



eSafety Support eNewsletter No.5 - 21 December 2007

eSafety Support's eNewsletter gives you a regular update on eSafety activities and events, as well as news from its stakeholders. You can also download a text-only .pdf version of this issue for easy printing and reading at your convenience in the [Newsletter Archive](#). If you have any questions or comments about the newsletter, please contact eSafety Support: info@esafetysupport.org

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eSafety European Observers meet in Lisbon for 2007 review

Creation date: 20 December 2007

15 Member States gather for annual meeting, 6-7 December 2007.



eSafety stakeholders representing national interests converged in Lisbon 6-7 December 2007 for their yearly European-wide Observers meeting. Involving over 15 Member States, the meeting focused on three central areas of eSafety activities: Real-time traffic and travel information (RTTI), deployment, and cooperative systems.

The meeting was organised by the eSafety Support project with the support of Portuguese infrastructure operator BRISA. The fifth in an annual series of European-level meetings, it gave participants the opportunity to cooperate and share experiences on key issues relating to eSafety. It caps off a successful year of Regional Observers meetings held in Delft/Rotterdam, The Netherlands and Brno, Czech Republic which allowed participants to discuss and debate eSafety issues with the local and regional stakeholders.

The meeting was opened with high-level remarks by Paulo Marques Augusto, President of the Portuguese National Authority for Road Safety. Mr Augusto gave an update on road safety in Portugal, noting that Portugal has made a lot of progress over the last 10 years in reducing road fatalities. His organisation bases its work on infrastructure (extension of the motor way network and attention to road black spots), vehicles (new legal measures) and human behaviour.

Mr André Vits, Head of Unit European Commission DG INFSO was also on hand to brief the Observers about the latest eSafety developments, including the various reports from eSafety Forum Working Groups and the new proposals on cooperative systems.

Presentations and discussion time around the three main meeting topics - RTTI, deployment and cooperative systems - allowed participants to share insights and developments in these areas with their eSafety Observer peers.

The Observers concluded that in regards to RTTI, more common criteria are needed for the evaluation of its implementation, and a set of indicators on RTTI implementation should be elaborated. In terms of Intelligent Infrastructure, the Observers agreed that infrastructure improvements are needed in order to deploy eSafety Systems, and performance indicators should be identified in order to evaluate the service provided by the infrastructure. Finally, regarding deployment, the Observers noted that all stakeholders should provide more incentives for the use of eSafety Systems and current awareness campaigns such as ChooseESC! are valuable towards the increase of user awareness.

Looking forward to 2008, the Observers' agenda includes several regional meetings, foreseen for Belgium/Luxembourg as well as the Baltic states.

For more information, please contact info@esafetysupport.org



Visit to the BRISA TMC

UN agreement calls for ESC in trucks and tourist coaches

Creation date: 23 November 2007

Electronic Stability Control to improve safety of trucks and coaches.

The safety of European registered trucks and tourist coaches will be greatly improved as a result of an agreement reached at a United Nations meeting in Geneva to equip new vehicles with electronic stability control systems. Electronic stability control (ESC) avoids accidents by helping the driver maintain control of the vehicle in critical situations. It is estimated that equipping these vehicles with ESC system could ultimately save over 500 deaths and 2500 serious injuries per year in the European Union.

The agreement requires heavy vehicles approved by the United Nations Economic Commission for Europe braking Regulation (Regulation 13) to be fitted with an ESC system meeting an agreed specification. This will also allow the EU to make ESC a mandatory requirement by reference to this Regulation. The requirements will be phased in over a number of years, with priority given to the vehicles where the potential benefit is greatest, such as heavy truck/trailer combinations and touring coaches. Regulation 13 will require new vehicle types in the most common categories to be fitted with ESC from 2010.

Including these provisions in UNECE Regulation 13 also promotes harmonisation of standards and encourages the wider use of ESC, even in countries where it may not be a mandatory requirement.

European Commission Vice-President Günter Verheugen, responsible for enterprise and industry policy, stated: "This development is very welcome. The introduction of ESC was one of the key recommendations of the CARS 21 High Level Group and I am glad that this is now being implemented. These advanced systems have a huge life-saving potential, particularly for large goods and passenger vehicles where the consequences of an accident can be devastating."

