

# Note of Meeting

## eSafety Users Outreach Working Group

### FIA European Bureau, Brussels

24<sup>th</sup> April 2006

#### Participants

Johann Grill	FIA Chairman
Robert Sauter	ADAC
Erich Bittner	Robert Bosch
Walter Hagleitner	ADAS Management Consulting
Valérie Moutal	European Commission
Jean-Michel Lebrun	TNS opinion
Pascal Chelala	TNS opinion
Jacob Bangsgaard	ERTICO
Alessandro Carrotta	ERTICO
Fabio Becucci	UNASCA
Olivier Lenz	FIA

#### Apologies

Juhani Jäaskeläinen	European Commission
Wolfgang Reinhardt	ACEA, Chair eCall WG
Hans Jürgen Mäurer	DEKRA, Co-Chair Road Maps WG
Uwe Beutnagel-Buchner	Robert Bosch
Stephan Zwerschke	Robert Bosch
James Remfrey	Continental
Roman Michalek	ÖAMTC
Alexander Bloch	auto motor und sport
Jonathan Martin Rowell	Consultant
Yiannis Moissidis	Navteq
Tom O'Connor	Commercial Telematics Group Ltd.
Dr. Markus Fach	DaimlerChrysler
Filip Sergeys	Honda Motor Europe Ltd.

#### 1. Welcome

**The Chairman** welcomed all participants and in particular Mr Fabio Becucci from UNASCA. The agenda was adopted.

#### 2. Minutes Meeting 06.02.2006

The notes of the meeting of 6<sup>th</sup> February 2006 were agreed.

#### 3. Eurobarometer

**Ms Valérie Moutal** reported about the first meeting concerning the quantitative Eurobarometre study. The meeting took place on the 20<sup>th</sup> of April. To this meeting participated Mr Jean-Michel Lebrun from TNS opinion, Mr Olivier Lenz and Ms Moutal. The finalisation meeting of the questionnaire for the survey is in one week,

on the 4<sup>th</sup> of May. The survey will then be translated in about 40 languages. The questionnaire has been distributed to the participants who are asked to comment until the 28<sup>th</sup> of April. A meeting bringing together OPTEM and TNS opinion will take place on the 28<sup>th</sup> of April. To the meeting will also participate Ms Moutal and Mr Lenz.

**Mr Pascal Chelala** explained the methodology and discussed the questionnaire with the participants. The participants wished to exclude the age range between 15 and 18 years old. **Mr Robert Sauter** insisted to enquire about the relevant criteria when buying the present car in order to catch a view as close as possible to reality. These criteria could differ from the criteria expressed when asked for a future purchase. **Mr Walter Hagleitner** insisted to focus more on the feelings about the own safety (e.g. is your car safer than your precedent one? And "what did you do in the last 2 years to increase your personal safety? Driver training, change car, decrease speed, buy equipment). Questions should be added about the reason to use a car (urban or not), total mileage, frequency of trips. **Mr Grill** asked to differentiate between privacy in relation to eCall and ITS in general. Awareness and personal usefulness will be separated. Willingness to pay will not be addressed.

The results of the 2 Eurobarometre surveys will be presented in Helsinki at the High Level Meeting on 27-28<sup>th</sup> September. The UOWG will meet when the results of both surveys will be available, i.e. after the 21<sup>st</sup> of July.

#### 4. Euro NCAP

**Mr Grill** reported on the meeting that Mr Juhani Jäaskeläinen and he had with Mr Claes Tingvall. Euro NCAP is discussing the inclusion of ESC into the Euro NCAP rating system, but has not taken a decision yet. Mr Tingvall explained that ESC has had a dramatic increase in market penetration up to 80 % in the last few years. The approach focussed on organisations rather than on end users.

**Mr Erich Bittner** reported about a meeting he attended with TRW, Delphi, Continental and Thatcham. The development of an ESC test is difficult. Several tests could be needed to get an appropriate result.

#### 5. Communication platform

**Mr Jacob Bangsgaard** presented a summary document intended to be used to find stakeholders for the communication platform. Participants are asked to give their feedback to him. Mr Bangsgaard explained that no further steps are possible from eSafetySupport as long as the funding members of the communication platform are not found.

**Ms Moutal** outlined that the communication platform has to be up and running for the presentation in Helsinki at the eSafety Forum High Level Meeting on 27-28.09 where the communication platform will be launched and the ESP campaign activities and a concrete action plan will be presented.

**Mr Bangsgaard** suggested defining a list of organisations to be approached, a patron and a champion. Proposed organisations include the FIA General Assembly, Robert Bosch, Continental, Delphi, TRW, Toyota, Nissan, Honda, Hyundai, DaimlerChrysler, national road safety councils, national departments of transport, the German EU Council Presidency (2007 road safety campaign), VTT, TNO, BP, Shell, media, fleet managers, professional organisations, driving schools. Mr Max Mosley will be approached to become a patron of the communication platform. A champion will have to be defined at a later date.

