



eSafety Support eNewsletter: No. 1 – 8 March 2006

eSafety Support's quarterly eNewsletter gives you a regular update on eSafety activities and events, as well as news from stakeholders.

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Events & Meetings

Here the most important events for the next months:

- 8 March: 1st PReVENT Fusion Forum Workshop
- 16 March: The PSAP's Expert Meeting on eCall
- 23 March: eCall Expert meeting
- 27-28 March: Transport, Telecommunications and Energy Council
- 4 April: Steering Group Meeting
- 6 April: Communications WG
- 7 April: Implementation Road Maps WG
- 24-25 April: Final DG eCall meeting
- 24 April: User Outreach WG meeting
- 2-3 May: eSafety Forum Plenary meeting

For more events and meetings check the eSafety Support website:

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

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

Workshop on Spectrum Requirements for Road Safety

Date: 01 March 2006

European Commission organises meeting in Brussels

The workshop on “Spectrum Requirements for Road Safety” took place 28 February 2006 in Brussels. The workshop was proposed by the Radio Spectrum Committee (RSC) and organised by the European Commission. 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.

The workshop participants discussed the spectrum requirements of future safety-critical applications in the context of Co-operative Systems, the status of spectrum harmonisation and standardisation activities in Europe and the rest of the world, as well as the next steps with regards to spectrum requirement issues.

Mrs Rosalie Zobel from the European Commission chaired the meeting, which saw representatives from all major stakeholders, such as the RSC <http://forum.europa.eu.int/Public/irc/info/radiospectrum/home>, the CEPT (European Conference of Postal and Telecommunications Administrations) <http://www.cept.org/>, ETSI (European Telecommunications Standards Institute) <http://www.etsi.org/>, the eSafety Forum http://www.esafetysupport.org/en/esafety_activities/esafety_forum/, the industry and other research projects.

There are several meetings focussing on communication issues in 2006: the eSafety Forum Communication Working Group on 7 April 2006, the Architecture Workshop on Co-operative Systems in Brussels in July 2006, the 2nd International Workshop on Communications organised by COMeSafety in London on 13 October 2006, and the eSafety Forum Plenary in Brussels in November 2006.

For more information, please visit the eSafety events page (www.esafetysupport.org).

Successful launch of the i2010 Intelligent Car Initiative

Date: 24 February 2006

Largest ever gathering of intelligent cars

Viviane Reding, EU Commissioner for Information Society and Media, hosted a very successful event on 23 February in the Brussels Autoworld Museum featuring demonstrations of car safety systems that can support the driver in critical situations. The event received huge media attention and features were broadcasted by TV stations all over Europe.

Safer and cleaner intelligent car technologies are ready for full market deployment. This event featured 28 vehicles that demonstrated the progress made by European research in this field.

The buffet at the event was sponsored by ACEA, CLEPA, ERTICO & FIA. More than 250 participants enjoyed the catering.

The i2010 Intelligent Car Initiative builds on three pillars: the work done in the framework of the eSafety initiative, the results of "ICT for road safety" research projects, co-financed by the European Union over more than the past decade, and activities raising the awareness of road users of Intelligent Vehicle Safety Systems with the aim to speed up the take-up and deployment of such systems.

The launching event in the Autoworld Museum was the first concrete action under the pillar of awareness-raising activities.

For more information, please visit the eSafety Support website (www.esafetysupport.org).

MAPS&ADAS and SafeMap projects extend co-operation

Date: 01 March 2006

Both projects deal with digital maps for supporting driver assistance applications

MAPS&ADAS and SafeMap are two research and development projects dealing with the potential use of digital maps for supporting driver assistance applications in favour of safety.

Within the European Commission co-funded PReVENT Integrated Project, the three-year MAPS&ADAS subproject is developing, testing and validating appropriate methods for gathering, certifying and maintaining advanced driver assistance systems (ADAS) content to enable the provision of ADAS maps as well as a standardised interface between ADAS applications and map data sources for accessing map data regarding vehicle position. As a cross-functional subproject, MAPS&ADAS' role is to support IP PReVENT vertical subprojects which intend to implement the ADAS Interface within their applications.