ESC systems act on the braking or power systems of a vehicle to assist the driver to maintain control of the vehicle in a critical situation (caused, for example, by poor road conditions or excessive speed during cornering). They usually act by sensing wheel slip in individual wheels and reducing power or applying braking to one or more wheels to regain stability. As well as preventing casualties, the widespread use of ESC in vehicles could significantly reduce the traffic congestion caused by accidents involving large vehicles.

Similar requirements for fitting ESC to light vehicles such as passenger cars are expected to be agreed in 2008 by means of a global harmonised regulation on light vehicle stability control.

For more information, please visit <http://ec.europa.eu/enterprise/automotive/unece/index.htm>
For more information about ESC, please visit www.chooseesc.eu

ADAC, German Ministry of Transport winners of eSafety Deployment Award

Creation date: 20 November 2007

Mr Volker Knapp (ADAC) and Mr Wolfgang Hahn (German Ministry) receive distinctions at ceremony in Brussels, 14 November 2007.

Mr Volker Knapp and team of ADAC and Mr Wolfgang Hahn and his team at the German Ministry of Transport, Building and Urban Affairs have been honoured as the first recipients of the eSafety Deployment Awards. They received the distinction at the [eSafety Forum's Deployment Workshop](#), which took place 14 November 2007 at the Diamant Centre in Brussels. The awards, in the categories of Industry & Technology and Administration & Policy, were presented by ACEA Secretary General Ivan Hodac.

ADAC

ADAC is well-known for its recent activities promoting eCall, the pan-European emergency call system. They include a [study which showed that eCall is indeed feasible](#) and can operate across borders, which was presented during the German Presidency's eSafety Conference in June 2007 in Berlin. ADAC has also contributed to eCall end user awareness, thanks to eCall features in its club magazine and website. The ADAC has been active in a number of other areas relating to the eSafety initiative, including ESC and Real Time Traffic Information. It has also tested various eSafety systems, including lane departure warning systems and navigation systems, including crash tests.

German Ministry of Transport, Building and Urban Affairs

The German Ministry of Transport, Building and Urban Affairs participates in a number of eSafety Forum Working Groups, such as the Implementation Road Map, Communications and Real Time Traffic and Travel Information, as well as being an enthusiastic member of the eSafety Steering Group.

The Ministry hosted the successful [eSafety Conference in Berlin in June](#) that focused on the development perspectives of eSafety and intelligent mobility. At the event, Germany pledged itself to eCall deployment by signing the eCall Memorandum of Understanding.

The Ministry has also carried out data protection studies to clarify the legal situation of eCall and other eSafety applications.

The awards, to be held on an annual basis, were granted based on nominations received from the eSafety community at large. Over 15 different individuals and organizations were nominated.

For more information, please contact [eSafety Support](#)

eCall motors on: The Netherlands signs eCall MoU



Creation date: 08 November 2007

The Netherlands becomes the 16th country to pledge commitment to eCall.

The Netherlands has signed the eCall Memorandum of Understanding (MoU) to actively support the timely implementation of eCall, the automatic emergency call system for cars. It is the 16th country to pledge official commitment to eCall deployment, joining Member States Austria, Cyprus, Czech Republic, Finland, Germany, Greece, Italy, Lithuania, Portugal, Slovenia, Spain, Sweden, as well as Norway, Iceland and Switzerland.

At the 8 November signature event in Brussels, Mrs Guusje ter Horst, Dutch Minister of the Interior and Kingdom Relations stated: "It is very important to reduce the response time of emergency services, this will save lives and also reduce the severity of injuries caused."



Commissioner Viviane Reding congratulated The Netherlands for joining the countries having committed to the pan-European implementation of the eCall service. "I welcome the commitment of The Netherlands, shown not only by signing the MoU, but also by having an implementation plan which reflects the Dutch Emergency Response Services' ability to receive eCalls by 2008. This is an important step and paves the way for other European countries to advance towards the full deployment of eCall."

