



Electronic news bulletin from the eSafety Observatory.....

European Commission has published 2nd eSafety Communication – Bringing eCall to Citizens

Since the adoption of the first eSafety Communication, considerable progress has been made, and many eSafety technologies, systems and services are getting ready for deployment. One such system is the pan-European in-vehicle emergency call, eCall.

The present Communication, dealing with the urgent and practical actions needed to roll-out eCall, the pan-European in-vehicle emergency call, is the first building block of the Intelligent Car initiative, which is part of the i2010 strategy.

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ERTICO signs eSafety cooperation agreement with India

An eSafety cooperation agreement between ERTICO and ITS India was signed on 9 August 2005, during the 7th Asia Pacific ITS Conference & Exhibition. The new cooperation activity in India will mainly focus on ITS for road safety. It is a challenging task to make Indian roads safer through implementation of ITS technologies, but the aim is to improve the mobility situation within the limitations of the existing infrastructure. ERTICO has hired Mrs Priti Prajapati as new India Project Coordinator and her main task will be to further strengthen the EU-India eSafety cooperation together with ERTICO Head of International Cooperation, Jacob Bangsgaard.

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Inter-vehicle communications may save



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lives

Another step towards safer roads in the future has been taken through the IST-funded project CarTALK 2000. The project developed cooperative driver assistance systems and a self-organising ad-hoc radio network with the aim of preparing a future standard.

"If we want to achieve the goal of improved road safety and significantly reduce the number of road fatalities, local sensors alone will not be able to fully achieve this goal. Therefore the idea is for sensor information and information about manoeuvres to be transmitted from one car to other cars in the vicinity. This allows for early reactions like braking if some vehicles in front have had to use emergency braking and helps to prevent rear end collisions," says Dr Christian Maihöfer of DaimlerChrysler and coordinator of CarTALK 2000.

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eCall Driving Group holds meeting in July 2005

The eCall Driving Group meeting held on 7 July 2005 in Brussels discussed the feedback from April's [eCall expert meeting in Helsinki](#), [the eSafety Forum meeting in Hannover](#) and the various sector meetings that have taken place since the last DG eCall meeting on 14 April. The meetings with the insurance and telecom operator sectors should be seen as a real step forward for eCall deployment. By expressly targeting the individual sectors, the particular issues related to eCall for that specific sector can be effectively addressed.

Michael Nielsen, ERTICO Director of Development and co-Chair of the DG eCall stressed that now is the time to really move forward in order not to delay the agreed action plan. Therefore all stakeholders should sign the eCall Memorandum of Understanding (MoU) as soon as possible and the High level meeting organised by the European Commission on 18 October is an opportunity to do so. By the end of this year, the business model, ETSI standard and a rollout plan should also be defined.

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Human-Machine Interface Working Group

Human-Machine Interaction with increasingly more complex in-vehicle systems is a major concern. To tackle this important issue, in 2000, the Commission published a Recommendation on Safe and Efficient In-vehicle Information and Communication Systems, which has been welcomed by the industry.

The Human-Machine Interaction Working Group has assessed the situation in the light of technical progress in collaboration with the industry and the Member States, and has proposed a series of further measures on HMI in their

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2005 final report . The EC has acted swiftly on one of the recommendations and formed an Expert Group to update the European statement of Principles (ESoP) on HMI. A draft of the updated ESoP is now available for comment.

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Implementation Road Map Working Group

The Implementation Road Map WG was given the task of investigating how to promote the roll-out and deployment of vehicle- and infrastructure-based systems as well as co-operative systems in order to contribute to the overall goals of reducing road accident fatalities by 50% by 2010. The inclusion of both vehicle- and infrastructure-based systems caused special problems as there are the strong differences between the sectors involved and the timelines for development and financial issues. Also the decision processes are quite different and especially problematic for truly co-operative systems. This meant that the WG had to involve actors from a wide range of domains. The implementation road map working group has completed the Draft Final Report, which contains recommendations of the group's activities. This document will be available on the eScope website shortly.

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RTTI WG Finalizing Report

The RTTI Working Group has completed a draft of its final report. This document will be reviewed and concluded by the end of September. It includes an analysis of the running activities and international situation as well as recommendations for future actions.

