



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

eSafety Support to be launched in January 2006

Road safety is a concern for all citizens in Europe and finding solutions to save lives on the European roads is of interest to all Europeans. eSafety is a joint industry-public sector initiative driven by the European Commission and co-chaired by ERTICO – ITS Europe and ACEA (Association of European Car Manufacturers), with the aim to promote the development, deployment, and use of Intelligent Integrated Safety Systems to enhance road safety throughout Europe.

eSafety Support is a 36 month Specific Support Action that will stimulate and monitor the activities, progress and results generated by the eSafety initiative. The support action will be an easily accessible and up-to-date resource for information on the priorities of eSafety and will, with its support activities, strengthen the work of the eSafety Forum and the Working Groups. The eSafety Support secretariat will be a key contact point for all eSafety stakeholders.

By assuming a monitoring and support role for the eSafety initiative, eSafety Support will identify challenges and areas of common interest and provide policy-makers and industry decision-makers with information for decision-making. It will support the eSafety Forum by communicating its results to the widest audience, and thereby encourage coherent development of research and innovation policies in Europe.

The main contact point for eSafety Support will be the new website www.esafetysupport.org, which will start up in January 2006.

Check the eSafety Agenda

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Follow the status of the eSafety Recommendations

eCall expert meeting held in Olten, Switzerland

The eCall expert meeting held in Olten, Switzerland on 2 December 2005 focused on the status of eCall deployment, the implementation status in the Member States (including MoU signature) and standardisation. The main aim of the meeting was to get the support of the Member States for maintaining the 2009 target date for the eCall roll-out. The meeting, hosted by ITS Switzerland, was chaired by Juhani Jaaskelainen, European Commission, and Michael Nielsen, Co-chair of the DG eCall. Over 60 persons were present, including representatives from 11 Member States and Switzerland, the eCall Driving Group, industry and standardisation organisations.

During the meeting presentations were made about the performance criteria for the eCall service, the PSAP (Public Service Answering Point) requirements, requirements for the In-Vehicle System both from an OEM (Original equipment manufacturer) and supplier point of view and a report from ETSI_MSG, who has been assigned by the European Commission to standardise the transport protocol through the GSM.UTMS network.

The Member States represented at the meeting were then invited to make short presentations and comments on the implementation status of eCall in their country. Italy is supporting the work of the Commission and the DG. An experimental trial will start in April 2006. Sweden would like to implement eCall according to the European agenda. The next phase will be a pre-operational system in 2006. Switzerland's 112 is now complemented with E112, with CELL-ID location. In the UK, the 2nd Commission Communication has stimulated the government to start working on a position. A tender will soon be published for E112 in the Netherlands and eCall requirements will be taken into account.

In Ireland the discussions are just starting whereas in Denmark eCall has been presented to the Danish Transport Minister and they should be able to sign the MoU soon. Spain and Germany have raised a number of concerns that are being addressed by the eCall Driving Group in conjunction with the Commission.

Hungary and Lithuania are currently looking at upgrading their PSAP system to the pan-European E112 and are open to expanding their new system to eCall as well. Finland is already well under way with the implementation of the eCall system at the PSAPs and has taken the exercise a step further by making an

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eCall study based on road accidents from 2001-2003.

The next eCall expert meeting will take place in March 2006 in Budapest.

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EU-India kicks off

EU-India, eSafety cooperation officially kicked off 1 December 2005. The project will last 18 months and is co-funded by the European Commission's DG Information Society and Media.

EU-India encourages cooperation between European and Indian key ITS players to enhance ITS deployment in India. ITS has significant potential to improve road safety in India, which currently has one of the highest road fatality rates in the world.

One of the first events sourcing from the cooperation will be an ITS cooperation workshop on 2 & 3 March 2006 in Delhi. There are two main topics, which are the focus of this workshop: EU-India eSafety Cooperation and ITS for transport planning for the Delhi Commonwealth Games 2010.