In its September 2007 Communication on the Intelligent Car, the Commission called on Member States to reinforce their efforts and to mobilise all stakeholders to make eCall a reality soon. The Commission

is also negotiating with the automotive industry to install eCall equipment in cars by 2010. In addition it promotes eCall deployment by supporting standardisation, field tests and public awareness campaigns.

For more information, visit

http://ec.europa.eu/information_society/newsroom/cf/itemlongdetail.cfm?item_id=3719 or the [eCall Toolbox](#)

EC pushes need for Brake Assist Systems in new cars

Creation date: 06 November 2007

Proposal aimed to reduce pedestrian fatalities.

The European Commission has issued a proposal stating that passenger cars need to be fitted with Brake Assist Systems (BAS) as early as 2009 in order to reduce the number of fatal accidents on European roads. According to the EC, if the complete European car fleet is fitted with BAS, as many as 1100 pedestrian lives could be saved every year.

As many as 8,000 vulnerable road users, pedestrians and cyclists, are killed every year in the EU. The use of BAS can considerably reduce the stopping distance of a vehicle in an emergency situation, with the effect that a collision with a pedestrian could be avoided altogether or would occur at least at a far lower speed. The proposal is part of a larger package of measures for pedestrian protection.

Commission Vice-President Günter Verheugen, responsible for enterprise and industry, said: "This proposal is good and important for the safety of all road users, especially vulnerable groups like pedestrians and cyclists. At the same time we propose to substantially reduce the amount of legislation, as the proposed regulation will repeal two directives and 27 related national legislations. We will have less legislation, but improve safety."

The Commission White Paper of 2001 sets a target to reduce the overall number of fatal road accidents by 50% by the year 2010. An EC study shows that the requirements for pedestrian protection can be significantly improved by use of a combination of active and passive safety measures. Passive measures help to reduce injury levels on impact by provision of softer surfaces. Active measures alleviate the conditions under which impact may take place, such as the reduction of impact speed. Such a combination of measures will afford an 80% higher level of protection than the previously existing provisions, in particular, as a result of the use of active safety systems.

New vehicles are required to pass a number of performance tests in two phases: phase I (which is based on recommendations from the Joint Research Centre) started in October 2005 as required by Directive 2003/102/EC and a revised phase II (which is based on European Enhanced Vehicle-safety Committee recommendations) which is the main subject of the present proposal. Within five years from the start of phase II, all new vehicle types will have to comply with amended test requirements and, even as early as nine months after entry into force of the Regulation, be fitted with Brake Assist.

For more information, please visit

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/07/1453&format=HTML&aged=0&language=EN&guiLanguage=en>

eSafety Support in Safe Highways of the Future event, 12-14 February 2008

Creation date: 05 November 2007

eSafety to take part in Brussels conference focusing on key areas to reduce road deaths.

As part of its continued work to promote and support the eSafety initiative, eSafety Support will lend its presence to the Safe Highways of the Future conference, which will take place 12-14 February 2008 in Brussels. It will have a stand at the event, featuring a "one-stop shop" for eSafety information and dissemination material.

eSafety lends itself well to the conference, which is looking at technologies, and changes required, to enable zero deaths on Europe's roads to become a reality. Five key areas will be explored:

- Automated vehicles and highway systems
- Safer vehicles by design
- Safer roads by design
- Human factors
- Political and social building blocks

Expert speakers - including notables from the eSafety community - will touch on the opportunities and identify the obstacles which will need to be overcome to make our roads safer.

For more information, including registration details please visit <http://www.safefuturehighways.com/index.html>

Bart Van Arem, Eric Sampson named as new chairs of Int'l Co-operation WG



Creation date: 05 November 2007

eSafety Forum Working Group gains double expertise to lead its activities.

Two professors, Bart Van Arem of TNO and Eric Sampson of the University of Newcastle, have been appointed as the two new co-chairs of the eSafety Forum's [International Co-operation Working Group](#). The chair post had been vacant since the beginning of 2007.

Professor Dr Van Arem has worked as a researcher at the Netherlands Organization for Applied Scientific Research TNO since 1992, with the main working area of ITS. He is program manager of TNO's research program on traffic, transport and logistics and been active in a number of national and international research projects. Since 2003, he has also taught at the University of Twente (the Netherlands) in the area of integrated driver assistance. Dr Van Arem is a member of various committees and task forces related to ITS. No stranger to eSafety Forum activities, he is also a member of the eSafety Forum's RTD Working Group.

