

eSafety WG-HMI meeting : 2009/3  
EC Commission, Building BU 33  
Brussels, 30 June 2009

### Introduction

This was the third meeting of the re-convened Working Group on Human Machine Interaction. It was chaired by Dr Alan Stevens (Transport Research Laboratory, UK) and Dr Christhard Gelau (BAST, Ge) and attended by approximately 25 persons.

### Opening

Alan Stevens opened the meeting and Wolfgang Hoefs (EC) welcomed participants. WH briefly noted that his presentation on behalf of the Working Group to the most recent eSafety Steering Group was well received and that the group's final report is anticipated. WH also noted receipt of the letter from ACEA to the EC which was for discussion today. Wolfgang Rheinhart (ACEA) explained that no radical development of the ESoP was requested to accommodate the multi-year lead times in the automotive industry.

The draft notes of the 2<sup>nd</sup> WG-HMI meeting on 16th April 2009 were accepted.

### JAMA Presentation

Mr Yukinobu Nakamura (Honda and Chair of the JAMA HMI working group) presented the context, history and content of the JAMA guidelines 3.0 which contain the first quantitative criteria based on Total Glance Time. He emphasised that this was for information and it was not being proposed that other countries adopt this procedure. He speculated that the optimal future approach could involve matching the information load depending on the time-varying human processing capacity.

### Topic Areas and discussion

As agreed at the first meeting a series of Expert Teams have been established, each with a Champion and focusing on a key topic area related to the ESoP. A number of presentations were then made:

- Scope of systems and functions ( Ana Paul, CTAG, Spain)
- Vehicle Categories (Aline Delhayé, FEMA, Belgium)
- Verification and Criteria (Petr Bouchner, CTU Prague)
- Safe Fixing (Theo Kamalski, TomTom, Germany)

In addition there was a brief review of:

- Misuse and Manipulation ( Christhard Gelau, BAST)

- International Harmonization (Wojciech Przybilsky, Motor Transport Institute, Poland)

Much of the discussion echoed that of the previous meeting and will inform the overall Working Group report (see below). It is therefore not reported in detail here; however, the following additional points were noted:

- A good approach could be to identify the immediate possible refinements to the ESoP and also the longer-term issues
- Some form of certification or consumer information, perhaps based on selected ESoP elements, could have some advantage in marketing “better” personal navigation devices
- As well as the OEM and ND industries, a third Stakeholder is the Traffic Safety authorities, *some* of which would appreciate a “tool” such as certification/consumer rating system to give a concrete way of implementing the ESoP
- The WG noted the potential safety risks associated with portable devices such as smart phones and PDA software. The main issue is that the original hardware platform manufacturer seems not to take account of the potential in-vehicle context of use later assumed by application providers and drivers.

### Liability issues and raising awareness of HMI

These two items were briefly discussed as they are part of the WG’s terms of reference. Having spoken with internal lawyers, Christhard Gelau did not think that liability was an issue for manufacturers specifically as a result of the current ESoP (although the ESoP might be considered to contribute to the “state of the art” document). It was noted that some possible liability issues may fall on employers through their employees’ use of in-vehicle systems. In this regard, the “Recommendations on Safe Use” part of the EC recommendation is relevant.

Concerning awareness - public awareness of HMI was considered as generally low and may need (e.g.) some consumer rating of HMI to increase awareness. It was also noted that HMI awareness needs to be improved of those involved in smart phones and PDAs providing in-vehicle information.

### Next Actions and meeting close

Meeting notes and presentations should be available within two weeks of the meeting. The Co-Chairs will develop a first draft Working Group report and

circulate this by the middle of August. Comments will be invited in time for discussion at the next meeting. The revised report will then be submitted to the eSafety Forum.

The next and final meeting of the WG HMI is fixed in the eSafety Support calendar as September 08 2009. If no other information is given the meeting place will be in Brussels.

Christhard Gelau closed the meeting by thanking the EC as meeting host and all the participants.

#### Annexes

- Annex 1: Meeting participants
- Annex 2: Presentation on JAMA guidelines by Yukinobu Nakamura
- Annex 3: Presentation on Scope by Ana Paul, CTAG
- Annex 4: Presentation on Vehicle Categories by Aline Delhayé, FEMA
- Annex 5: Presentation on Safe Fixing by Theo Kamalski, TomTom
- Annex 6: Presentation on Verification & Criteria by Petr Bouchner, CTU Prague