SafeMap is supported by the French Ministry for Infrastructure, Transport, Land Planning, Tourism & Sea (DSCR) and the German Ministry of Education and Research (BMB+f). Its aim is to develop a new navigation map or geo-

localised database concept (including road safety-related data), evaluate its socio-economic impact and suitability to drivers and subsequently propose examples of an on-board application to 'aid anticipation'.

Similar objectives

SafeMap and MAPS&ADAS pursue similar objectives, have four common partners and will wrap up activities at almost the same time (end 2006 for SafeMap and beginning of 2007 for MAPS&ADAS). For that reason, co-operation between the projects has been seen as promising to not only avoid duplication of work, but also to provide more added value in the research concerning the use of digital maps for supporting safety applications.

A dedicated cooperation meeting between the two projects was held in Paris on 14 February. This first meeting allowed participants to identify collaborative actions, such as cost/benefits analysis and business models, recommendations concerning data sourcing, public sector involvement; as well as evaluation of test applications.

Regular exchanges between the two projects will be organised and both projects are planning a common workshop for presenting their final results and recommendations.

For more information, please contact Project & Development Manager Vincent Blervaque (MAPS&ADAS) at v.blervaque@mail.ertico.com or Martial Chevreuil (SafeMap) at m.chevreuil@isis.tm.fr

19th eSafety Forum Steering Group meeting

Date: 21 February 2006

eSafety stakeholders get together in Brussels

2006's first meeting of the eSafety Forum Steering Group took place 7 February in Brussels. At the meeting, the Steering Group discussed the 2006 work programme of the eSafety Forum, as well as the status of the membership, Working Groups, and related activities. One of the Steering Group's important new tasks will be to guide the activities of the newly established eSafety Support office located in Brussels.

Besides its own meetings, the Steering Group has set the dates for this year's eSafety Forum Plenaries – the first of which will take place 2-3 May in Vienna, Austria. A full agenda of eSafety Forum events is now available as well.

The Steering Group also discussed other important eSafety events, such as the Intelligent Car Demonstration event to be held 23 February in Brussels, June's Transport Research Arena 2006 in Gothenburg, Sweden and the ITS World Congress, 8-12 October in London.

New Working Group

The 7 February meeting also included a recap of present and future activities from the existing eSafety Forum Working Groups. Additionally, the Steering Group launched the new Service Oriented Architectures Working Group. Its terms of reference and chairman will be defined at a later date. The Steering Group will re-group again for its next meeting 4 April in Brussels.

For more details about the Steering Group meeting, please visit the eSafety Support website (www.esafetysupport.org) or contact the eSafety Support office (info@esafetysupport.org).

EU-India project organises ITS workshop

Date: 15 February 2006

Workshop takes place 2-3 March 2006 in Delhi

The EU-India project, co-funded by the European Community's Sixth Framework Programme, will be running a workshop on 2-3 March 2006 in Delhi, India focusing on two main areas:

- EU-India eSafety cooperation. Key European ITS stakeholders will be presenting the European eSafety initiative to the Indian authorities and industry.
- ITS in transport planning for the Delhi Commonwealth Games 2010. ITS associations from other countries hosting future Games events will share their experience in using ITS for transport planning and management.

Indian participants include government Ministries, the Indian Olympics Association, local Delhi government and representatives from Indian industry.

Following the initial workshop, the EU-India project will also organise two main events in the course of 2006. The events will introduce both regions' experiences and technologies in the ITS field with a particular focus on eSafety systems and services.

European participants of the events will include the European Commission, vehicle and equipment manufacturers, digital map providers, telecom operators, service providers, road operators, research institutes, as well as national and local authorities.

For more information, please contact India Project Coordinator Priti Prajapati at p.prajapati@mail.ertico.com or visit the EU-India website (www.euindia.info).

