

Minutes of the 19th Meeting of eSafety Forum Implementation Road Map Working Group

at CLEPA, Blvd Brand Whitlock 87, Brussels
Meeting room 3 on Tuesday 15 July 2008
10:00 -15:45

1 Welcome

The participants introduced themselves. New participants were Sandra Pastore and Daniel Schüle from Bosch, and Irina Patrascu from eSafety Aware. Apologies had been received from Bernhard Labudek, Joachim Scholten, Vincent Blervaque, Alessandro Carrotta, Martin Kretschmar, Bengt Hallström, Sabine Spell, Anders Holt and Antonio Marques.

The meeting participants are listed in the Excel file enclosed with the minutes.

2 Approval of agenda

The agenda was approved.

3 Minutes of the previous meeting

The minutes were approved with some minor modifications.

4 5 November 2008 Workshop on “User Benefits Drive the Markets”

Kulmala gave a status report of the workshop by going through the agenda. The agenda has now been fixed with the exception of the keynote speaker. We are currently expecting to have an executive from Bosch to make the presentation. Reinhardt told of some attempts to get a speaker from the OEMs. There is a problem of low awareness of safety problems as well as safety systems in vehicles. A specific problem is how to reach the young people, who have very big safety problems but are very little concerned with it. Pastore stated that Fiat is making very good work around this issue. Perhaps a user organisation like ADAC (Mr Heide?) could have the presentation - Reinhardt will contact him if the Bosch option will not work. MEP Malcolm Harbour could be the next backup. Pastore wondered on why the high-end users, to whom the costs are not a problem, are still not buying the systems in existence.

Hedlun told of the many problems getting a speaker from the dealer section, but happily a speaker from the Safety-Technopro EU project will give a presentation on the dealer dimension.

eSafety Awards have been announced and should be probably promoted more to get sufficient number of nominations.

The question of getting sufficient media coverage is still unresolved.

5 Latest developments in eSafety and EC

Jääskeläinen and Reinhardt gave a report from latest Forum Plenary in Ljubljana. According to Reinhardt, the main issues highlighted by the ICT for clean and efficient mobility WG at the event were eco-driving, traffic management and control, demand and access management, navigation and travel information, and freight and fleet management. More research is needed on substituting mobility and impacts on energy efficiency. Incentives, improved monitoring, an action coordination organisation, and awareness campaigns are required.

Hedlund brought up the issue of the vehicle weight. Reinhardt stated that during the last three years the vehicle weight has increased by 300g. In the future, the weight can increase by ca 500g due to cooperative systems, but this been

ITS Action Plan was also a topic, although it has been changed a lot since that. The work of eSafety Forum has to be better taken into account in the ITS Action Plan, e.g. the prioritisation of the systems by our WG. Europe needs a joint vision of deployment of ITS. A basic set of ITS services should be available throughout Europe. Guaranteeing integration and interoperability of technologies and architectures was one of the key aspects according to the eSafety Forum.

Jääskeläinen continued with the current state of the ITS Action Plan. There is an impact assessment of the Action Plan to be carried out, but the first attempt was a failure. The current version 19 of the ITS Action Plan focuses on 5 main topics, but is still quite soft e.g. without fixed timetables but the Plan will be still developed.

The action plan has also proposed an ITS Committee including participation from all member states and having legislative power over all ITS matters excluding vehicle type approval. An advisory high-level committee of the industry is also proposed, but DG INFSO is opposing this committee in the proposed form as the high-level participants are not really willing to

Jääskeläinen also showed his proposal on the Plenary on 6 November 2008 concentrating on the research challenges, with sessions of ICT for mobility and transport, cooperative systems, ICT for energy efficiency, and Field Operational Tests.

Concerning the Steering Group, new members are Botman/FIA and Zimmermeyer/Bosch.

Reinhardt proposed to have slot for the winner(s) of the eSafety Award to state his/her views on eSafety.

Mäurer showed the EC draft proposal for a regulation on motor vehicle safety and tyre standards from May 2008 (COM 2008 316). The proposal would reduce a large number of regulations by integrating them. This document is proposing ESC in all vehicles, Tyre Monitoring Systems in all passenger cars, and advanced Emergency Braking Systems and Lane Departure Warning Systems on heavy-duty vehicles. The proposal also contains tyres as a major topic.

Pastore asked what is the next priority after ESC to be promoted by eSafety Aware. Jääskeläinen highlighted that the system has to be standardised enough, be beneficial, and be already widely available. Reinhard is missing real roadmaps showing by year the systems coming into mature deployment. Mäurer mentioned that we have now increasing numbers of systems and proposed that we go through the recommendations of the WG to verify and update the recommendations.

Hagleitner proposed that we advance towards the direction of key enabling technologies, of which ESC is very important but also headway sensing is a second option. Kamalski emphasised that systems and functionalities are crucial rather than technologies, and that the missing of one required technology will prevent the deployment of the system/functionality.

Mäurer proposed that the WG produces a short update report to complement the WG's final report.

Kamalski highlighted that the spin-offs from telephony could open up the market and drive the market prices down (e.g. for eCall, where TomTom only needs the standardised eCall element in the cell phones). For telecommunications industry, the deployment would be much quicker than in the automotive industry. Reinhardt's view was to check the new technology deployments and their impacts to the road maps.

We decided that we will ask all WG members to read the report and reflect on the need to update different parts of the document. Then the next meeting will discuss and decide on the updates to be made. The chairs will send out the report.

6 Socio-economic assessment of intelligent vehicle safety systems

Kulmala gave a presentation of the results from eIMPACT.

Patrascu told that she is working on a report making a synthesis of the results from TRACE and eIMPACT.

7 eSafety Deployment Study

Fritz Busch and Slavica Grosanic from TUM described the study of the eSafety deployment in 2007.

The study had received 92 answers and 45 interviews.

Market prices should be separated from the costs. Otherwise the report is accepted and endorsed by the WG.

8 Any other business

Hagleitner told of a Opel press release about their cars, who can see (lane departure warning and traffic sign recognition).

9 Next meetings, date and place

The next meeting was scheduled for Wednesday 22 October 2008 at CLEPA in Brussels. The topic will be the update of the report on the basis of current developments. For this reason, the comments to the current report are to be provided to Kulmala and Mäurer by 1 October 2008.

Brian Knibb and Walter Hagleitner promised to give presentations at the meeting concerning the current status of the systems. Reinhardt also hoped for more connections to the R&D projects. A presentation of the eSecurity could also be useful.

10 End of meeting

The meeting was ended at 15:45.