

Minutes from the 13th Meeting of eSafety Forum Implementation Road Map Working Group

at the Dekra office, Avenue de Cortenbergh 52 on Friday, 7 April
starting at 10:00 and ending before 16:00

1 Welcome

Mäurer and Kulmala welcomed the participants to the meeting and Oliver Deiters welcomed the WG to the DEKRA office. The names of participants are listed in a file enclosed.

2 Approval of agenda

The chairs' proposal for the agenda was approved.

3 Membership

The WG agreed to start its operation again with new membership.

We went through the list of WG members. The missing stakeholders according to the chairs are insurance companies, private road operators, and aftermarket system industry.

4 Final Report from 2005

The WG report had received a very good reception from the Member State representatives at the High-Level Meeting on 18 October 2005. The Commission received a proposal to publish the report as an EC report but has not produced one so far. Reinhardt brought up the idea to write a short article based on the report with a link to the actual report.

Bolte wished to know the target audiences of the report. If we have as the main audiences the industry and the administrations, we might wish to write two articles. According to Carrotta, the eSafetySupport should assist in writing the article. eSafetySupport is preparing a general strategy for user communications.

Perhaps three types of articles would be required:

- users, drivers: one page
- authorities etc. traffic management related: some pages
- technically oriented: some pages

Kulmala summed up the main message: we have systems capable of reducing fatalities already in 2010; we have identified the way to go forward with the systems in the form of road maps; it is up to the stakeholders to take up from here.

We agreed that Kulmala will produce first versions of the articles for the WG and eSafetySupport to comment. Bolte promised to assist with the article directed to the road authorities.

5 Agreement of work plan for 2006-2008

More detailed road maps

The wish to produce more detailed road maps was discussed. Hallström showed the Ford "roadmap" indicating the technical availability of the different systems. The chairs showed an example for a more detailed road map for ESP.

Breuer pointed out that for ESP, this could be done but for some systems it would be a very difficult process. Reinhardt stated that some issues and obstacles are easier to identify and agree upon than others. Interesting findings are possible when different countries are compared with one another.

Hallström reported the Swedish public sector interest in ESP and its effectiveness. The German government appealed last year to vehicle industry to provide ESP in all cars and the customers to buy it. Spell pointed out that there are large differences in the countries, some are more advanced and have better relationships between the stakeholders than other countries.

Mäurer mentioned that some systems have difficulties with the business case, but systems like navigation have more or less solved this issue. Bolte reminded that the authorities have still open issues with navigation, especially in relation with the secondary roads. Mäurer also pointed out that nomadic navigation systems have really entered the market fast and should be considered. Bolte wished that these systems should be integrated in the car environment ensuring their safe HMI and enabling their relationships with traffic management etc. Spell stated that these issues are discussed at the Nomadic device platform meeting in the middle of May. The platform has two work groups, one on standard interface and the other on the business cases. According to Reinhardt, many car manufacturers already provide interfaces to e.g. iPod. Unfortunately, the consumer electronics companies are not involved in the Nomadic devices platform.

Our WG needs the input and support from the other WGs so that we can utilise their results in the implementation road maps.

Breuer wished that we would concentrate on the priority systems, to monitor the market penetration of the systems and development of technologies, compare the penetration between countries and analyse their reasons, and add some concreteness to the road maps to the best of our availability. Concerning the nomadic devices, Bolte stressed that we can not disregard them. Knibb pointed out that nomadic devices offer significant advantages to the consumers who wish to e.g. change cars.

Simplified road maps

The chairs had produced an example of a simplified road map for ESP and Speed Alert. Hallström regarded the map for Speed Alert to reflect well the first steps to be taken.

The lack of accident and safety effect data is still lacking for many systems.

The WG accepted the chairs' proposal for visualising the systems.

Inclusion of new priority systems

No new systems were proposed.

Bolte proposed that we should perhaps look again at the technologies behind the systems and the common use of the technologies.

Mäurer questioned the existence of obstacle and collision warning system as a system of its own, and perhaps a new wording could be useful. Breuer and Scholten regarded the name as very appropriate as it describes well the function in question.

Mäurer asked the WG whether vehicle to vehicle communications should be included. They came up strongly in the VDA conference, and the deployment is starting in Japan and USA. Hallström stated that these are still in the research phase with CVI and SAFESPOT, and that nomadic devices are also entering this field. In Breuer's judgement, it is still very difficult to even describe this system for our work.