Autoliv signs eCall MoU

Date: 15 February 2006

Further support from an automotive safety supplier for eCall

On 2 February 2006 Mr Lars Westerberg, CEO of Autoliv AB, signed the Memorandum of Understanding (MoU) that aims at realising the interoperable, pan-European in-vehicle emergency call system, eCall. Autoliv handed over the official document at the last meeting of eCall Driving Group's Sub-Working Group Performance Criteria on 13 February. By signing the MoU, Autoliv, a provider for automotive safety, recognises the importance of eCall along with a long list of other stakeholders (download the list here).

eCall is an in-vehicle emergency call that may be triggered manually by pushing a button in the vehicle or automatically when a vehicle senses that a crash has occurred. In the event of an accident, eCall technology will call the emergency services (Public Safety Answering Point – PSAP) and transmit a so-called minimum set of data (MSD). This enables emergency personnel to obtain details about the accident and their response time can be reduced up to 50%.

The MoU, which was created in May 2004, provides a solid basis for the partners to actively contribute to the development and implementation of eCall in potentially all new vehicles sold in Europe by 2009.

For more information, please contact the eCall helpdesk at eCall@eSafetySupport.org or visit the eCall Toolbox (www.esafetysupport.org/ecalltoolbox)

Putting pedestrian safety in the driving seat

Date: 10 February 2006

European Project presents results

Every year in the European Union there are over 9,000 deaths and 200,000 injured victims in road accidents in which pedestrians and cyclists collide with a car. Hoping to improve on these grim statistics, is a cutting-edge sensing system that could ultimately help to save the lives of vulnerable road users (VRUs).

“The concept is relatively straightforward,” explains Dr Marc-Michael Meinecke of Volkswagen, which is one of the chief partners in the IST-sponsored SAVE-U project along with other key industry players such as CEA, DaimlerChrysler, Faurecia, Mira, Siemens and VDO Automotive. “SAVE-U combines sensors such as radar, vision and infrared camera, as well as sensor fusion and actuators to increase safety for pedestrians. The main idea is that the sensors will recognise pedestrians and if a pedestrian has a high probability to collide with the vehicle then automatic braking will be initiated by the system,” he says.

The project, which officially ended in August, set out to develop an innovative pre-impact sensing platform that operates three different technologies of sensors simultaneously, and then fuses their data to protect cyclists and pedestrians under different weather and light conditions. The system comprises a radar network composed of several 24 GHz sensors working in parallel and an imaging system composed of passive infrared and colour video cameras.

More on IST Results:

<http://istresults.cordis.lu/index.cfm?section=news&tpl=article&ID=80033>

eSafety Support – Working to save lives

Date: 23 January 2006

New project will spread the word on benefits of Intelligent Integrated Safety Systems

The European Commission-funded eSafety Support project kicked off in January 2006. It will assist the eSafety initiative that was set up in support of the Commission White Paper "European Transport Policy for 2010: Time to Decide". One of the key objectives of this paper is to halve the number of road fatalities by 2010.

eSafety brings together the European Commission, industry, public authorities and other stakeholders with the aim of accelerating the development, deployment and use of Intelligent Integrated Safety Systems. The goal is to increase road safety and reduce the number of accidents on Europe's roads.

eSafety Support is building on the results of the eScope project and stimulates and monitors the activities, progress and results generated by the eSafety initiative by offering assistance to the eSafety Forum and its Working Groups and disseminating results to all stakeholders.

eSafety Support will communicate more broadly – informing the general public that eSafety can save their lives by decreasing the driver's workload and provide him or her with the necessary support in hazardous situations.

For more information, please contact the eSafety Support Officer at info@esafetysupport.org

GST RESCUE on the move

Date: 16 January 2006

GST subproject optimises emergency call response

The EC-supported, ERTICO-coordinated GST subproject RESCUE is contributing to making Europe's roads safer by developing applications that will ensure emergency services use the information provided by eCall in the most efficient way.

eCall – in-vehicle Emergency Call system – will automatically send crucial information to the necessary services in the event of an accident. RESCUE has played an important part in the development of this technology by contributing proposals and strategies to the eCall technical standardisation process. Additionally, RESCUE has developed specifications for telematics applications that ensure emergency services reach the incident scene as fast and safe as possible.

With the help of suppliers and vehicle manufactures, RESCUE has developed a strategy for an automatic triggering of eCall. The strategy, along with a proposal for the thresholds before an eCall is triggered, has been forwarded to the Driving Group eCall where the different stakeholders are evaluating it.

