



**Minutes of the eSafety International Cooperation Working Group
6th Meeting - San Francisco, USA
9 November 2005**

Agenda

- 13.00 – 13.10** **Welcome and Introductions**
Jacob Bangsgaard, ERTICO
- 13.10 – 13.20** **Acceptance of the agenda and the minutes of the 5th
International Cooperation WG meeting**
- 13.20 – 13.40** **Update on the eSafety Progress in Europe**
Juhani Jaaskelainen, European Commission
- The 2nd eSafety Communication
 - eSafety Forum Working Groups
 - i2010 Intelligent Car Initiative
- Jacob Bangsgaard, ERTICO
- eScope
- 13.40 – 14.30** **Information on global activities**
- USA, Ray Resendes - NHTSA
 - Japan, Hiroshi Makino - Ministry of Land, Infrastructure and Transport
 - China, Wang Xiaojing - ITS China
 - Australia, Tony Kursius - Queensland Transport and Brent Stafford – ITS Australia
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- 14.30 – 15.00** **Progress on International Co-operation: HMI**
- Progress reports: EU (Dr. Lutz Eckstein - BMW), US, others
 - Discussion on the way forward
- 15.00 – 15.20** **Use of incentives to accelerate take-up**
- Fabrizio Minarini, European Commission
 - Discussion
- 15.20 – 15.30** **A.O.B. and the Next Meeting**

Participants

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Minutes

- 1) After welcoming the delegates, the Chairman Jacob Bangsgaard, ERTICO presented the programme and the participants had the opportunity to make a personal introduction.
- 2) After a brief discussion, the minutes of the October 2004 meeting in Nagoya, Japan were accepted.
- 3) Mr Juhani Jaaskelainen, European Commission gave an update on the European eSafety progress including areas like Forum activities, road map for eCall, progress from the eSafety working groups, the i2010 Intelligent Car Initiative, and planned activities for the eSafety Forum. Mr Jacob Bangsgaard presented national progress on eSafety in Europe and the activities within the eScope project.
- 4) The main discussions after the first two presentations were focused on the outreach and dissemination aspects. Mr Arnold Van Zyl, EUCAR pointed out that in relation to deployment activities it would be best to involve the OEMs at an early stage. Mr Lutz Eckstein, BMW mentioned that BMW promote eSafety more than passive safety but that it is not the responsibility of the OEMs to promote safety. Mr Fabrizio Minarini, European Commission explained that the Commission will focus on supporting the market driven approach compared to the legislative possibilities. He then stressed that end user outreach becomes more important when supporting deployment strategies. Mr Jaaskelainen added that the goal should be to create a win-win situation for eSafety satisfying both authorities and industries. eSafety On Board was presented by Mr Bangsgaard as one possible way to brand eSafety technologies. Mr Tony Kursius, Queensland Transport told the participants that in Australia the Public Authorities are looking at how to transfer focus from advertising the power performance of the vehicles to instead advertising the safety benefits.
- 5) The US activities were presented by Mr Ray Resendes, NHTSA. The main focus of his intervention was on US progress activities within crash avoidance systems, crash databases, vehicle communication, awareness, and cooperation of the stakeholders. Within vehicle communication progress has been focused on crash avoidance. Raising awareness among end users in another high priority area with growing focus in the US. eSafety is promoted differently by the single OEMs and cooperation would be the right way forward. Mr Jaaskelainen asked if there are any deployment models developed in the US. Mr Resendes mentioned that work has been done on VII but that more effort should be put on showcasing the application that could be introduced on the market. A deployment road map should be made for the top 14-15 applications including potential business models.
- 6) The Japanese activities were presented by Mr Hiroshi Makino, Ministry of Land, Infrastructure and Transport, Japan. His presentation was based on Japanese activities as SmartCar (close cooperation with Nissan and Toyota), SmartWay (focus on the infrastructure communication) which will be used as a platform for ITS development in Japan, VICS, and ETC. VICS and ETC is not integrated today but might be in the future. A number of new ITS services

is planned to be realised in 2007. ETC is considered as a key application for ITS development in Japan as it brings the OBU into the vehicle. Some issues were raised concerning the driver dependence and capability to operate a number of applications in the vehicle at the same time. Mr Resendes answered that this is an issue of concern in the US but that it has been difficult to quantify. The European Commission funded AIDE project was mentioned as a good example on how to make such an assessment. Mr van Zyl proposed training programmes on advanced applications targeting the end users e.g. linked to taking a drivers license. In Japan the authorities are developing a guideline for the use of different advanced systems as part of the ITS promotion. In Japan the driver has the final saying and not the vehicle. Due to liability issues the system cannot take control of the car but only assist the driver.

- 7) Mr Wang Xiaojing, ITS China presented activities mainly focused on the infrastructure side. eSafety is a growing priority due to the high number of road casualties (more than 100.000/year). The main actions are taken within the commercial fleet and for road management systems.
- 8) The activities in Australia were presented by Mr Tony Kursius, Queensland Transport and Mr Brent Stafford, ITS Australia. Australia needs to define its ITS architecture and the integration of applications is not that visible today. Most ITS developments are done on a project-to-project basis and prioritising is needed on a national level. Mr Stafford presented the Smart Demo 2005 event where 27 state-of-the-art eSafety applications were presented to key stakeholders. The event created a lot of press coverage.
- 9) Mr Eckstein made a presentation on the European Statement of Principals for HMI compared with AAM and Jama. The key message was that a harmonised way of dealing with HMI across the world is needed. From Japan the contribution to the International harmonisation group has been within:
 - 1) Information
 - 2) Warning
 - 3) Control
- 10) Mr Fabrizio Minarini made a presentation on fiscal incentives in Europe. He mentioned the possibility of creating a new working group on this topic within the eSafety Forum, which could develop a proposal for an incentive plan for eSafety in Europe. Mr Stafford mentioned and impact scenario – economic model developed by ITS Australia that he will make available to the International Cooperation Working Group. Mr Jaaskelainen added that the US has made a list of possible incentives.
- 11) The final presentation was made by Chris Ward, UK Department for Transport who presented the preliminary programme for the ITS World Congress in London 8-12 October 2006.
- 12) The Chair thanked the participants for their active participation and closed the meeting at 15.30. The next meeting of the International Cooperation Working Group is scheduled to take place during the ITS World Congress in London.