Before becoming professor at the University of Newcastle, Eric Sampson had a long career with the UK Department for Transport, where he headed the Transport Technology and Standards Division. Professor Sampson was instrumental in setting up ITS United Kingdom, the first national ITS association to be set up in Europe, where he now serves as chairman. Well-known to the ITS community, Professor Sampson also served as ERTICO chairman (1994-1995) and has been active in the ITS World Congresses, especially the organisation of the London ITS World Congress in 2006.

The International Co-operation Working Group, established in 2003, carries out priority-defining work to focus cooperation on eSafety issues of international importance. It contributes to the setting up of international workshops on selected topics, as well as expert meetings and fact finding visits/tours. Its first working meeting of 2007 will take place after the [eSafety Deployment Workshop on 14 November](#) in Brussels.

For more information, please contact info@esafetysupport.org

eSafety in discussion at Beijing ITS World Congress



Creation date: 05 November 2007

eSafety gets global emphasis at ITS World Congress in Beijing, 9-13 October 2007.

The international ITS community made mention of eSafety at the 14th ITS World Congress and Exhibition which took place in Beijing, China, 9 - 13 October 2007. eSafety was a common thread woven into many of the sessions and presentations given by high-level speakers and notables of the eSafety initiative.

eSafety received top billing during the 10 October Executive Session on Global Safety. Its purpose was to discuss the similarities and differences in the challenges of road safety faced by the different regions in order to foresee a global plan for ITS deployment. The speakers gave an overview of the challenges, plans and actions of the various regions. Mrs Rosalie Zobel, Director of European Commission DG INFSO, presented the situation in Europe on the basis of the Intelligent Car initiative.

A Special Session on 11 October devoted to the Intelligent Car Initiative presented its achievements and activities, 18 months after its launch. The session was moderated by Juhani Jääskeläinen of the European Commission DG INFSO. It featured a wrap-up of the [Intelligent Car event / IP PREVENT demonstration](#) which took place in Versailles, France on 18 September 2007, and also discussed the [Commission Communication on the Intelligent Car](#). The activities of eSafetyAware! were also highlighted, including the [ChooseESC! campaign](#) that aims at increasing the penetration of ESC in Europe and around the world.

Other Special Sessions relating to key eSafety topics included:

- Emergency call (eCall) (10 October) - highlighting the status of eCall and emergency services in the three regions of Japan, the US and Europe, and presenting the progress in Europe in the deployment of E112 and eCall services.
- Human Machine Interaction (12 October) - discussing the recently published European Statement of Principles (ESoP), among other HMI-related issues such as how people react to different types of alert signs and standards concerning nomadic devices.
- ICT for clean mobility (10 October) - providing insight to to raise the knowledge about what ICT can do to improve energy efficiency. Its conclusions showed that efforts should be made to consider which ITS technologies and eSafety systems have the best potential for energy efficiency and there should be international encouragement to make the best use of them.
- Active Safety Systems (11 October) - focusing on the different programmes and activities in the area of intersection safety ongoing around the world.
- Preventive and Active Safety Activities (12 October) - an IP PREVENT-organised session giving a global look at related activities.
- Communications (12 October) - discussing the objectives, applications, technical requirements and development status on wireless communications for vehicle safety, including insight from the COMeSafety initiative

For more information, please contact info@esafetysupport.org

Survey shows eSafety systems important to drivers

Creation date: 04 October 2007

EuroTEST/CVIS project study analyses present and future eSafety systems.

Within the framework of the EuroTEST platform, 8,000 motorists from 12 European countries took part in the Safety-Technopro/[CVIS project](#) survey which aimed at analysing the level of knowledge and acceptance of current and future eSafety systems, applied to the field of motoring.

The report was carried out on the basis of two surveys distributed by auto clubs in 12 European countries (Norway, Croatia, United Kingdom, Switzerland, Germany, The Netherlands, France, Portugal, Belgium, Spain, Austria and Italy), assessing the level of knowledge and attitudes of motorists in regards to present (SafetyTechnoPro) and future eSafety systems (CVIS).

