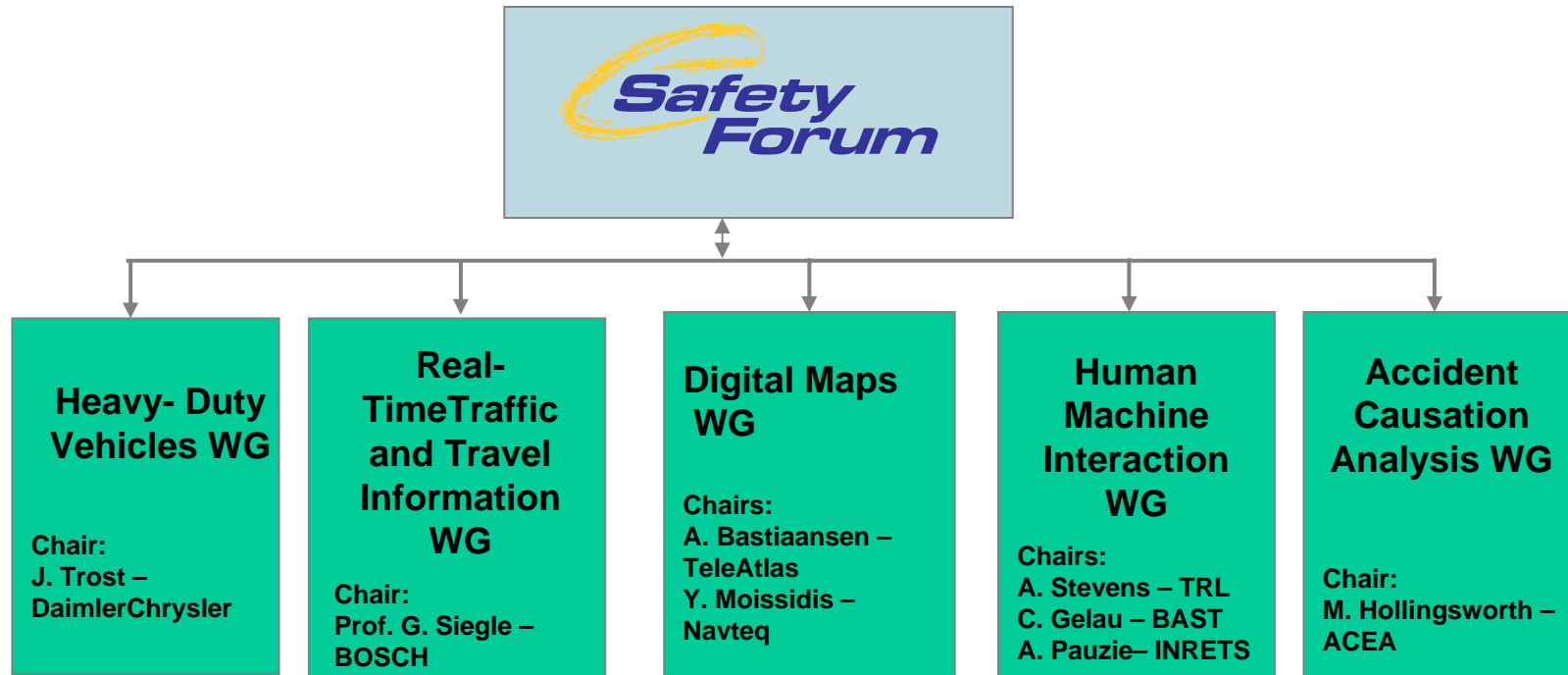
Mailbox info: [INFSO-eSafety@cec.eu.int](mailto:INFSO-eSafety@cec.eu.int)



### The Focus in the eSafety Initiative will remain in Deployment:

- **Pan-European Deployment of eCall by 2009**
- **Updated European Statement of Principles ESoP (HMI) – Commission adoption, May'06**
- **Launch of the eSafety Communications Platform, September'06**
- **Adoption of the EP Report on eCall, April 2006**
- **i2010 High Level Conference-Helsinki, September'06**