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Special eSafety session at ITS World Congress

On 8 November 2005 a special eSafety deployment session will be held in San Francisco. This session will focus on supporting the deployment of eSafety technologies and systems and the challenges faced. The following speakers will present at the session:

eSafety deployment activities - Juhani Jaaskelainen, Deputy Head of Unit, European Commission, Belgium

Incentives to support deployment - Anu Lamberg, Senior Adviser, Ministry of Transport and Communications, Finland

The importance of User Outreach - Jacob Bangsgaard, Head of international cooperation, ERTICO, Belgium

Road Map for eSafety deployment - Dr Fritz Bolte, Director, BAST, Germany

The eCall roll out plan - Michael Nielsen, Director of Development, ERTICO, Belgium

The role of the insurance in the business case - Speaker TBD

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eSafety International Cooperation Working Group Meeting

The next eSafety International Cooperation Working Group meeting will take place in San Francisco on 9 November 2005 at the 12th World Congress on ITS. The agenda of the meeting covers topics related to the progress of the various eSafety areas, namely Implementation Road Maps, eCall, Human-Machine Interaction, User Outreach, deployment, incentives, and cooperative systems. Furthermore, the US and Japanese eSafety systems will also be discussed in the meeting.

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IP PReVENT and AIDE meet to discuss HMI, validation issues

The EC-supported [IP PReVENT](#) held a 29 June workshop in Athens, Greece in cooperation with the [AIDE IP](#) about HMI issues. The event was a common initiative of the IP PReVENT subprojects LATERAL SAFE, SAFELANE, SASPENCE and WILLWARN! , along with the AIDE IP.

The objectives of the workshop were to discuss the IP PReVENT's vertical subprojects' HMI needs and concepts as well as explore synergies between the different HMI solutions. It also aimed to discuss warning strategies, identify type and depth of AIDE support to IP PReVENT's HMI needs, present AIDE HMI concepts and explore the possibilities of integrating these concepts into IP PReVENT's HMI solutions. Participants also hoped to identify possibilities of enhanced or new advanced ADAS functions through the combination and/or integration of "first generation" (first phase) IP PReVENT applications.

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Nomadic Device Forum launched

Following the organisation of two successful workshops on nomadic devices in

January and March 2005, the EU-supported [AIDE project](#), in cooperation with ERTICO, launched the European Nomadic Device Forum at a successful workshop on 23 June 2005 at the Volvo AB premises in Brussels. The event was attended by over 30 delegates from a wide range of stakeholders.

The Forum will address the safety threat Nomadic devices could pose if they are not adequately designed, controlled and installed. In addition, there were calls for more research to understand their risks, the need to extend existing guidelines to include nomadic devices, and for a wide-ranging safety charter to include the full range of stakeholders.

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SpeedAlert concludes activities in Graz

The EC-supported [SpeedAlert project](#) held its final meeting on 27 June in Graz, Austria, hosted by project partner EFKON. The meeting's main subject of discussion was the consolidation of final project results demonstrating the viability of the defined speed alert concepts in terms of technology and market maturity.

Final report in September - These positive steps manifest the interest and deployment potential for speed alert applications, but more work still needs to be done both at the European and national levels to support a broad market take-up. SpeedAlert's final report, to be published later in September, will present technical issues, general business aspects, and public benefits. It will also include recommendations for future work to support deployment, starting with the first generation of autonomous systems, to second and third generations of more integrated systems communicating with road infrastructure. This work will take place in the SpeedAlert Forum to be established by ERTICO by the end of 2005.

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ActMap releases final report

The EC-supported [ActMAP project](#), which wrapped up its work earlier this year about the dynamic updating of on-board digital maps, has issued its final project report. The report presents an overview of ActMAP results, and also provides more information about the requirements, specifications, implementation and validation of the ActMAP framework. In addition, a section on methodology and problems encountered during the project is also included.

It can be downloaded from the ActMAP website's [Public Documents](#) section, which also includes other key documents providing further detailed information about the project results.

ActMAP in Hannover - In addition to the above information, the ActMAP

website also contains several **presentations** which were part of June's ITS in Europe Congress in Hannover

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SAFETEL Project Activities

The Safe Electromagnetic Telecommunications on Vehicles (SAFETEL) project has been working on the definition and characterization of the EMC environment due both to vehicles external sources and to on-board equipment.

The next steps are to:

- define design rules to increase the immunity of equipment to the EMC environment
- define design criteria that car manufacturers should adopt in order to reduce EMC threats due to the on-board EMC environment, e.g. antennas positioning, wiring criteria, cables layout and shielding, bonding and grounding with evaluation and test by simulation of the proposed solutions
- provide input to enhance the existing standards for the automotive and equipment manufacturers.

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