## 6. Report

**Mr Lenz** asked the participants to send him comments and suggestions for the report by the 5<sup>th</sup> of May. **Mr Hagleitner** suggested adding “and focussing on all consumer benefits” to the 5<sup>th</sup> paragraph.

## 7. Next Meetings

The next meeting is scheduled on:

Date	Time	Place	
6 <sup>th</sup> June 2006	13:30 – 17:30	FIA European Bureau	rue d'Arlon 53, Brussels

The next meeting will discuss the results of the qualitative survey, the WG report and the progress made with regard to the communication platform, its patron and stakeholders as well as its budget.

The meeting closed at 18.00

Annex: Draft EB Questionnaire on Telematics

# Draft EB Questionnaire on Telematics

Ref: 5166  
DG: INFSO

Target: 15 +

Geographical coverage: 25 Member States

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**Part 1: Respondent's socio-demographics influencing opinion towards car safety systems**

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Q.1. From the following list, please tell which situation applies to you.  
(*SHOW CARD – READ OUT – ONE ANSWER ONLY*)

- |  |   |
|--|---|
| You have a driving license and your own car  | 1 |
| you have a driving license and a company car   | 2 |
| You have a driving license and no car but you drive with someone else's car (relatives, friends) | 3 |
| You have a driving licence but you never drive   | 4 |
| You have no driving license  | 5 |
| [Other]  | 6 |
| [DK]   | 7 |

**IF DRIVE, CODES 1 TO 3 IN Q1; OTHER GO TO Q3**

Q.2. On a weekly basis, how often do you drive a drive?  
(*READ OUT – ONE ANSWER ONLY*)

- |                                  |   |
|----------------------------------|---|
| More than once a day             | 1 |
| Once a day                       | 2 |
| Few days in a week               | 3 |
| About once a week                | 4 |
| Less frequently than once a week | 5 |
| [DK]                             | 6 |

**IF DO NOT DRIVE, CODES 4 TO 5 IN Q1; OTHER GO TO Q4**

Q.3. On a weekly basis, how often do you take the car as a passenger?  
(*READ OUT – ONE ANSWER ONLY*)

- |                                  |   |
|----------------------------------|---|
| More than once a day             | 1 |
| Once a day                       | 2 |
| Few days in a week               | 3 |
| About once a week                | 4 |
| Less frequently than once a week | 5 |
| [DK]                             | 6 |

**ASK ALL**

Q.4. On a daily basis, what is your most often used mean of transport?  
(*READ OUT – ONE ANSWER ONLY*)

- |                       |   |
|-----------------------|---|
| The car               | 1 |
| The public transports | 2 |
| Walking               | 3 |
| [Other]               | 4 |
| [DK]                  | 5 |

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**Part 2: Road safety**

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Q.5. Compared to ten years ago, would you say that, overall, road safety has improved, stayed about the same or has gotten worse?  
(*READ OUT – ONE ANSWER ONLY*)

- |                       |   |
|-----------------------|---|
| Has improved          | 1 |
| Stayed about the same | 2 |
| Has worsened          | 3 |
| [DK]                  | 4 |

Q.6. Would you say that overall public authorities' actions in (OUR COUNTRY) with regards to road safety ...?  
(*READ OUT – ONE ANSWER ONLY*)

- |                          |   |
|--------------------------|---|
| Go beyond what is needed | 1 |
| Are appropriate          | 2 |
| Are insufficient         | 3 |
| [DK]                     | 4 |

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**Part 3: Needs**

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Q.7. Suppose you would have to buy a car today, new or second hand, could you indicate among the following list which three factors, price excluded, would be the most important for you in choosing your car?  
(*SHOW CARD – ROTATE - READ OUT – MAXIMUM 3 ANSWERS POSSIBLE*)

- |                             |    |
|-----------------------------|----|
| Performances                | 1  |
| Aesthetic line              | 2  |
| Space interior              | 3  |
| Comfort                     | 4  |
| Safety equipment            | 5  |
| Durability /robustness      | 6  |
| Fuel consumption            | 7  |
| Level of equipment          | 8  |
| Reputation of the trademark | 9  |
| [Other]                     | 10 |
| [DK]                        | 11 |

Q.8. I will read out a list of car safety systems that are currently under development. For each of them please tell me how useful you think they are to you personally? Are they very useful, fairly useful, not very useful, or not at all useful?