One of the main conclusions of the study is the urgent need to provide users with more information on the eSafety applications which can increase the chance of saving lives in the event of a road accident.

The results showed that safety is more important than price (within the vehicle segment that the consumer can afford) and the rest of priorities such as reliability and consumption. European drivers consider safety the most important factor when buying a new car and they are willing to fit their cars with new eSafety systems if they imply a significant increase in safety; probably even if this means an increase of the car price, a concept that was considered as second priority among the drivers.

The study also looks at travel assistance services, pay-per-use systems, data privacy issues, among other topics.

To download the full report, please visit http://www.cvisproject.org/en/publications/racc_surveys.htm

The Fully Networked Car 2008 Workshop, Geneva 5-7 March 2008

Creation date: 04 October 2007

ITU ([International Telecommunication Union](#)), ISO ([International Organization for Standardization](#)) and IEC ([International Electrotechnical Commission](#)) are organising a major event focusing on information and communication technologies (ICT) in motor vehicles. This event, The Fully Networked Car Workshop 2008, will be held from 5-7 March 2008 during the 78th Geneva International Motor Show in Palexpo, Geneva.

The steering committee of The Fully Networked Car Workshop 2008 invites interested parties to participate at this event by responding to the call for abstracts below. Topics which will be covered at The Fully Networked Car Workshop 2008 are listed at the following website: <http://www.itu.int/ITU-T/worksem/ict-auto/200803/>.

Call for abstracts: Workshop including Demonstrations on Information and Communication Technologies in Motor Vehicles

Authors wishing to present papers should submit a half-page abstract, including the title of the paper and the author's full name, short biography, address, telephone and e-mail, to tsbcar@itu.int by Friday, 16 November 2007.

Authors will be notified of the acceptance of their papers by Friday, 14 December 2007.
The accepted presentations shall be submitted no later than Tuesday, 29 January 2008.

Demonstration area

Authors who wish to underline the concepts presented in their papers have the possibility to showcase their work/product in a demonstration area throughout the duration of the workshop. If you plan to demonstrate, please submit your expression of interest by sending a halpage description of what you plan to demonstrate, including your requirements (surface area needed, power, internet access, table, chairs, others) by Friday, 16 November 2007. A stand building company of the Geneva Motor Show will be responsible for the detailed arrangements and for providing a quotation.

There is also the possibility to demonstrate without giving a presentation at the workshop.

For information of Fully Networked Car Workshops organized in 2005 and 2007 please see: <http://www.itu.int/ITU-T/worksem/ict-auto/>

For additional information about this event contact:

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Finalised recommendations of RTTI, Communications WGs endorsed by eSafety Forum



Creation date: 03 October 2007

Reports and findings from both WGs presented at 8th eSafety Forum Plenary in Versailles on 18 September.

The finalised reports and recommendations of the RTTI and Communications eSafety Forum Working Groups have been endorsed by the eSafety Forum at its [8th plenary meeting](#) held in Versailles, France on 18 September. Both WGs' findings will be provided to the EC, possibly serving as the basis for future legislation and recommendations.

Communications WG

The [Communications WG](#) includes all stakeholders in traffic and road issues involved in the sectors concerned by Vehicle-to-Vehicle (V2V) or Vehicle-to-Infrastructure (V2I) communication technologies. It is also supported by the COMeSafety project and worked in close cooperation with the Car-to-Car Communication Consortium.

The WG aims to cover all such technologies and modes relevant to eSafety in order to develop recommendations for the EC and the Member States to enable the creation of harmonised systems for V2V and V2I communication. Such systems would enable stakeholders to develop business models based on common standards in a common market.

Focusing on aspects such as spectrum issues, standardization and international cooperation, the WG aims to build consensus in the V2V/V2I community in Europe on the necessary standards and requirements for frequency spectrum. A harmonised solution can help to ensure success of an European eSafety system, since a minimum penetration in the vehicle market must be reached to increase overall road safety.

