

Minutes of the 16th Meeting of eSafety Forum Implementation Road Map Working Group

at the Dekra office, Avenue de Cortenbergh 52 on Tuesday, 22 May 2007
starting at 10:00 and ending at 15:00

1 Welcome

The chairs welcomed the participants, who have been listed in a separate excel file

2 Approval of agenda

The agenda was approved.

3 Minutes of the previous meeting

We went through the minutes and the actions decided on at the meeting. The minutes were approved. Joachim Scholten told about the Security WG, where he is a member. The Road Maps article is on the eSafety Support web site.

4 Latest developments in eSafety

Bipin Radia told that the Commission has formed an ITS policy group within the EC including DG TREN, DG INFSO, DG Research and DG Enterprise. The first meeting had been very constructive. DG TREN has prepared a policy paper on logistics, the Road Safety Action Plan is being implemented, the urban green paper in the finalising phase, but most interestingly, the EC ITS Action Plan to be produced by 2008. Maximising capacity, hindering climate change and improving safety will be the three main objectives of the ITS Action Plan. This action plan is open for contributions and specifically, to the implementation road map WG input. Wolfgang Reinhardt wished for an approach based on a future vision (2020 or 2030) instead of just taking short steps forward based on today's situation. Radia proposed that an update of the Action Plan by him could be an input at the workshop on 14 November.

The Choose ESC! event had been arranged in Rome on 8 May. Alessandro told about the high-level event, where also Commissioner Reading participated along with more than 100 participants. Many studies on market presentation were presented. Walter Hagleitner showed some presentations from the event. Some car models offer ESC in some countries and not in others. More than 50% of new cars sold have ESC – highest in the Nordic countries and Germany, lowest in Greece. Also two videos had been produced, and they are available at the eSafetySupport website. Reinhardt stated that road shows offering hands-on experience of ESC are very useful and more effective than any videos or text.

Radia told that the Commission is wondering about the most effective way of promoting ESC as legislation is quite slow. EuroNCAP is very much pushing ESC and demanding that all new cars sold in Europe should have ESC. EuroNCAP is also

working towards a ranking of ESC, but Erich Bittner was opposed to such a ranking as he felt that it would be impossible. Actually a table of available fitment for different eSafety Systems and different MS is also one option for EURONCAP.

The eSafety Aware is now deciding on the next steps and the Choose ESC! campaign is probably a good umbrella for all campaign activities. Reinhardt highlighted that the governments should stop penalising the safety systems with heavy taxing. He also thought that the results shown in Rome when published by automobile clubs will have impact on customers and thereby on the car manufacturers.

Risto gave a short report from the last Steering Group and agenda of next SG meeting. The studies on eSafety deployment status and the Intelligent car and road lead market have been put out for tender. Fransesco Ferreira stated that the lead market is all about deployment, and to utilise a policy tool tried out in the USA. The international cooperation WG is looking for a new chair and topics or cooperation. At least promotion and deployment of intelligent vehicle systems should be included.

Fritz Bolte told about the German Presidency eSafety Conference in Berlin 5-6 June 2007. Very high ranking speakers will be present. An eCall signatory event is in the programme. Different blocks of RTTI and HMI are included also in the programme.

The 8th Forum Plenary will be held on 18 September in Versailles, France. The Commissioner will open the event, and the whole PReVENT event will be a big one. Bernhard Labudek proposed to present the ADAC study on eCall at the plenary meeting. Nomadic devices had also been proposed as a topic, and Reinhardt said that the HMI recommendation would prohibit the use of nomadic devices attached on the windscreen and wondered why the manufacturers of the nomadic devices are not involved and are not actively involved in the Nomadic Device Forum. The next Forum meeting will be in July. Radia thinks that the nomadic device manufacturers should chair the forum just as the map companies chaired the Digital Maps WG.

The Security WG has started. Joachim Scholten and Sabine Spell are members in the Security WG and will form the link to our WG. We wish that the security aspects of the 11 priority systems should be discussed at the Security WG and then any results should be included in our WG report. Security is becoming more and more relevant as the current news of TMC hacking show. Radia asked for minimum level of security requirements for all applications which uses communication and information systems.

5 14 November 2007 Workshop on “Deployment of eSafety systems”

The planning situation was reported by the planning group. Alessandro Carrotta told that the workshop will be held at the Diamant Congress Centre. A room for 100 people has been reserved, and some rooms have been pre-booked at a hotel (Jolly).

A working title of the workshop is:

eSafety Deployment

Have we done enough to improve road safety? Where do we stand on deployment of integrated vehicle safety systems? Are we being left behind by Japan and the USA?

The expected results are:

- The implementation situation in Europe and globally
- The best practices in promoting the deployment
- What Europe can learn from experiences in the different areas

The tentative agenda as prepared by the smaller workshop group is shown below.

Setting the scene

9:00 Coffee and registration
9:30 Opening and welcome Andre Vits
9:45 Clean and safe mobility – the new lifestyle?

Deployment of eSafety in different regions

10:15 Deployment status and outlook, priorities and best practices in Japan
10:45 Deployment status and outlook, priorities and best practices in the USA
11:15 Coffee Break
11:35 Deployment status in Europe
12:05 Best practices in promotion of deployment in Europe
12:35 Lunch

Examples of best practices in deployment

13:30 Promotion of eSafety in other regions than Europe, Japan and USA
13:50 Nomadic solutions (e.g. the role of nomadic devices in an integrated approach to road safety)
14:10 OEM solutions
14:30 Infrastructure based solutions
14:50 Introduction to the breakout sessions

What can we learn from each other

15:00 Breakout sessions with coffee
What can we learn from each other in order to speed up deployment
A) Technological synergies, scales of economy

- Heinz Friedrichs or someone else from Bosch to chair

B) Policy issues (PPP, pre-commercial public procurement, legislation, incentives, lead markets, ...)