Indian participants include representatives from the Indian Government, local Delhi authorities and industry. European participants are also welcome to attend the workshop. EU-India will also allow further opportunities for networking between European and Indian key stakeholders. There will be events held in both Brussels and Delhi aimed at identifying ITS requirements in India and how European stakeholders may assist ITS development in India.

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eScope Observers and Advisors meeting held on 21 November 2005

The Observers Group of the EC-supported eScope project is made up of national eSafety experts and industry representatives. At the 21 November meeting in Brussels, around 20 experts from 13 different countries participated to discuss the progress of

eSafety deployment and research in Europe. Representatives from Luxemburg and Spain participated for the first time in this meeting.

The eScope Project Coordinator, Jacob Bangsgaard welcomed and informed the participants about the ongoing activities of the eScope Project. Emilio Davila-Gonzalez from the European Commission, presented an update on the eSafety initiative, which included the following topics: the outcome of the eSafety High Level Meeting (18 October 2005), an update on FP 6 Call 4, the 2nd eSafety Communication, eSafety Forum Working Groups, and the i2010 Intelligent Car initiative.

A large number of presentations were made on national eSafety activities for demonstration projects, deployment, and research, showing that there are a number of important on-going actions throughout Europe. It also indicated that information on these activities should continue to be shared throughout Europe to ensure that Member State authorities and industries cooperate regarding know-how on both positive and negative experiences. Representatives from the Netherlands, Sweden, Czech Republic, Spain, Finland, Ireland, Romania and Hungary presented the development and current status of eSafety activities in their respective country.

Finland has published a comprehensive study on eCall implementation and its cost-benefit. A summary in English is already available at www.ecall.fi and a full translation will be uploaded soon.

The next eScope Observer meeting is expected to take place in April/May 2006.

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Digital Maps Working Group approves “Final Report – Recommendation”

The Digital Maps Working Group, co-chaired by Ad Bastiaansen (Tele Atlas) and Yiannis Moissidis (NAVTEQ) initiated its activities in April 2005 and seeks to coordinate activities concerning road traffic safety-related elements of digital map databases, and bring together relevant stakeholders such as digital map producers, mapping agencies, automotive industry, public authorities, user organisations, safety authorities, road operators, universities and research institutes.

This Working Group's main objective is to define a business model for public-private cooperation in this

area and to promote the availability of safety-related attributes in digital maps. The mapping industry was asked to take the lead and suggest actions. The Working Group produced its final report in November 2005..

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Ten things you probably don't know about road accidents

Road transport is, and always has been, pivotal to European development and to sustaining its much-valued quality of life. But our laneways, bi-ways, roads and highways have also taken their toll. Despite vast improvements in vehicle and road-building standards, technology and regulations, lives are still being lost. Drivers might want to pay heed to the World Health Organisation's fast facts about safety!

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High Level Group adopts 10-year-roadmap for a competitive EU car sector

The CARS 21 High Level Group has adopted a 10 year roadmap for a competitive EU car industry. The Group has agreed on a number of recommendations to make cars cleaner, safer and to simplify the legal environment for EU car makers. The recommendations aim to enhance the automotive industry's global competitiveness and employment while sustaining further progress in safety and environmental performance at a price affordable to the consumer. In line with the better regulation principles, this roadmap will provide industry with a predictable regulatory framework for the near future, while it is recognised that it ! should not stifle discussions on new developments. In 2006 the Commission will come forward with proposals on the follow-up to the CARS 21 recommendations. There will be a mid-term review in 2009 in view of the progress made and the technological developments.

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Launch of the SpeedAlert Forum

The [EC DG TREN co-funded SpeedAlert project](#) (May 2004 - June 2005) will organise a workshop on 31 January 2006 in Brussels. The SpeedAlert project has confirmed the promising benefits of in-vehicle speed limit information and warning systems to road safety and mobility. It has also shown the value of a large consensus among all key stakeholders from public and private sectors. The main objectives of the SpeedAlert Forum are to be a discussion platform open to all actors, to support and to promote research, and to market take-up initiatives relevant to in-vehicle speed alert applications.

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