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eSafety Support Year in Review 2007

DECEMBER

eSafety European Observers meet in Lisbon

eSafety stakeholders representing national interests converged in Lisbon, Portugal 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.

15 Member States were represented at the 6-7 December Observers meeting

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 motorway 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, Romania and Bulgaria, as well as the Baltic states.

Implementation Road Maps Working Group holds Deployment Workshop

The eSafety Forum's Implementation Road Maps Working Group, together with the eSafety Support project, organised the eSafety Deployment Workshop on 14 November 2007 at the Diamant Centre in Brussels.

Attended by over 80 eSafety stakeholders, the event took a closer look at the status of eSafety today and discussed how eSafety actors can best organise their deployment efforts for tomorrow. It featured updates about eSafety deployment activities in Europe, as well as Japan and the US. The agenda also included examples of best practices from emerging markets, the OEMs, and infrastructure providers. The highlight of the event was the historic presentation of the inaugural eSafety Deployment Award (see article below).

Break-out sessions allowed participants to learn from each other in order to speed up deployment. They also discussed technological synergies and economies of scale, policy issues, and field operational tests.

The main conclusions noted that the trends, problems, and solutions related to deployment are global. Stakeholder cooperation was



Mr Fabrizio Minarini of European Commission DG INFSO updates participants about European Commission Intelligent Car activities

also seen as essential to address common concerns and accelerate overall deployment.

ADAC, German Ministry of Transport winners of first eSafety Deployment Award

Mr Volker Knapp of ADAC and Mr Wolfgang Hahn of the German Ministry of Transport, Building and Urban Affairs and their respective teams have been honoured as the recipients of the first 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 (see above). 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 at 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 Implementation Road Maps, Communications and Real Time Traffic and Travel Information, as well as being an enthusiastic member of the eSafety Steering Group.



(Left to right) ACEA Secretary General Ivan Hodac, Mr Roland Nigggestich of the German Ministry of Transport, Dr Bernhard Labudek of ADAC, IRM Working Group Chair Risto Kulmala of VTT

The Ministry hosted the successful eSafety Conference in Berlin in June (see page 8) 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.

Survey shows eSafety systems important to drivers

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. Two surveys were distributed by auto clubs in Norway, Croatia, United Kingdom, Switzerland, Germany, The Netherlands, France, Portugal, Belgium, Spain, Austria and Italy.

One of the study's main conclusions showed 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 study also showed that safety is more important than price (within the vehicle segment that the consumer can afford) reliability, and consumption. European drivers consider safety the most important factor when buying a new car and are willing to fit their cars with new eSafety systems if they imply a significant increase in safety – even if this means an increase in price.

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

eSafety in discussion at Beijing ITS World Congress

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. 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 Mr 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 (see page 9) that aims at increasing the penetration of ESC in Europe and around the world.

Other Special Sessions in Beijing relating to key eSafety topics included those on:

- Emergency call (eCall)
- Human Machine Interaction
- ICT for clean mobility
- Active Safety Systems
- Communications



Finalised recommendations of RTTI, Communications WGs endorsed by eSafety Forum

The finalised reports and recommendations of the RTTI and Communications eSafety Forum Working Groups were 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 to serve as the basis for future legislation and recommendations.

Communications Working Group

The work of the Communications Working Group is focused on issues of standardisation, spectrum requirements, and international co-operation, as they relate to communications in co-operative systems.

With respect to spectrum allocation, its recommendation was that there should be an allocation of protected spectrum in the range 5.875 GHz to 5.925 GHz for safety and efficiency related messages. To ensure performance of systems, there should be a minimum set of mandatory performance parameters for communications devices. An EU-wide harmonised deployment plan should also be developed to help to create market certainty for investors. Standardised interfaces for all devices are an important issue and their development will allow for the addition of further applications in the future. A legal framework that will enable the exchange of relevant data among the Member States is necessary. Moreover, Member States should provide free access to safety-related traffic data through a standard format. Finally, Member States should adopt a common architecture to allow interoperability across Intelligent Transport Systems.