Currently, RESCUE is in the process of developing implementation references for the different components and applications based on specifications finalised in September 2005. In the ongoing phase, software development is the focus of efforts. The software will in turn be handed over to the developers at the different test-sites within the GST (Global System for Telematics) project for implementation. The components and applications developed in RESCUE will be implemented in these GST test-sites:

- Turin, Italy
- Aachen/Russelsheim, Germany/Netherlands
- Munich, Germany
- Gothenburg, Sweden
- London, United Kingdom

The UK test-site is the main site, dedicated to a full rescue chain implementation. All components and applications developed in RESCUE will be implemented there. The other test-sites will only implement smaller parts of the RESCUE components and applications.

RESCUE's overriding objective is to look at how the information provided by eCall can be used within the emergency service vehicle itself so that it will reach the incident scene as fast and safe as possible. Focus has therefore been on the development of four different applications: two to be used by the emergency service vehicle when driving to the incident scene and two to be used when the emergency service vehicle has arrived at the incident scene.

The two most important facts for emergency service vehicle when driving to a scene of an incident are to know where to go and how to get there. Furthermore, it is essential to let other road users know that an emergency service vehicle is approaching their route. The requirements for a route guidance system for emergency service vehicles are higher than for a navigation system for a private vehicle. Issues like reliability, turn-by-turn speed and traffic conditions are very important. System development must also be adapted to the fact that only one person will be operating the

emergency service vehicle. Another important consideration is that the environment in an emergency service vehicle is hostile due to noise from the radio and sirens.

The second application is a “virtual blue light” transmitted directly from the emergency service vehicle to road users on its route, warning them through their navigation system that an emergency service vehicle is approaching. This application will be particularly useful where two or more emergency service vehicles are travelling together. In such cases, the road is always safer for the vehicle in front. Road users usually see the first vehicle passing by and then start driving again before the second vehicle has had the chance to pass. The virtual blue wave will alleviate this problem by informing the road user of the number of vehicles approaching, prompting the driver to wait until all vehicles have passed.

The last two applications are being developed to secure the incident scene and thereby protect the emergency service personnel and allow them to communicate with either the dispatching centre or the hospital. Today the only security the emergency services have at an incident scene are flashing lights and orange cones placed on the road. Imagine that these cones are made “virtual” and displayed in the road users vehicle in the same way as the virtual blue wave. They would then be informed before they approach the incident scene and thereby already have reduced their speed.

The secure communication link between the emergency service personnel at the incident scene and a third trusted party would provide e.g. the hospital with more information about what happened in the incident. Moreover it will give the emergency service personnel the opportunity to report remotely to the dispatch centre, allowing them to take on a new assignment directly, without losing valuable time by driving back to the dispatching centre to file a report.

All components and applications developed in RESCUE have one goal - to provide the emergency services with detailed information so more lives can be saved. At the end of the day all that matters is that European roads are made safer and if incidents do happen that the right help can get there as fast and safe as possible.

So far, RESCUE has developed the specifications for components and telematics applications. Now, the focus is the development of software and components for the different GST test-sites. A three-month period has been set for this development and RESCUE expects that all components and telematics applications will be ready for testing in May 2006.

For any additional information please contact the GST RESCUE coordinator Rasmus Lindholm at r.lindholm@mail.ertico.com or visit the GST RESCUE website (www.gstrescue.org).

Less fatal road accidents in Germany

Date: 13 January 2006

Estimations show numbers of fatalities decreases by 7% in 2005

The German Federal Road Administration (BASt) (<http://www.bast.de/>) estimates that fatalities in road accidents in Germany dropped to 5.400 in 2005 – a 7% decrease.

The highest reduction was measured on country roads (not counting the Autobahn), with almost 10% less people killed in accidents there. On the Autobahn the number of fatalities is estimated to have dropped by 5% while the regression in cities was less significant with 1% fewer fatalities.

The number of dead for car & truck drivers and pedestrians decreased by around 10%. The number of motorbike fatalities was reduced by 2%, while the fatalities for bikers increased slightly.