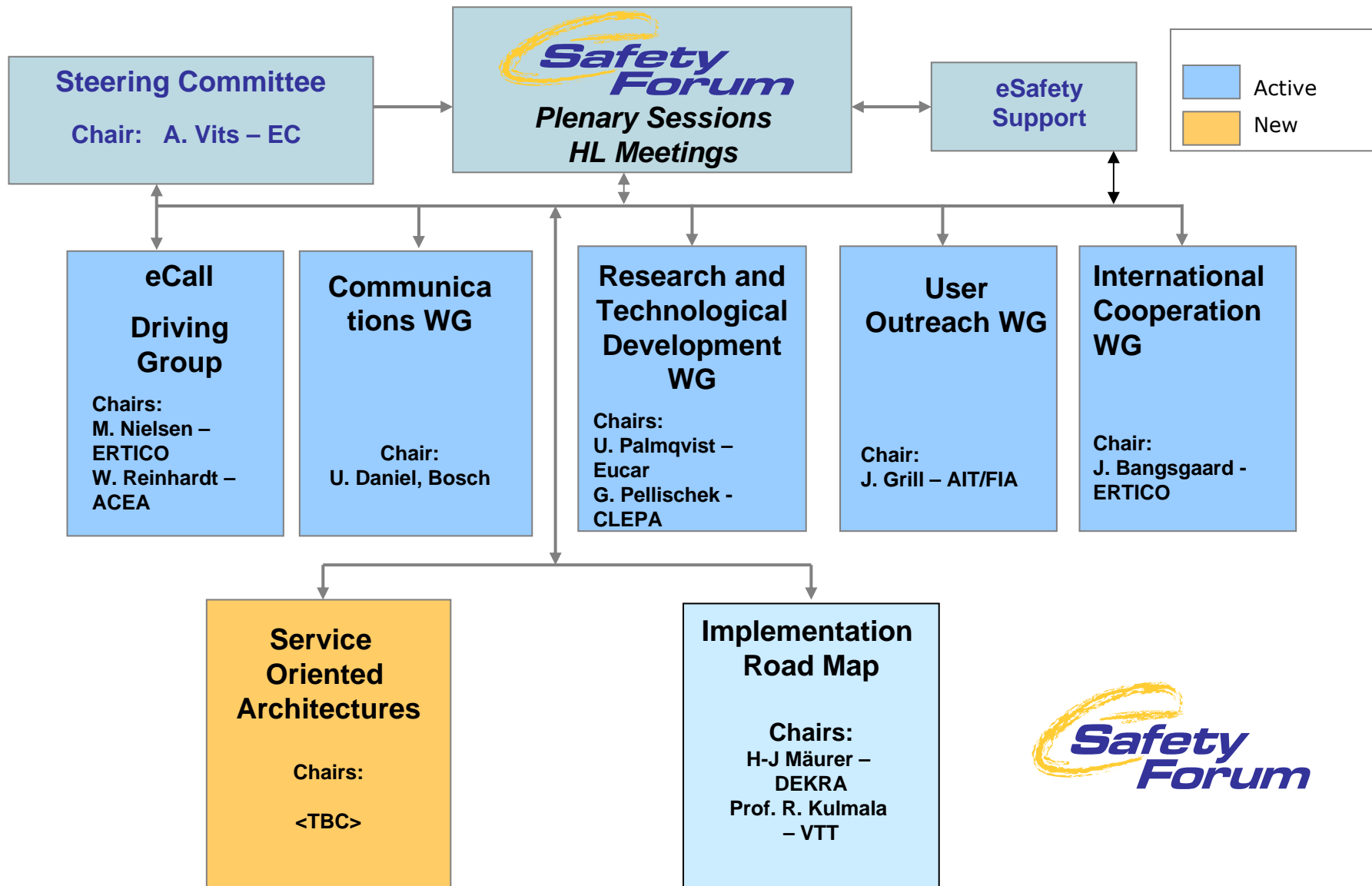




Final Reports are available at the websites



# eSafety Forum: The Active WGs 2006

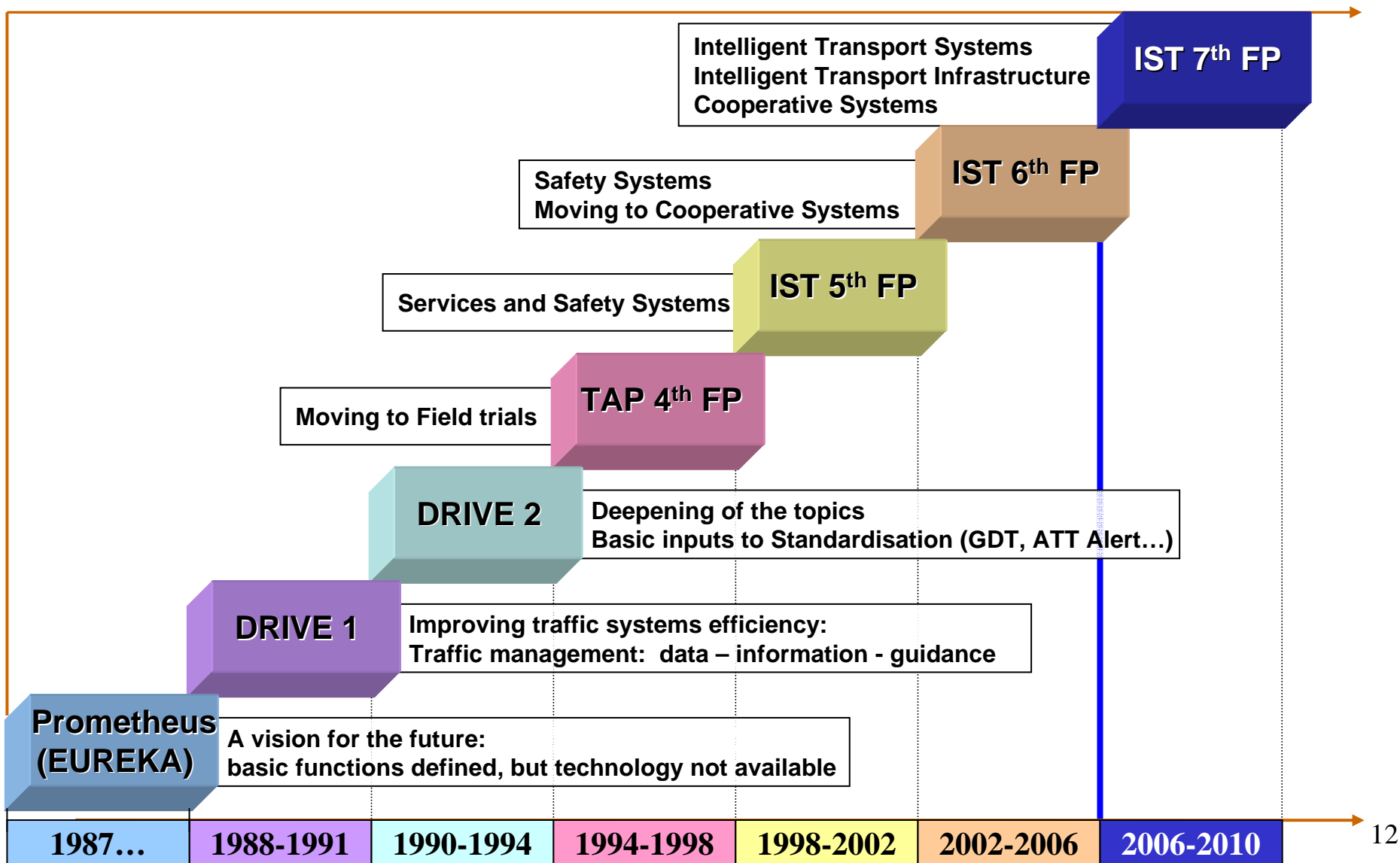


## Second Pillar: The Research