The WG, now with the approval of the eSafety Forum, was to 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 Real Time Traffic and Travel Information (RTTI) Working Group, which has now officially concluded, has identified and recorded the status of standards relevant to RTTI. It has also documented the worldwide implementation status of Traffic Management Channel, a key enabling technology for RTTI. Business models for the implementation of RTTI services were also identified, with relevant examples.

The Working Group notes that although many countries have undertaken work in the area of RTTI, further improvements are still necessary, including joint implementation strategies to enable wide access and to overcome language barriers. Moreover, legal and business frameworks need to be further developed, and the quality and coverage of RTTI systems need to be improved. Nevertheless, it notes that the technologies and standards required for implementation do exist and it is therefore now possible to create a coordinated roll-out of RTTI. This should be founded on digital distribution channels with adequate capacities and based on European standards.

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

2007: ECALL MoU STATUS UPDATE

The eCall Memorandum of Understanding (MoU) is an expression of the individual and collective commitment of the signatories to work in partnership in order to realise the shared objective of eCall development and deployment.

In 2007, 6 Member States signed the eCall MoU:

- **Germany** (June)
- **Austria** (June)
- **Portugal** (September)
- **Spain** (September)
- **Czech Republic** (September)
- **The Netherlands** (November)

These 6 join the 10 other previous signatory countries: Greece, Italy, Cyprus, Lithuania, Slovenia, Finland, Sweden, Switzerland, Norway and Iceland.

9 organisations added their commitment in 2007:

- **Continental AG** (March) – global automotive supplier
- **UAMK** (April) – automobile club of the Czech Republic
- **Enfora Inc** (July) – developer of intelligent wireless solutions for asset management, remote monitoring and control, and location-based services



- **General Tekom Co. Ltd** (July) – GSM virtual operator and solution provider for transport safety
- **Delphi Delco Electronics Europe GmbH** (August) – supplier of mobile electronics and transportation components and systems technology
- **LG Electronics** (August) – global manufacturer of electronics products
- **Deutscher Verkehrssicherheitsrat**, DVR (September) – non-profit organisation supporting road safety
- **ITS Romania** (September) – national association promoting intelligent transport systems and services
- **iMETRIK** (December) – provider of Wireless M2M platform for end services

As of 31 December 2007, there were a total of 68 signatories.

EC's new Intelligent Car Communication adopted

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 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) braking assistance and crash avoidance systems, which 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 Mrs 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."

Mr 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 Mr 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. It 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 (see page 6).



8th eSafety Forum Plenary Meeting hosted by IP PREVENT Exhibition in Versailles

The 8th eSafety Forum Plenary Meeting took place in Versailles, France on 18 September 2007, together with the i2010 Intelligent Car Event 2007 and as part of the opening day of the IP PREVENT Exhibition.

The meeting was opened by Mrs Viviane Reding, Member of the European Commission, responsible for the Information Society and Media.



High-level speakers, including Commissioner Viviane Reding, opened the 8th eSafety Forum Plenary Meeting

Two topics – incentives and nomadic vs embedded devices – received special focus with discussion by two high-level panels.



It was agreed that further studies need to be undertaken to better understand the complexities, effectiveness and appropriateness of different incentive schemes. Regarding nomadic devices, the Forum was of the opinion that the safety of nomadic devices requires dialog between the nomadic device manufacturers and the car manufacturers.

eSafety Forum members were also briefed about the conclusions of the 5-6 June eSafety Conference in Berlin, as well as the results of the ADAC eCall field trial in Germany, Austria and Italy. The need for all Member States to sign the eCall Memorandum of Understanding was also emphasised.

Forum members welcomed the future actions proposed in the EC Communication on the Intelligent Car Initiative, and noted the request from Commissioner Reding to provide practical recommendations and guidance on the use of ICT to achieve improved energy efficiency and reduced carbon dioxide emissions.

Afterwards, Forum members were invited to stay in Versailles to take part in the IP PREVENT Exhibition Expert Days to experience the advanced safety applications developed throughout the project.

eSafety Support releases eCall video, Interactive Car dissemination tools

Explaining the benefits of eSafety systems has been made easier with the release of eSafety Support's eCall video and Interactive Car. The new, 3-minute eCall video targets the stakeholders and general public on the benefits and implementation of eCall. It was world-premiered at the eCall Memorandum of Understanding Signatory Event prior to the 8th eSafety Forum Plenary Meeting in Versailles, France, 18 September 2007.