There are many services and technologies worldwide competing for a scarce resource: radio spectrum for wireless transmission of data, audio or TV services. Several initiatives are underway to define the needs and estimate the positive effects of wireless communication for eSafety applications. In 2007, a compatibility study and an impact assessment regarding safety-relevant ITS applications was released by CEPT and ECC working groups. This will lead to a CEPT mandate report to the EC and an ECC directive, both proposing a 30MHz band (to be extended to 50MHz if needed) in the 5.9GHz range for safety-relevant ITS applications.

In relation to standards, several EC research projects investigated V2X technology and co-developed the CALM standards (refer to ISO TC204 WG16). Although some stakeholders – mainly those only interested in V2V communication – highlight that this package is too complex and expensive to implement in simple V2V systems, agreement has been reached on a viable subset of the CALM standards.

The WG, now with the approval of the eSafety Forum, will present its final report to the EC at the end of 2007 for consideration. Its recommendations, together with the CEPT mandate report and the ECC directive 101, is expected to become an EC Directive regarding spectrum, as well as be considered as recommendations regarding commercial aspects and standardisation within the Member States.

RTTI Working Group

The [RTTI Working Group](#), which has now officially concluded, provided further analysis and recommendations for accelerating the take-up of the measures for accessing the public sector data, enabling the establishment of public-private partnerships, and the provision of reliable, high-quality RTTI (real-time traffic and travel information services) in Europe. The first report and recommendations were presented in October 2005. Since then, further development in the field of RTTI has taken place, but open issues remain with respect to implementation, recommended measures and further roll-out.

The WG analysed the open issues, and presented its draft recommendations in January 2007. A public consultation process resulted in the incorporation of more than 80 contributions from 22 sources into the WG's final report in March 2007. The WG presented and disseminated these results at the [eSafety Conference in Berlin](#), in June 2007, and its results are being used for the conclusions of the German Presidency on RTTI.

The WG's findings have re-confirmed RTTI as being highly relevant to road safety, especially as a constituent element of improved road safety systems, including e.g. C2C, C2X, eCall. When it is based on digital distribution channels with adequate capacities, using European standards, it offers a variety of implementations of public and commercial services and combinations thereof (PPP). However, improvements in quality and coverage are necessary.

The WG's other achievements included:

- Revised overview on the aspects of RTTI implementations from the user and stakeholder perspectives.
- Updated lists of RTTI-related standards and implementations of TMC in Europe and abroad
- Clarifications and examples of business models
- Road maps of evolving standards and services
- Proposals of further actions for improvements

The WG has provided its findings for use by the eSafety Forum, EC, Member States, and stakeholders.

To access the final reports:

Communications WG:  [Communications WG Recommendations.pdf](#) (428 KB)

RTTI WG:  [INFO PACK - RTTI WG Final Report.pdf](#) (342 KB)

For more information, please contact [eSafety Support](#)

EC's new Intelligent Car Communication adopted

Creation date: 20 September 2007

The European Commission outlined new plans to accelerate the drive for safer, cleaner and smarter cars at the i2010 Intelligent Car Event 2007 in Versailles, France on 18 September.

Its new Intelligent Car Communication has three main priorities: safer, cleaner and smarter cars:

1. **Safer:** To improve safety, the policy document encourages the take-up of accident avoidance technologies. These include [eCall \(emergency call\)](#), [Electronic Stability Control \(ESC\)](#) and braking assistance and crash avoidance systems should be obligatory for all cars. The Commission will also produce guidelines on incentives, such as Member State tax schemes, for smart car systems by mid-2008.

2. **Greener:** To make road transport 'greener', the Commission will propose in 2008 a plan to roll-out the most effective low-CO2 technologies, targeting both the vehicles and the infrastructure. This will follow the results of work to quantify ICTs contribution to reducing CO2 in road transport for which there is currently no reliable data.

3. **Smarter:** For smarter road transport, the Communication calls on relevant stakeholders to develop a standard interface to connect, for example, mobile navigation devices with other systems integrated into the vehicle. The Commission also requests equipment suppliers and carmakers to implement its December 2006 Human-Machine-Interfaces recommendation on general principles for the safe installing and use of mobile information and communication systems brought into the car. It will also continue to fund research into smart communications for safer and more efficient transport.

