



Electronic news bulletin from the eSafety Observatory....

## 12<sup>th</sup> World Congress on Intelligent Transport Systems held in San Francisco on 6-10 November, 2005

The four-day 12<sup>th</sup> World Congress on Intelligent Transport Systems took place in San Francisco, California on 6-10 November, 2005 with the title "Enabling Choices in Transportation". Europe had strong presence in the Congress, which overall attracted over 7000 delegates from 57 countries. A large number of other meetings and workshops took place at the fringes of the Congress, before, during and after. Including the **eSafety Forum International Working Group meeting**, an International Workshop on Vehicle Communications, an EU-US bilateral meeting, an EU-Japan bilateral meeting, a meeting of the ITS Board of Directors, California State Senate Public! Hearings and a meeting of the International Task Force on Vehicle-Highway Automation. Simultaneously with the Congress, there was also an Innovative Mobility Showcase with hands-on demonstrations on a test track, as well as an exhibition.

*The Innovative Mobility Showcase (IMS)*- The 40 demonstrations of the IMS offered congress delegates the opportunity to experience the latest implementations of ITS technologies through live vehicle demonstrations, "ride and drives" in cars and buses fitted with ITS solutions.

*Global eSafety* - This Executive Session discussed the actions taken to date by each region in the area of eSafety, the policies of governments that can facilitate or impede progress on eSafety initiatives, and the successes and difficulties encountered up to today.

**Supporting eSafety Deployment**- This Special Session focused on the progress of the eSafety initiative and the implementation of the 28 recommendations set out in the eSafety programme to deploy eSafety systems and technologies.

**eSafety Forum ICWG Meeting** - This was the 6th meeting of the eSafety Forum International Co-operation Working Group and each region reported on the progress made on eSafety. For the first time, ITS China and India were invited to the meeting.

[More Information on Congress...](#)



[Check the eSafety Agenda](#)

[eSafety Agenda...](#)

[Download the eSafety Brochure](#)

[eSafety Brochure...](#)

[Visit the Commission eSafety website](#)

[Website...](#)

[Give input to eScope on your national activities](#)

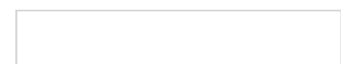
[National eSafety info...](#)

[Join the eSafety Working Group Activities](#)

[More Information...](#)

[Follow the status of the eSafety Recommendations](#)

[More Information...](#)



## Four more EU Member States sign up for the automatic emergency Call action plan

On 18 October Greece, Italy, Lithuania and Slovenia signed a Memorandum of Understanding (MoU) under which all new cars in Europe are to be equipped with automatic emergency call (eCall) technology as soon as 2009, in line with an action plan agreed by the Commission and industry in February this year. The eCall MoU had already been signed earlier by Finland and Sweden.

"I am confident that with this clear support from the Member States and from the industry, eCall will be a reality for EU citizens by 2009" Viviane Reding, EU Commissioner for Information Society and Media.

The Commission meeting with 20 EU Member States in Brussels on 18 October confirmed that eCall is on track for the 2009 launch. Six Member States have now signed the eCall MoU. Five further Member States (Cyprus, Czech Republic, Denmark, Germany and The Netherlands) said that they would do so very soon.

The eCall road map targets end of 2005 for agreeing on eCall standardisation and specifications, 2006 for full-scale field tests and 2009 as the year for introducing eCall technology in all new vehicles. This technology will use the location-enhanced single European Emergency Number (E-112).

The Commission's September 2005 Communication on eCall, "Bringing eCall to the Citizens", strongly urged the national and regional governments to act and to invest in the necessary emergency care for eCall, with the view to a pan-European launch in 2009, and to promote eCall at national and international fora. The Commission is also promoting the use of 112 and is urging the Member States to improve their responses to 112 emergency calls.

[More Information...](#)

---

## Two-way street: The Vehicle Integration (VII) Programme

The Vehicle Infrastructure Integration (VII) programme looks to incorporate various ITS technologies into the transportation infrastructure and integrate ITS communications and sensors into vehicles. More importantly, it has the potential to significantly reduce the number of vehicle crashes and the 43,000 deaths that are attributed annually to highway accidents in the US. The programme aims to deploy and enable a communications infrastructure that supports vehicle-to-infrastructure and vehicle-to-vehicle communications for a variety of vehicle safety applications and transportation operations. In addition, it will enable the deployment of a variety of applications that support private interests, including those of vehicle manufacturers.

[More Information...](#)

---

## Preliminary results available for the Finnish study on impacts of an automatic

[Submit information on eSafety news or events](#)

[More Information...](#)

## emergency Call system on accident consequences

A Finnish study on impacts of an automatic eCall system on accident consequences was published by the VTT on a commission from the Ministry of Transport and Communications and the AINO programme involving the Finnish Motor Insurers' Centre and the Emergency Response Centre Administration.

The study is among the first in which the accurate and reliable estimates of fatalities that could be avoided by the eCall system have been estimated on the basis of European data. Analyses of accidents were done case by case looking at what happened after the crash in a minute's accuracy based on high-quality accident case material.

The aim of the study was to estimate the impacts of an automatic emergency call system on accident consequences in Finland. More specifically, the aims of the study were to estimate the annual number of fatalities that could be avoided by the eCall system, to estimate the effects of eCall on emergency response times, and to estimate the effects of real-time information about the vehicle location and accident type on the consequences of the accident.

[More Information...](#)

---

## Clarification Paper available for studies on proven or assessed benefits of eCall

eCall is based on immediate alert by shock sensor in case of crash, together with precise location coordination, vehicle identification and time. eCall can bring further information on the context, occupants, map location, but this shall require more complexity and costs, and that is expected for a second step.

This document is focusing only on the benefits expected from the first step, automatic trigger and location going directly to local Public Safety Answering Point as for mobile 112 calls.

[More Information...](#)



Copyright 2005 - All rights reserved  
eScope is a European Commission funded project  
coordinated by ERTICO