The video explains why eCall is important to saving lives and what needs to be done by all parties to make eCall a reality.



eCall video promotes multisector cooperation for eCall deployment

The eSafety Interactive Car, which was also debuted in Versailles, is a user-friendly interactive tool that explains essential information about the great potential that Active Safety Systems have in solving road transport safety problems, the technologies behind them, and above all, the benefits they can bring. The easy-to-use interface uses a variety of images, descriptions and animations to educate and enlighten.

Both the video and the Interactive Car are available on the on the eSafety Support website – www.esafetysupport.org – and additional copies can be requested from eSafety Support.



Interactive Car offers a fun and educational way to learn about the eSafety systems

eSafety at Aalborg ITS Congress

eSafety was a key subject on the agenda at the 6th European ITS Congress and Exhibition in Aalborg, Denmark held 18 - 20 June 2007. A series of sessions updated and informed Congress attendees about the latest developments of the eSafety initiative.

Special Session and more

The highlight eSafety activities in Aalborg was a 18 June special session spotlighting the next steps in Intelligent Car Initiative and eSafety, organised by the European Commission. It was moderated by the EC's Mr Francisco Ferreira and included high-level speakers active in the eSafety Forum.



EC DG INFSO Head of Unit André Vits speaks in the Aalborg Congress opening ceremony

Safety, Advanced Driver Assistance Systems, and Cooperative Systems were the focus of an 19 June Executive Session on safety. EC DG INFSO Head of Unit Mr André Vits centred on the EC's approach for safer mobility in its Intelligent Car Initiative. He touched on the challenges faced by mobility today and how the Intelligent Car Initiative aims to improve the quality of the living environment by

supporting ICT solutions for safer, smarter and cleaner mobility of people and goods. Mr Vits was also a speaker at the event's opening ceremony on 18 June.

Specific eSafety developments were also discussed by eSafety Support's Dr Alessandro Carrotta in a technical session on 18 June. Dr Carrotta summarised the activities contributing to the progress of the 28 recommendations, in order to assess the degree of achievement of the objectives of the initiative, and to point out the major bottlenecks in order to assure the progress towards the objectives.

eSafety Support on the scene!

The eSafety activities in Aalborg would not have been complete without the presence of eSafety Support, which had a very happy home at the European Commission stand. Brochures and information about eSafety activities were served up with eSafety enthusiasm, and visitors were also able to discuss all things eSafety and surf the revamped eSafety Support website.



eSafety Support staff share eSafety info in Aalborg

eSafety Regional Observers join together in Czech Republic to highlight progress

Key road safety players from Central Europe (Czech Republic, Slovakia and Poland) met in Brno, Czech Republic, 12 June 2007 to discuss actions regarding how intelligent safety systems for cars can help reduce the number of fatalities and injuries on Europe's roads.

Organised by the eSafety Support project and with the support of the CDV - Transport Research Centre, Czech Ministry of Transport, AŽD Praha, ITS&S Czech Republic and BVV, the Regional Observers meeting aimed to review how eSafety players in Central Europe can

cooperate and share experiences to increase awareness of eSafety systems such as emergency call (eCall), enforcement, emergency assistance, RDS-TMC and traffic information.

With over 40 participants from the region attending, the meeting featured presentations by the European Commission and national eSafety Support experts, providing a useful summary of the eSafety initiative and its achievements to date at both the European and national levels.



Berlin eSafety conference 5-6 June 2007: focus on deployment

In the context of the German Presidency of the EU Council, a high-level eSafety conference took place 5-6 June 2007 in Berlin, hosted by the German Federal Ministry for Transport, Building and Urban Affairs.

Importance of intelligent mobility

The conference focused on the development perspectives of an essential area of “intelligent mobility” over the next 15 years in the context of the EC White Paper on Transport, along with conclusions for the further development of certain key issues.

The German Presidency of the EU Council planned to update the existing results of the eSafety Forum Working Groups at the European level and prepare the information so that it can be used by the European Commission as a basis for political decisions.