"Technology can save lives, improve road transport and protect the environment. The EU must spread this good news among consumers and continue to put pressure on stakeholders to ensure Europeans benefit from these winning technologies sooner rather than later," said Viviane Reding, the EU's Commissioner for the Information Society and Media. "If we are serious about saving lives on European roads, then all 27 Member States should set a deadline to make eCall and Electronic Stability Control (ESC) standard equipment in all new cars. At the same time we need to clear administrative obstacles to innovations that will make cars safer and cleaner. For example, making sure radio frequencies are available for cooperative driving systems that will cut accidents, reduce congestion and lower CO2 emissions. If fast progress cannot be made voluntarily, I stand ready to intervene."

Jacques Barrot, Commissioner for Transport, said: "In our fight to halve the number of road casualties by 2010, we are taking action on all fronts - safer drivers, safer infrastructure and safer vehicles. With this action on intelligent cars, the Commission is pushing to ensure that cutting edge technology finds its way into our cars as soon as possible where it will help save lives and reduce the environmental impact of transport."

Vice-President Günter Verheugen, Commissioner for Enterprise and Industry, added: "We should fully exploit our technologies and knowledge to the benefit of our societies. We have available technologies to better assist drivers and by doing so we will help avoiding human tragedies. Therefore I proposed to introduce mandatory Electronic Stability Control (ESC) for new cars as of 2011 and I am now waiting for the public reaction."

The Intelligent Car initiative, part of the EU's i2010 strategy, was launched in February 2006. This was the first strategic framework for a smarter, safer and cleaner road transport based on Intelligent Communications Technologies. This year's i2010 Intelligent Car event - which was held in conjunction with the [IP PREVENT Exhibition](#) showcasing preventive road safety applications and technologies - also included the [8th eSafety Forum Plenary Meeting](#) as well as a special ceremony for the [newest signatories of the eCall Memorandum of Understanding](#).

For more information, please visit:

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/07/1342&format=HTML&aged=0&language=EN&guiLanguage=en>

The drive for eCall accelerates: Cz. Republic, Portugal and Spain sign eCall MoU

Creation date: 20 September 2007

3 more EU Member States, the Czech Republic, Portugal and Spain signed on 18 September 2007 the eCall Memorandum of Understanding initiated by the European Commission, while the Netherlands has announced its willingness to sign shortly. With their signature, they commit themselves to actively support the timely implementation of the pan-European in-vehicle emergency call system for road accidents that could save 2,500 lives annually when fully deployed in Europe. This brings to 12 the number of EU Member States that have committed themselves to eCall. Non-EU countries such as Switzerland, Norway and Iceland have also signed.

"I welcome these additional signatures of the Czech Republic, Portugal and Spain, which today join the European eCall initiative," said Viviane Reding, European Commissioner for the Information Society and Media. "This is an important contribution from these countries to making European roads safer. Against this background of growing momentum of the eCall initiative, the Commission will soon start negotiations with car manufacturers from Europe, Japan and Korea to equip all new cars in Europe with eCall by 2010. But let's make no mistake: important EU countries are still not responding to eCall. If this does not change quickly, it could endanger both Europe's competitiveness and - more important - the lives of European citizens. I therefore urge the remaining EU countries to join the eCall initiative in the months to come. Otherwise, intervention with an eCall Directive is an option that I will seriously take into consideration."

In November 2006 the Commission called on Member States that had not signed the eCall Memorandum by then (see [IP/06/1720](#)), to reinforce their efforts and to mobilise all stakeholders to make eCall a reality sooner rather than later. Industry was also asked to renew its commitment to eCall and to set 2010 as the target date for fitting eCall devices to all new cars in Europe.

Commissioner Reding is presenting today a new Commission Communication on the Intelligent Car to industry in Versailles/France. This Communication promotes the full scale deployment of eCall by supporting work on standardisation, and through field tests and public awareness campaigns (see [IP/07/621](#) and [IP/06/1271](#)). An exhibition and demonstrations of intelligent cars also takes place until Thursday (see [IP/07/1342](#)).