Among young road users between 18 and 24 the number of deaths decreased by almost 10%, while the fatalities among kids increased slightly in 2005 to 170, compared to 150 in 2004.

The total number of accidents recorded by the police in Germany dropped from 2,26 million to 2,24 million.

The continuous trend of a decreasing number of alcohol-related accidents persisted, with 350 fewer such accidents in 2005 compared to 2004.

Download the long version of the press release here (http://www.bast.de/htdocs/aktuelles/presse/2005/unfallprognose_2005.pdf), giving further details in German.

For more information, please contact Petra Peter-Antonin at pr@bast.de or visit the BASt website (<http://www.bast.de/>).

MAPS&ADAS and ADASIS Forum pave way for standardised interface

Date: 12 January 2006

Meeting in Germany shows first achievements of IP PReVENT subproject

A demonstration of the first results of MAPS&ADAS to the ADASIS Forum Members on 15 December 2005 at Honda in Offenbach presented the achievements of the project in 2005. With 35 participants representing 24 organisations, this successful event showed the increasing interest of the leading European automotive industry in the ADAS Horizon concept, and the benefit of using digital maps as a predictive sensor to enable or enhance ADAS applications.

The morning session focused on the presentation of activities and results starting with an introduction of MAPS&ADAS and the ADASIS Forum by Vincent Blervaque (ERTICO, MAPS&ADAS Project Leader and ADASIS Forum Coordinator). Klaus Mezger (DaimlerChrysler) followed, presenting the revised version of the ADAS Interface Data Model and Functional Architecture and very promising results from the ADAS Interface test activities performed within MAPS&ADAS in November 2005. Maria Perchina (Navigon) presented the revised version of ADAS Interface Specifications prepared jointly with Johannes Angenvoort (Navigon), which will be submitted to standardisation bodies in 2006. Finally, Leo Beuk (Siemens VDO) introduced the new ADASIS Forum Working Group dedicated to Data Protocol Interoperability to support implementation.

In the afternoon, demonstrations were organised by MAPS&ADAS partners to highlight the maturity of the ADAS Horizon concept leading to near future market introduction. The demonstration session included live presentations with in-vehicle applications and prototype implementation.

Jan Loewenau (BMW and 2006 ADASIS Forum Chairman) presented the new map-supported Active Cruise Control (ACC) and showed the enhancement of the series ACC system with the use of digital map. Sinisa Durekovic (NAVTEQ) demonstrated several map-based prototype applications including Speed Limit Assistant and Roundabout Warning.

In order to demonstrate the interoperability of modules from different partners, Navigon, NAVTEQ and Siemens VDO presented a prototype implementation of the standardised ADAS Interface by feeding their ADAS Horizon receiver modules in parallel with one common map horizon data stream via the same in-vehicle CAN bus.

Within the EC co-funded PReVENT Integrated Project, the three-year MAPS&ADAS cross-functional subproject is developing, testing and validating appropriate methods for gathering, certifying and maintaining ADAS content to enable the provision of ADAS maps as well as a standardised interface between ADAS applications and ADAS map data sources for accessing map data regarding vehicle position. As a cross-functional subproject, MAPS&ADAS role is to support IP PReVENT vertical subprojects which intend to implement the ADAS Interface within their applications.

The ADASIS Forum acting as the MAPS&ADAS User Forum is a self-funded industry initiative launched in 2002 and coordinated by ERTICO, aiming at supporting and promoting the development and the implementation of a standardised interface between ADAS applications and digital map content. The ADASIS Forum is composed of 26 Members from vehicle manufacturers, ADAS suppliers, navigation system suppliers and map providers.

For more information about MAPS&ADAS and the ADASIS Forum, please contact ERTICO Project & Development Manager Vincent Blervaque (v.blervaque@mail.ertico.com) or visit the websites of the MAPS&ADAS project (http://www.prevent-ip.org/en/prevent_subprojects/horizontal_activities/maps__adas/) or the ADASIS Forum

(http://www.ertico.com/en/subprojects/adasis_forum/objectives__approach/objectives__approach.htm).