Programme

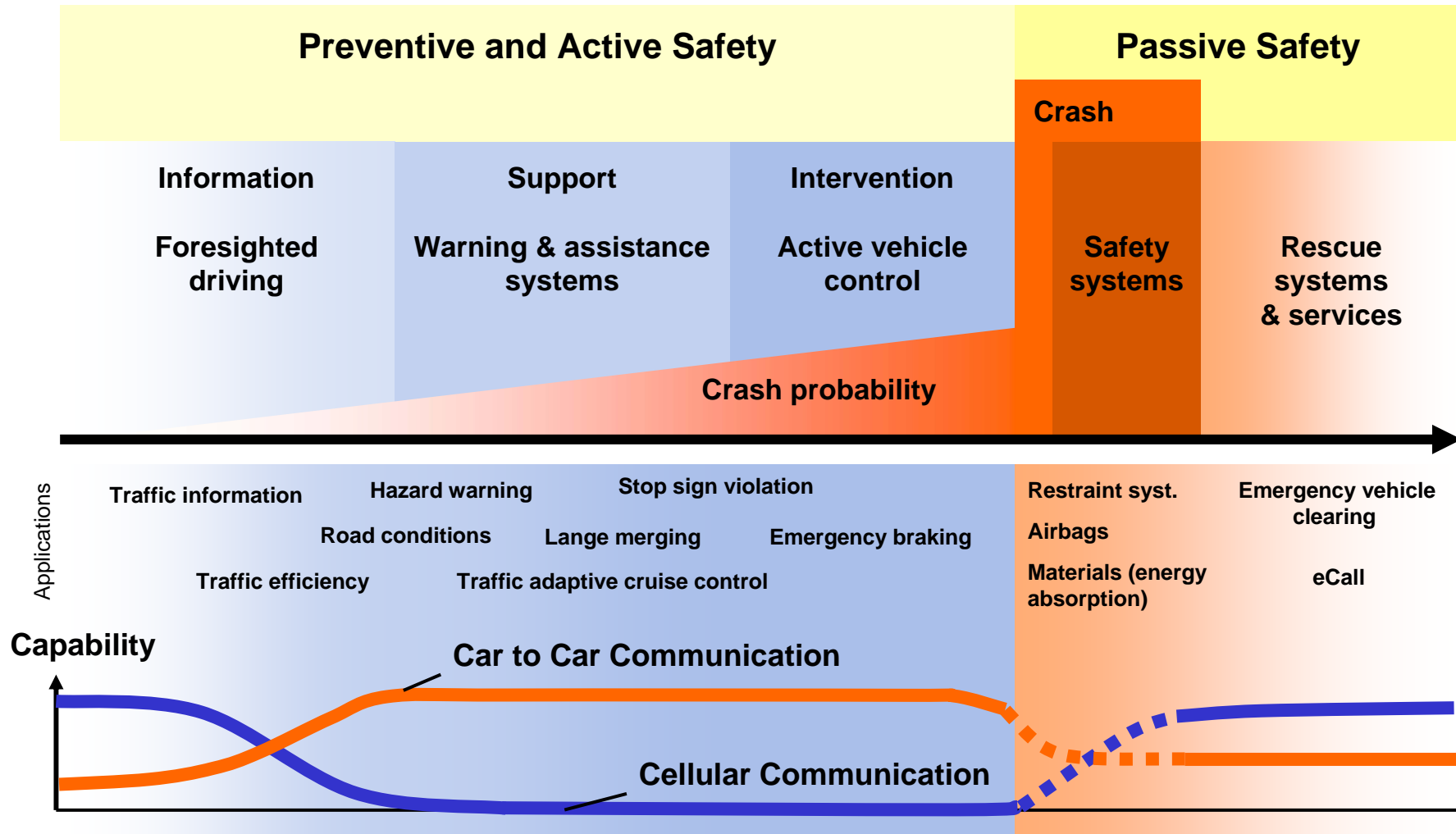
- The Intelligent Car Initiative activities **build upon the achievements and results of EU Framework Programmes** on research and technological development.
- The long-term objectives of the Intelligent Car Initiative will be **part of the ICT priority in FP7**
- The research priorities of the Intelligent Car fully support the **ERTRAC strategic research agenda**