Background:

eCall is an automatic emergency call system for road accidents, based on the single European emergency number 112 (see [IP/05/1239](#)). In the event of a serious accident anywhere in Europe, the cars equipped with e-Call automatically call the nearest emergency centre using 112. Basic information about the crash, including the exact location of the accident scene, is communicated via this call, even when no passenger is capable to communicate. The availability of the location information reduces rescue services' reaction time by 50% in rural and 40% in urban areas. Estimates suggest that this could save up to 2,500 lives in Europe each year, and lead to less severe injuries in 15% of all non-fatal cases.

The countries that had previously signed the eCall Memorandum of Understanding are: Austria, Cyprus, Finland, Germany, Greece, Italy, Lithuania, Slovenia, Sweden as well as Norway, Iceland and Switzerland. Today's announcement brings the total to 15 of which 12 in the EU.

Statements made today indicate that the Netherlands will be the next country to sign up to the eCall initiative.

For an updated list of signatories see:

http://ec.europa.eu/information_society/activities/esafety/doc/esafety_library/mou/list_of_signatures_mou.pdf

For more information:

Press pack available on:

http://ec.europa.eu/information_society/newsroom/cf/itemlongdetail.cfm?item_id=3602

On the event in Versailles see:

http://ec.europa.eu/information_society/activities/intelligentcar/press/index_en.htm

On the 'Intelligent Car' Initiative, see

[IP/06/191](#) [IP/06/1271](#), [IP/07/1342](#) and [MEMO/07/358](#)

On eSafety:

http://ec.europa.eu/information_society/programmes/esafety/

Europe's drive for smarter, safer and cleaner cars

Creation date: 13 September 2007

Safe distance, safe speed. Visibility problems, safety at crossroads, and detecting obstacles ... Information and communications technologies (ICTs) can play a key role in allowing drivers to better understand road hazards, so as to improve overall road safety. A public exhibition (free entrance) will be organised on Saturday 22 September 2007 (8:00 - 17:00 - Main entrance: Château de Versailles).

On this occasion, visitors can discover for themselves the car of tomorrow by exploring cars with various safety applications gathered especially for this event at Versailles.

There will be:

- Some 20 prototypes - Place d'Armes, in front of the main entrance to the chateau
- Dynamic demonstrations of ESC (Electronic Stability Control) - avenue de Paris
- Videos and technical descriptions
- Experts to answer your questions
- Information stands

The intelligent car exhibition is organised by [PReVENT](#), an EU-funded research project, in collaboration with the town of Versailles, [eSafetyAware!](#) and [ChooseESC!](#)

Further information will be available on the Intelligent Car website, to be launched on 18 September 2007.

Deutsch : Intelligenter, sicherere und umweltfreundlichere Fahrzeuge

 [.pdf](#) (214 KB)

English : Towards Smarter, Safer and Greener Cars

 [.pdf](#) (195 KB)


Español : Hacia coches más inteligentes, seguros y limpios

 [.pdf](#) (246 KB)

Français : Pour des véhicules plus intelligents, plus sûrs et plus propres

 [.pdf](#) (198 KB)

Italiano : Verso delle auto più sicure, più efficienti e rispettose dell'ambiente

 [.pdf](#) (244 KB)

[Meetings and Events](#)

Here the most important events for the next months:

- 30 January: 29th Steering Group Meeting, Brussels, Belgium
- 06-07 February: International Congress ATEC-ITS France, Versailles, France
- 12-14 February: Safe Highways of the Future, Brussels, Belgium
- 05-07 March: The Fully Networked Car 2008 Workshop, Geneva, Switzerland
- 03-04 April: European Conference on Human Centred Design for ITS - HUMANIST Final event
- 15-16 April: AIDE Final Workshop and Exhibition - "Towards Future Automotive HMI", Gothenburg, Sweden
- 12 March: 30th Steering Group Meeting, Brussels, Belgium
- 21-24 April: TRA 2008, Ljubljana, Slovenia
- 10-12 June: 7th European Congress on ITS, Geneva, Switzerland

You can also visit the 2008 eSafety Calendar at the following link:

http://www.esafetysupport.org/en/esafety_events/esafety_calendar/

If you have any news or events that you think should be mentioned here, please send the information to info@esafetysupport.org. If you would like to unsubscribe from this service, please go to

http://www.esafetysupport.org/en/news/subscribe_to_newsletter/unsubscribe.htm