- Fritz Bolte to chair

C) Field Operational Tests to close the gap from R&D to deployment

- Vincent Blervaque to chair

Awareness and conclusions

16:00 Building up customer awareness
16:20 Conclusions from breakout sessions
16:50 Closing remarks Andre Vits/chairs
17:00 End of workshop

Brian Knibb wished that also customer attitudes should be included in the lifestyle part. He promised to send a relevant paper to the WG. Hagleitner emphasised

contacting the market departments of car manufacturers and promised to give some names. Ferreira wished to have pre-commercial public procurement as highlighted by the Aho report on lead markets also in the second breakout group. Pre-commercial public procurement = several member states or public sector authorities prepare specifications together and also procure the tender together for such topics that are not really on the market yet. CIP is the name of the corresponding funding tool to be used by the Commission, e.g. for the networking of the FOTs. Ferreira is organising a meeting on CIP on 5 June 2007 with a group of buyers, and there is an Information Day on CIP in the near future.

Vincent Blervaque explained the concept of FOTs (Field Operational Tests), where the emphasis is on assessment and not technology. Bipin Radia proposed to have a DG-TREN paper on the ITS action plan. Reinhardt noted that this could be a case for promoting the deployment of eSafety systems in Europe.

Ferreira stated that Andre Vits had emphasised the need to make the purpose of the workshop very clear when announcing the workshop. Reinhardt highlighted the best practices from Japan and USA; very concrete practices should be hoped for.

We also discussed the marketing of the workshop. Carrotta told of eSafetySupport's plans of marketing the event and the possibilities of using the eSafety Aware's (FIA) and ERTICO network. Bolte mentioned that all stakeholders (service providers, road operators, etc.) affected by eSafety deployment should be targeted. Mäurer hoped that the journalists would be reached. Reinhardt proposed an eSafety Deployment Award for a person that had done the most for the deployment. This should be handed out at the end of the workshop. Ferreira suggested that we could ask for some example showcases. Knibb thinks that this would very likely attract a number of journalists. The preparatory group will continue to further prepare the workshop.

6 Promotion of eSafety systems

Risto gave a presentation of the IVSS benchmarking study based on very preliminary results. The actual results will be available probably in June 2007.

7 Updates of the roadmaps

Walter Hagleitner gave a presentation of the realism of the future scenarios concerning eSafety deployment. The "hockey stick" shape (of the market penetration) remains the same but is transferred to the right all the time. Markets can be accelerated by highlighting consumer value (comfort, fun, image, trend, safety) and lowering prices/costs. Tools are tax or insurance incentives, and information. Customers have low awareness of the safety problem and the market needs to be created for active safety. Making systems mandatory can work also such as ESC in the USA. Good business case must be there for consumers, vehicle dealers, manufacturers, insurance companies. Trucks form a special market paying much more attention to costs. He proposed to design high value by utilising the generic technologies to the full extent i.e. to create attractive products by having a number of

functions with the same base cost. Fun, comfort and economy are the easiest benefits to sell to customer.

Gerhard Rollmann of the SARA Group (<http://www.SARA-group.org>) described the status of the short-range radar. The 24GHz UWB short range radar has a sensing range of up to 30 m. The 24GHz is low-cost technology due to also other applications such as door openers at supermarkets. High resolution is necessary for reliable object tracking and collision avoidance/warning. Complete surround sensing can be achieved with 8 sensors. Multiple applications with one kind of sensor only. First application ACC Stop&Go, Collision Warning and Mitigation (BMW) as well as these accompanied with PreCrash (Mercedes). US, EU, ITU and Australia allow the operation in the 23.6-24 GHz band. Japanese car makers may also join in. In Europe, the 24GHz is not available after 2013 for short range radar. The spectrum allocation will determine the technology selection for the chip manufacturers. Hagleitner proposed that all systems utilising longitudinal or headway sensing should be combined.

The deployment of eSafety systems in Spain was presented by Antonio Marques. They have set up a Spanish eSafety Forum, with an Implementation Road Map WG chaired by Marques. The purpose is to activate Spanish actors in deployment and R&D as well as European eSafety activities. The work groups are eCall, eSafety Technologies Diffusion (knowledge dissemination), HMI and Implementation Road Map. Potential improvement of safety due to safety, system priorities etc. are among the objectives of the IRM WG. The WG has about 20 members with half from industry, more than 25% from research and less than 25% from universities. No members from infrastructure operators so far, however. It may be that some infrastructure operators will join in the near future. The priority areas are the 11 priority systems added with common issues for vehicle based systems and systems for heavy duty vehicles. In the discussion, the idea of national or regional eSafety forums was regarded as a very good one and worth considering also elsewhere.

8 Monitoring of roadmap deployment

Four tenders have been received status of the call for tenders for the eSafety deployment study. The decision will be made by the eSafety Steering Group on 23 May 2007.

9 Next meetings, date and place

The next WG meeting is to be held in Brussels on 13 November 2007. The workshop preparatory group will meet in Versailles around the eSafety Forum Plenary.

10 Any other business

eSafetySupport has produced a description of the eleven priority systems. Carrotta wished for any comments to the description by Friday at the latest.

11 End of meeting

The meeting was ended at 15:00.