Based on the findings of the eSafety Forum Working Groups. The following key issues were discussed at the conference:

- Real Time Traffic Information (RTTI) / Communications – Enhancing Traffic Information
- Human-Machine Interaction (HMI), including eSecurity – the human-machine interface to car multimedia systems, tamperproof technologies
- Driver Assistance Systems (DAS) – legal situation and assessment, including the new role of motorists in partially automated in-car processes, plus EuroNCAP testing procedures for DAS

Senior officials such as the German Federal Minister of Transport, Building and Urban Affairs Mr Wolfgang Tiefensee, EC Vice President and Transport Commissioner Mr Jacques Barrot, and Mr André Vits, Head of Unit, EC DG Information Society and Media were featured speakers.



At the Berlin eSafety Conference, German Federal Minister of Transport, Building and Urban Affairs Mr Wolfgang Tiefensee gives his country's commitment to eCall



(From left) Dr Stefan Tostmann, EC DG TREN, Mr Wolfgang Hahn and Mr Roland Niggstich of the German Ministry of Transport

eSafety Regional Observers hold successful meeting in The Netherlands



Connekt's Paul Potters provides an overview of eSafety activities in the Netherlands

Road safety stakeholders from The Netherlands and the UK gathered in Rotterdam and Delft, The Netherlands 30 May – 1 June 2007 to share insight on how eSafety systems can help to reduce the road fatalities in Europe.

Organised by the eSafety Support project and co-sponsored by the Dutch Ministry of Transport, Public Works, and Water Management and Connekt/ITS Netherlands, the aim of the Rotterdam/Delft eSafety Observers Regional meeting was to review how eSafety players in The Netherlands and UK can work together to increase awareness of the benefits of eSafety systems such as emergency call (eCall). It attracted over 25 enthusiastic participants.

Held at the Connekt/ITS Netherlands' premises in Delft, the meeting featured presentations by Mr Francisco Ferreira of the European

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Launch of the ChooseESC! campaign

Under the patronage of European Commissioner Mrs Viviane Reding and FIA President Mr Max Mosley, the ChooseESC! campaign was launched 8 May 2007 at the Bridgestone European Testing ground in Aprilia, Italy. The ChooseESC! event was organised in cooperation with Euro NCAP and the European Commission. ChooseESC! is a major pan European initiative to promote the life-saving technology Electronic Stability Control (ESC). It revealed estimates that if all cars in the EU had an ESC system, over 4,000 deaths and 100,000 injuries could be avoided.

Commenting on the launch, Mr Mosley said: “There is no doubt that ESC could contribute significantly to the European Union’s goal to halve the number of road traffic fatalities by 2010. But to achieve this, much more needs to be done to inform the consumer about why they must choose ESC when buying a new car. It is frustrating to see that the use of ESC in new cars in Europe is actually falling behind the USA. We should be leading the world in the introduction of a technology that was invented in Europe. Although ESC is often standard equipment in luxury and large cars, in smaller family cars it is not. Across Europe only 42% of new cars are equipped with ESC. We want governments in the EU to give incentives, such as tax breaks to encourage people to buy cars with ESC on board. Thousands of lives could be saved and huge crash costs avoided so it makes sense to give the public a reason to choose ESC on their next car.”

European Commissioner Mrs Viviane Reding added, “The European Commission’s comprehensive Eurobarometer study shows that over 80% of drivers who are explained about ESC want it fitted in their next car. The problem is that so far the drivers remain largely unaware, or have only a vague idea what ESC is about. The ChooseESC! campaign is important to provide the necessary information to the consumers. This is why I fully support this

campaign. I believe that the target of ChooseESC! is exactly right: We need to reach the consumers at the moment when they have to make a choice on their next car.”



(Left) FIA President Mr Max Mosley and European Commissioner Mrs Viviane Reding give their support to the ChooseESC! campaign

The campaign launch event also included the release by the European New Car Assessment Programme (Euro NCAP) of a country by country survey of the availability of ESC across Europe.

Participants included all the major stakeholders in intelligent vehicle safety systems including motoring organisations, consumer groups, motor industry and related service suppliers, national authorities from EU member states and representatives of the news media.

