

Minutes for the 22nd Meeting of eSafety Forum Implementation Road Map Working Group

Held at DEKRA in Brussels on Monday 15 June 2009

1 Welcome

The newcomers, i.e. Manuel Milli from Mizar and Xavier Aertsens from Bosch introduced themselves. The attendees are listed in the excel file enclosed.

2 Approval of agenda

The agenda was approved.

3 Minutes of the previous meeting

Joachim Scholten had made two proposals for changes in the minutes. They were accepted with some modifications. Vincent Blervaque pointed out that the speed alert issues are currently being solved by the EU project ROSATTE. Hallström pointed out the car industry is bringing out systems utilising traffic sign (and lane marking) recognition, and several navigation devices with speed alert are available.

4 Monitoring report

The monitoring report sent on 7 June was discussed.

Seat belt reminders and pre-tensioners are not included as they are mostly passive safety. Hallström remarked that ABS would be very effective for motorcycle fatalities. Perhaps a separate chapter for motorcycles would be useful. Bosch representatives together with Hallström were asked to provide a chapter on motorcycle systems. Hallström will provide the ABS estimate produced by Tingvall. An input to the motorcycle systems had been provided by Bosch, but not been included due to a mistake. Kulmala apologised. The Bosch input had been included in the version provided with these minutes.

Hagleitner pointed out that the name and description of obstacle and collision warning are misleading. The system should be longitudinal support and collision warning, and promised to provide a proposal for better description.

Reinhardt wished that the third part eCall services should be more clearly indicated. The market penetrations of the current report only deal with the European public eCall system. The Italian OctoTelematics system (pay as you drive including eCall plus) has been implemented in 800,000 vehicles according to Milli and Hallström.

Hagleitner also wished for blind spot monitoring to be excluded from the list of the priority systems, because the expected safety effects in EU are very small in contrast to USA, where the mirror regulations lead to larger blind spot areas. Blervaque, Knibb and Reinhardt pointed out that the system is especially useful for truck, which Hagleitner agreed with.

According to Hagleitner, the Daimler 1000 truck study showed that a safety package would reduce fatalities by 50%. Kulmala reminded that the report shows only results for individual systems and not packages. Hagleitner wished for the package ESC + brake assist at least to be included.

The crucial missing part is the recommendations, where different members are expected to give their input. Mäurer pointed out that the unfinished nature of the ITS Action Plan is making it difficult to provide all recommendations. Kenis told that if all goes well, the organisational framework should be in place by the end of the year, and in that time the EC would be very eager to get the recommendations of the WG and the monitoring report.

Hagleitner hoped for a recommendation that the VIN number would include information of the eSafety systems OEM-installed in the vehicle. This would be very useful in the accident analyses.

All responsible persons should give their input ca three weeks before the next meeting i.e. around 10 September.

5 Workshop 2009 and eSafety Awards

The chairs proposed to postpone workshop to 2010 due to closing of eSafetySupport. Reinhard proposed combining the event with the eCall Summit on 28 October, but there was no volunteer to take over the practical arrangements. Hedlund reminded of the TRA2010 event in mid-June in Brussels, but that is perhaps more research oriented. It would be optimal to combine the workshop with the eSafety Forum Plenary.

The WG decided to have the workshop in 2010, preferably in combination with the Forum Plenary.

The discussion also dealt with the future of the WG, whether the focus would be in development and updating of the deployment road maps, or the monitoring of the road maps. The agreement was that both are needed also in the future of the Forum.

Kulmala gave a report on status of eSafety Awards, which will be given out during the ITS World congress in Stockholm on 22 September. The presentation is enclosed. The WG regarded the process of this year quite good.

6 Latest developments in eSafety

Mäurer and Reinhardt told of the outcomes of the discussions of the group dealing with the future of the Forum. The focus will move from just safety to safe, clean and smart mobility. The time target will move from 2010 to 2020. The long-term vision is zero accidents, zero delays, no environmental burden and informed travellers.

7 Current status of deployment of eSafety systems

Brian Knibb gave a presentation, which is enclosed. Reinhardt hoped for the relevant European projects to be referred to.

Good accident causation data is missing, and the WG members noted that for this reason many car manufactures are maintaining their own accident data bases included crashes involving vehicles manufactured by them.

Hallström pointed out that the cooperation between the various stakeholders is crucial to deployment, and wondered how that was not so evident.

A graph showed the safety benefits and manufacturing costs for different systems, but the acronyms are not readily understandable to the WG members. Knibb promised to provide the full names for the acronyms before the presentation is sent to WG members

8 Dutch field operational test on heavy vehicles

Robbert Verweij from Rijkswaterstaat gave a presentation of the field operational test including almost 2,500 trucks. The presentation is enclosed.

There were three main groups in the FOT: a) retrofit, b) dedicated hauliers, and c) ex-factory (OEM equipment). They had encountered a number of problems due to the immense amounts of data. Verweij gave some preliminary results of the FOT.

The final report is available on 9 September. Two other FOTs are already taking place: blind spots (pedestrians, cyclists) and exterior airbags for e.g. bicyclists

9 Swedish experiences from the Alcolock system

The presentation was give by Bengt Hallström and is enclosed with the minutes.

The alcolock is used as an alternative to temporary driving licence cancellation as well as quality certification tool for fleet owners. In 2009, they have 50,000 units installed in Sweden. Of these, only 700 are for DWI (Drinking While Intoxicated) offenders, and the overwhelming majority for quality transport. In some years, all governmental vehicles will have alcolock. 40% of all municipalities require alcolocks when procuring transport services for children.

The Netherlands and Finland are also deploying alcolocks.

10 Results and recommendations of eSecurity WG

Mäurer gave a personal report on the achievements of the eSecurity WG. The presentation is enclosed.

The WG has looked at the security issues for existing systems, i.e. autonomous systems. They are separately looking at cooperative or otherwise infrastructure related systems, where regulation on the national as well as European level is likely.

Reinhardt told about the progress of the Nomadic Device Forum. There seems to be move towards not only nomadic devices, but to smart phones with navigation functionality. The nomadic devices may disappear from the market if the mobile phones take over the functionalities combined with a vehicle HMI. A "slave screen" can be bought by ca. 100 euro, according to Knibb. The report should be finalised at the latest in September.

11 Next meetings, date and place

- Wednesday 30 September 2009 in Brussels (CLEPA)
- Monday 14 December 2009 in Brussels

12 Any other business

There were not any other businesses.

13 End of meeting

Mäurer closed the meeting at 16:00.