# Moving Towards Co-operative Systems



# Why Co-Operative Systems ?



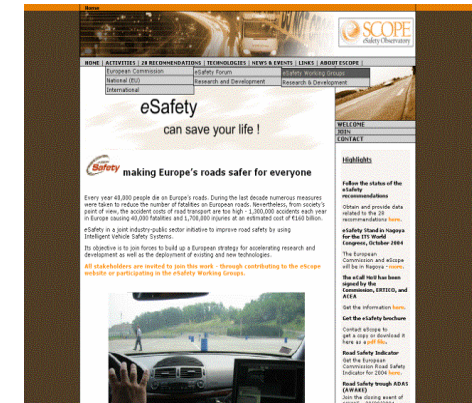
Source: Car2Car Consortia



# Third Pillar: Awareness Actions

The awareness pillar of the Intelligent Car Initiative will promote, active information dissemination to a wide audience:

- To raise drivers and policy maker's **knowledge about the potential of intelligent vehicle systems**
- To stimulate **user's demand** and create socio-economic acceptance
- To **facilitate the deployment** of mature technologies and systems in the initial phase of market penetration
- To encourage stakeholders initiatives supporting i2010



# The Spectrum Workshop - Introduction

## Workshop on spectrum requirements for road safety

- Requested by the Radio Spectrum Committee (meeting on 5 October 2005) who is keen to have a better understanding of the industry's requirements in spectrum use.
- Pre-announcement including the preliminary agenda sent in December 2005
- Around 80 participants registered

The Radio Spectrum Committee (RSC) has been established under the Radio Spectrum Decision 676/2002/EC. The RSC assists the Commission in the development and adoption of technical implementing measures aimed at ensuring harmonised conditions for the availability and efficient use of radio spectrum.



## Objectives

- The purpose of this workshop is to get the interested parties together to discuss the **spectrum requirements** especially for the safety critical applications in the context of **Intelligent Transport Systems and Co-operative Systems**
- The Workshop will explore the status of current activities in Europe and globally in terms of the ongoing initiatives, **harmonisation and standardization**, and finally how to proceed.
- The questions made by the MS delegations at the RSC meeting will be addressed.

This is a very important Workshop for the road safety spectrum issues and for the industry – Member States dialogue



## Invitees

- Radio Spectrum Committee delegations
- CEPT and ETSI experts, IST-SG Chair
- eSafety Communications Working Group
- eSafety Forum Steering Group and WG Chairs
- eSafety Forum (those who have shown interest)
- Car-to-Car Communications Consortium, SARA Group
- ACEA, ERTICO, CLEPA, ASECAP, ERF
- Representatives of R&D projects funded by the EU Framework Programme 6.
- EC services (DGs INFSO, ENTR, TREN, RTD)



# Agenda

	<b>CHAIR: European Commission</b>
<b>10.00 – 10.10</b>	<b>Opening</b>
<b>10.10 – 10.30</b>	<b>The Commission viewpoint</b> Objectives of the workshop. The mechanisms for spectrum allocation.
<b>10.30 – 12.30</b>	<b>Cooperative Systems and spectrum requirements: Overview</b> (Communications WG) <b>Applications</b> (COMeSafety + projects) <b>Frequency Requirements – Automotive Industry</b>
<b>12.30 – 13.00</b>	<b>Current standardisation and harmonisation activities (CEPT, ETSI)</b>
<b>13.00 – 14.30</b>	<b>Lunch break</b>
<b>14.30 - 15.00</b>	<b>International initiatives and need for harmonization</b> Europe in comparison with USA and Japan
<b>15.00 – 16.00</b>	<b>Statements by the participants</b> Questions and Answers
<b>16.00 – 16.30</b>	<b>Conclusions and Next Steps</b>
<b>16.30</b>	<b>Adjourn</b>





***Thank you  
for your attention***