(SHOW CARD WITH ITEMS AND DEFINITIONS – ROTATE – READ OUT – ONE ANSWER PER LINE)

	Very useful	Fairly useful	Not very useful	Not at all useful	[DK]
<b>Split A:</b> <i>system</i> = electronic system <b>Split B:</b> <i>system</i> = intelligent system					
<b>ABS, Anti-Lock Braking Systems</b>	1	2	3	4	5
<b>ESP, Electronic Stability Program:</b> <i>system</i> that identifies a critical driving situation and intervenes to help the driver to stabilise the vehicle and to correct the trajectory on slippery roads and curves	1	2	3	4	5
<b>Blind Spot Monitoring Systems:</b> <i>system</i> which gives information and warnings to the driver about relevant obstacles in the blind spot around the vehicle	1	2	3	4	5
<b>Adaptive Head Lights:</b> <i>system</i> improving night-time driving on twisty roads by moving headlamps in the direction in which the driver is steering and so extending the illumination range in the relevant areas in order to spot possible obstacles sooner.	1	2	3	4	5
<b>Obstacle and collision warning:</b> <i>system</i> detecting obstacles and giving acoustic warnings when collision is imminent	1	2	3	4	5
<b>Emergency call system:</b> <i>system</i> detecting automatically when vehicle is involved in a severe accident and transferring all vehicle related data to local emergency authorities in order to dispatch the necessary emergency vehicles.	1	2	3	4	5
<b>Real time traffic and travel information:</b> in-vehicle system gathering data concerning traffic information like location, speed, acceleration, deceleration in order to send it to a central location that produces real time information for other vehicles about traffic jams and weather conditions and propose the most appropriate alternative itineraries.	1	2	3	4	5
<b>Speed alert:</b> system that alerts the driver when the speed exceeds the local valid speed limit (suggestion possible use of: limits speed/ helps driver to adapt the speed of the vehicle)	1	2	3	4	5
<b>Lane departure warning system:</b> warning given to the driver in order to avoid leaving the lane unintentionally (by video image processing)	1	2	3	4	5
<b>Monitoring the state of vigilance of the driver:</b> System which supervises the state of vigilance of the driver and warns him in the case of somnolence, distraction or carelessness	1	2	3	4	5

Q.9. Which one of the following systems do you think would be most effective in reducing the number of car accidents? Firstly? And secondly?  
 (SHOW CARD WITH ITEMS AND DEFINITIONS – ROTATE - READ OUT - ONE ANSWER PER COLUMN)

	Firstly	Secondly
<b>Split A:</b> <i>system</i> = electronic system <b>Split B:</b> <i>system</i> = intelligent system		
<b>ABS, Anti-Lock Braking Systems</b>	1	1
<b>ESP, Electronic Stability Program:</b> <i>system</i> that identifies a critical driving situation and intervenes to help the driver to stabilise the vehicle and to correct the trajectory on slippery roads and curves	2	2
<b>Blind Spot Monitoring Systems:</b> <i>system</i> which gives information and warnings to the driver about relevant obstacles in the blind spot around the vehicle	3	3
<b>Adaptive Head Lights:</b> <i>system</i> improving night-time driving on twisty roads by moving headlamps in the direction in which the driver is steering and so extending the illumination range in the relevant areas in order to spot possible obstacles sooner.	4	4
<b>Obstacle and collision warning:</b> <i>system</i> detecting obstacles and giving acoustic warnings when collision is imminent	5	5
<b>Emergency call system:</b> <i>system</i> detecting automatically when vehicle is involved in a severe accident and transferring all vehicle related data to local emergency authorities in order to dispatch the necessary emergency vehicles.	6	6
<b>Real time traffic and travel information:</b> in-vehicle system gathering data concerning traffic information like location, speed, acceleration, deceleration in order to send it to a central location that produces real time information for other vehicles about traffic jams and weather conditions and propose the most appropriate alternative itineraries.	7	7
<b>Speed alert:</b> system that alerts the driver when the speed exceeds the local valid speed limit (suggestion possible use of: limits speed/ helps driver to adapt the speed of the vehicle)	8	8
<b>Lane departure warning system:</b> warning given to the driver in order to avoid leaving the lane unintentionally (by video image processing)	9	9
<b>Monitoring the state of vigilance of the driver:</b> System which supervises the state of vigilance of the driver and warns him in the case of somnolence, distraction or carelessness	10	10
<b>[DK]</b>	11	11

Q.10. Suppose you would be looking for information about car safety systems.  
 Who would you trust the most to inform you about these systems?  
 (SHOW CARD – READ OUT – ROTATE – MAXIMUM 2 ANSWERS)

Public authorities	1
Car manufacturers	2
Automobile clubs	3
Consumers groups	4
Media	5
Car salesmen	6
Driving schools	7
Insurance companies	8
[Would never look for such information, not interested]	9
[Other]	10
[DK]	11

Q.11. According to you, what should be the public authorities' priority to help the  
 development of car safety systems?  
 (SHOW CARD – READ OUT – ONE ANSWER ONLY)

Provide more information about these systems	1
Develop tax incentives for cars equipped with these systems	2
Harmonisation of security requirements at the European level	3
Promote research and development in this field	4
... to complete	5
[Other]	9
[DK]	10

Q.12. Which of the following statements corresponds best to your own opinion?  
 (SHOW CARD – READ OUT – ONE ANSWER ONLY)

	Cars equipped with intelligent systems that automatically make a emergency call in case of a severe car accident would help drivers	1
	Cars equipped with intelligent systems that automatically make a emergency call in case of a severe car accident would be an invasion of privacy of the drivers	2
	[Neither the one, nor the other]	3
	[DK]	4