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Commission, Dr Alessandro Carrotta of eSafety Support and national eSafety experts, who gave an overview of the eSafety initiative and its achievements to date at both the European and national levels.

Two technical visits

Besides the stakeholders’ presentations and discussions, attendees also benefitted from two technical visits. At the Dutch Centre for Traffic Systems in Delft on 31 May, the eSafety Observers witnessed the centre’s test facilities for dynamic traffic management systems, and learned more about its training programmes and R&D research activities. A 1 June visit to Rotterdam’s PSAP (Public Safety Answering Point) at the World Port Centre enabled participants to experience the “beating heart” of the Safety Region Rotterdam-Rijnmond and see how its devoted staff responds to an emergency situation.



Participants had the opportunity to see eSafety systems in action on the road in The Netherlands

Kick-off of eSecurity Working Group

The newest eSafety Forum Working Group (WG), eSecurity, held its first meeting 23 April 2007 in Brussels. Over 25 participants attended, representing industry, research institutes and the European Commission, among others.

The objectives of the eSecurity WG are to investigate eSecurity needs that address the vulnerability of road transport introduced by the misuse of networked and co-operative systems and integrate existing and emerging RTD initiatives. It also aims to provide a communication platform for all major stakeholders in order to support the introduction of eSecurity technologies in parallel to the technical progress and compatible to legal and certification aspects. It is chaired by Mr Christoph Ruland of the University of Siegen (left) and Mr Antonio Kung of TRIALOG.



Kick-off meeting of the eSecurity Working Group



At the meeting, the WG's Terms of Reference were reviewed and a presentation of the draft Security Proposal was given. Afternoon discussions focused on the WG's work, approach, and timetable. To get its activities underway, the WG plans to address two topics, first privacy and data protection followed by vehicle intrusion later in the year.



The eSecurity Working Group is chaired by Mr Christoph Ruland of the University of Siegen (left) and Mr Antonio Kung of TRIALOG

2007: eCALL PSAPs EXPERT GROUP ACHIEVES CONSENSUS AND RESULTS

The eCall PSAPs Expert Group had two fruitful meetings in 2007 which progressed eCall activities key to Public Safety Answering Points (PSAPs). The Group was established to find common positions from the European PSAP representatives on the operational requirements of eCall, as well as solutions to achieve efficient implementation.

In April, in a meeting with automotive manufacturers and the eCall Driving Group, the PSAP experts reached consensus on the contents of the Minimum Set of Data to feed the standardisation procedure at CEN. The Group also agreed on the importance of a harmonised Vehicle Identification Number (VIN) structure in Europe, and the necessity of a VIN decoder to extract the necessary information from the VIN.

The Group also discussed the possible increase of the PSAPs workload due to eCalls. Bearing in mind that the percentage of calls which don't require emergency assistance is important, based on the estimations from existing private services in Europe and the US, the number of eCalls does not seem unbearable by the PSAPs. In any case, the introduction of the eCall discriminator allows the possibility of including dedicated filtering PSAP1, if desired.



The second meeting PSAP Working Group meeting in November focused on the discussion of the draft operational requirements produced by CEN. The Group achieved consensus on relevant issues, such as the necessity of having call-back functionality. PSAPs experts agreed that they prefer an embedded solution, as they have no confidence on a solution based on nomadic devices. They also agreed that standardisation should progress as soon as possible in order to start the upgrade of their systems. The meeting also included a position paper from the French delegation that was presented and discussed.

The eCall PSAPs Expert Group has shown its usefulness to address problems related to PSAPs and achieve consensus. It welcomes further participation, so Member States are encouraged to nominate representatives to this Group to keep the momentum going into 2008 and beyond.

Intelligent vehicle safety systems, eCall encouraged by European Parliament

In its mid-term review of the European Road Safety Action Programme, the European Parliament's Committee on Transport and Tourism has encouraged the use of intelligent vehicle safety systems and eCall as means to improve European road safety.

The mid-term review highlights the progress which has been made in tackling the problem of the number of deaths and injuries on EU roads. It takes into consideration the EC's White Paper "European transport policy for 2010: time to decide" (COM(2001)0370) and communication "Information and Communications Technologies for Safe and Intelligent Vehicles" (COM(2003)0542) among other sources.