It was discussed, whether the target is still in 2010 or more in 2020.

V2V communication systems should be mentioned appropriate but not in the same manner as the other priority systems just not to forget those systems in a wide scope.

Adoption of conclusions of VDA 2006?

Roland Niggstich wished that the WG would consider the adoption of the conclusions of the VDA conference. These conclusions were e.g. to go towards reacting systems instead of only driver support system. The vehicle to vehicle communications and HMI were widely discussed at VDA. Scholten will request the conclusions from the VDA to be distributed among the WG.

Updating of report

The WG agreed to utilise the existing report as the basis of the updated report.

Promotion of the use of the road maps

A Commission Communication or report would be extremely helpful for political argumentation of the issues. The WG decided to ask the EC to act on this.

Monitoring of deployment

The WG would need information about the deployment of eSafety systems. Carrotta told that the eSafetySupport's network of eSafety observers is at the disposal of the WG. It was agreed that Kulmala and Mäurer would draft a first version of a survey to be made to the observers. The first regional observers' meeting will be on the 10 May 2006.

Carrotta also told of the EC's benchmarking study to be launched this year. The terms of reference of this benchmarking are available from the EC and should be checked, if there is some input to be expected from the study. Kulmala will contact Andre Vits on this matter. Mäurer mentioned also the Eurobarometer study, which will reveal customer awareness concerning eSafety systems.

Web database of safety impacts

Hallström proposed that the actual reports referred to should be located locally at the server so that the changes in links should not affect that. He also proposed the use of some available database engine where the search engine would be available already.

Reinhardt was worried about the different quality of the studies. Mäurer stated that the method should be mentioned and also the background of the institute/organization which has produced the study, this is also very important for validation of the quality of the work.

Knibb stated that a cautionary word in the beginning of the database could be in order.

Supporting or promotional material would be useful according to Reinhardt. Kulmala hoped this to come from eSafetySupport, and Carrotta promised that support.

Reinhardt had also the idea of a Wikipedia approach so that a user could include an additional study online to the database. Kulmala and Carrotta will investigate whether this is possible.

All acronyms for the same system should be referred to.

Spell was concerned that the database should not have any legal problems with IPR e.g. with commercial studies. Kulmala told that the studies used are already available from the internet.

Organisation of workshops

The chairs proposed real workshops with a real objective like a concrete implementation road map for a specific system.

The workshop on concrete road maps would be most useful for the infrastructure-related systems, especially RTTI, Extended Floating Car Data and Dynamic Traffic Management came up front. Bolte will consult the RTTI WG as they will probably organise workshops of their own. The topic should be around "Dynamic Traffic Management utilising extended FCD"

We discussed on a suitable venue, the Automobile Museum was one proposal. Baden-Wurtemberg has a venue near Schuman.

Carrotta could not promise any specific form of support as this needs to be accepted by the Commission first.

The agenda needs to be planned first. Kulmala and Bolte produce the first version for such.

Concerning vehicle-based systems, we decided to organise a workshop on them in 2007.

Security

We agreed that security would be taken into account in the implementation road maps for the priority systems. The persons responsible for the specific road maps will add this part to their appendix.

Definition of eSafety systems

We discussed a diagram produced by some researchers involved in PReVENT. Basically eSafety systems cover all systems which aim at improving vehicle safety and employ information and communication technologies with the exception of passive safety. We agreed that we will only concentrate on the most advanced of these systems.

6 Issues related to the eSafety Forum, especially:

Carrotta told of the eSafety Forum Plenary on 2-3 May in Brussels. The presentation is to be circulated in the WG in beforehand.

New working groups are to be established: eSecurity chaired by Gloria Pellichek from CLEPA, ICT for Cleaner Mobility chaired by ERTICO and ACEA, and Service Oriented Architecture. The latter is based on the work carried out in GST and will address e.g. standardisation.

7 Next meetings, date and place

The next meeting is to be on Wednesday, 5 July 2006 in Brussels.

The workshop is to be held in Brussels on Tuesday 14 November (with 15 November as a reserve day).

8 Any other business

No other business.

9 End of meeting

The meeting was closed at 14.35.