In the review, the Parliament notes that the opportunity offered by telematics to reduce the number of fatal accidents in the long term must be considered and large-scale research investment is required.

In addition, the Parliament calls for:

- a higher level of political commitment to road safety in all Member States and EU institutions, as well as industry, organisations and individuals.
- the Commission to recognise the importance of independent pan-European benchmarking assessment programmes in supporting a more uniform application of EU legislation affecting road safety, which stimulates competition among stakeholders responsible for ensuring a safe road environment (i.e. EuroTAP, EuroNCAP).
- the Member States to ensure that incentives cover significant safety features (emergency brake assistants, lane departure warning systems, adaptive cruise control systems, shock absorber control systems, etc.), with the following solutions to receive particular attention: seat belt reminders and advanced restraint systems, Electronic Stability Control (ESC), speed limitation systems, alcohol interlocks, predictive safety systems (emergency brake assistant, adaptive cruise control, lane departure warning system, ultrasound blind-spot monitor, shock absorber control system) and eCall.

eSafety systems important

The Parliament also noted the importance of telematics and eSafety systems and considers that telematics offers the possibility of eliminating fatal accidents to a very large extent. It calls for intensive research and co-operation between all stakeholders in order to promote the speedy introduction of the most promising technologies.

In addition, it considers that the use of information and communication technologies in connection with road infrastructure

is bringing considerable improvements in the management of the trans-European transport networks (TEN-T) and road safety. It calls on the Commission and the Member States to continue their action in this area by setting up a European programme for the deployment of intelligent road traffic management systems.

Moreover, the Parliament calls on the Commission to pay particular attention to the technical safety of vehicles and asks that consideration must be given to further developing the relevant legislation before 2010. It notes that the testing of eSafety systems, a uniform system of annual checks on vehicles over eight years old and special checks on vehicles involved in serious accidents have a particularly important role to play in further improving safety on Europe's roads.

eCall implementation ASAP

eCall received additional mention in the review, with the Parliament calling for Member States to sign the joint statement of intent [eCall Memorandum of Understanding] concerning the eCall system by June 2007. It also stresses that the eCall system has the potential to reduce the accident response time by about 40% in urban areas and about 50% in rural areas and calls on all the Member States to promote its implementation as soon as possible. The Parliament also invites the EC and the Member States to propose measures based on an evaluation of the awareness of the single European emergency call number 112 and implementation of E112 by all Member States in order to improve the situation in the EU.



eSafety systems are important, says the European Parliament

7th eSafety Forum Plenary Meeting discusses clean and efficient mobility

Members of the eSafety Forum, a joint platform involving over 150 active members representing all road safety stakeholders that aims to support the development, deployment and use of preventive and active safety systems, met in La Hulpe, Belgium on 1 March 2007 for the 7th eSafety Forum Plenary Meeting.

The meeting's primary focus was on information and communications technologies (ICT) for clean and efficient mobility. The leaders of the eSafety Forum's newly formed ICT Clean and Efficient Mobility Working Group were on hand to discuss these key issues. The agenda also discussed the results of the Eurobarometer study on the citizen's perception of the use of intelligent vehicle systems. The recently adopted Commission Recommendation on safe and efficient in-vehicle information and communication systems was also presented to the Forum. The meeting was opened with a keynote speech by Mr Wolfgang Hahn of the German Federal Ministry of Transport, Building and Urban Affairs.



GST demonstrations

The meeting was also conveniently scheduled in order to allow Forum members to experience the GST Integrated Project's demonstrations on 28 February.

Members of the eSafety Forum could witness the advanced telematics services that will be in the market in the near future and see the practical results of the EU's support to research and development.



GST demonstrations offered Forum members a chance to experience advanced telematics services



The UK Sussex police car was equipped with an eCall demo

eSafety Support is an European Commission funded project assisting the eSafety initiative in its goal of reducing the number of fatal road accidents in Europe.

The project's main tasks are to stimulate and monitor the activities, progress and results generated by the eSafety initiative. It offers assistance to the eSafety Forum and its Working Groups, keeps all stakeholders up-to-date on eSafety progress and findings, and promotes the benefits of Intelligent Vehicle Safety Systems to the general public.

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