Project no. **027373**

Project acronym: **SAFETY-TECHNOPRO**

Project title: ***'Training System on New Safety Technologies for Road Transport Addressed to Professional Bodies of the Automotive Sector'***

Instrument: Specific Support Action

Thematic Priority: e Safety

D 25 – Final Activity Report

Period covered: from	01/10/2006	to	30/09/2008
Date of preparation:	15/11/2008		
Start date of project:	01/10/2006	Duration:	24 months

Project coordinator name	Mr Juan Luis de MIGUEL
Project coordinator organisation name	CENTRO ZARAGOZA
Revision	1
Dissemination Level:	RE

Publishable executive summary

A general objective of the **eSafety** initiative is to build up a European strategy for accelerating the research and development, and the **deployment of existing and new safety for road transport technologies.** In the Specific Support Action SAFETY-TECHNOPRO, the definition and development of a **Training System addressed to professional bodies of the automotive sector** is conceived as the most efficient way to achieve **maximum acceptance and awareness on new safety technologies for road transport by the end users.**

The **need of improving the information level of end-users on these technologies** is perceived as a **key factor for a quicker and wider market deployment** of them. It is well known that end-user opinion and acceptance on safety technologies is strongly influenced by the professionals (sales persons, repairing technicians, etc.) so it is necessary to **train these professionals to transmit to end user high quality information** on safety technologies; that will generate in the end user a progressive well understanding and complete acceptance of these safety systems and technologies.

The **project partners** are: CENTRO ZARAGOZA, IDIADA, REAL AUTOMOVIL CLUB DE CATALUÑA, UNIVERSITY OF MAGDEBURG and DEKRA.

The addressed **professional bodies involved** are:

- Sales persons working in dealerships
- Repairing personnel working in garages
- Vehicle inspectors working in technical vehicle inspection workshops

These professional bodies will be addressed by DEKRA, who integrates its European net of branches in this project.

The starting point of the project consists in the **revision of the road transport new technologies and systems.** Such a technological analysis will allow focusing the project on those safety technologies which respond to a clearest customer-demand and that are to be commercialised in the next 5 years (2011 horizon).

It is essential to know the opinions of the users (both end users and professionals):

- **gathering information directly from the end-users,** through an Internet tool used in the frame of EuroTEST managed by associated members to FIA, throughout 12 European countries (Belgium, United Kingdom, Spain, Netherlands, Germany, Italy, France, Portugal, Finland, Croatia, Norway and Slovenia), in order to know directly the opinions, perceptions, habits, etc. of end-users, in relation to new safety technologies.

- **gathering information directly from the professional bodies involved,** through specific questionnaires, in order to know the opinions of such professionals on new safety technologies, if they are interested in receiving a specific training for selling or assessing to customers on safety, etc.

With the data obtained, the project consortium expects to have sufficient information in order to design a training system that could be fully accepted by professional bodies. It will be necessary to **analyse these gathered data** through an analytical methodology adequate to the interpretation of this kind of psycho-sociological data. National particularities must be taken in account. The expected result will be a set of training system requirements, related to methodological aspects, contents and also management aspects for the training system.

The most important technical task is the **definition and elaboration of the training system,** according to the requirements previously obtained. The result will be the **training system prototype,** constituted by several modules adapted to the specific professional bodies, and also characterised by a technological updating module, that will allow integrate on-line the most recently commercialised safety technologies by the OEMs, car manufacturers and road infrastructure suppliers. It will be necessary to **test** the functioning of the training system, through a limited series of trials to be carried out in each professional body.

The **project results diffusion** mainly consists in the organisation of a European dissemination Seminar, coordinating the joint presentation of the training system, and thus maximising their potential impact. The seminar will be hosted by DEKRA, that will provide its conference hall facilities. The national branches and/or associated members to DEKRA will also be contacted and invited to know the Training System by the Internet, as a training tool to be downloaded from the web site of DEKRA.

Other associations not integrated in the project, as car manufacturers, driving schools, taxi, truck, bus, delivery, etc. national associations, will be contacted and invited to know the Training System from CZ and IDIADA's web sites.

Partners involved

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List of Participants

Partic. Role	Partic. no.	Participant name	Participant short name	Country	Date enter project	Date exit project
CO	1	INSTITUTO DE INVESTIGACION SOBRE REPARACION DE VEHICULOS, S.A.	CENTRO ZARAGOZA	SPAIN	Month 1	Month 24
CR	2	IDIADA AUTOMOTIVE TECHNOLOGY, S.A.	IDIADA	SPAIN	Month 1	Month 24
CR	3	FUNDACIO REIAL AUTOMOBIL CLUB DE CATALUNYA (DE FOMENT I DEFENSA DE L'AUTOMOBILISTA)	RACC	SPAIN	Month 1	Month 24
CR	4	OTTO-VON-GUERICKE UNIVERSITAET MAGDEBURG	OvGU	GERMANY	Month 1	Month 24
CR	5	DEKRA QUALIFICATION GMBH	DEKRA	GERMANY	Month 1	Month 24

Section 1 – Project objectives and major achievements during the reporting period

Give an overview of general project objectives

Project Objectives

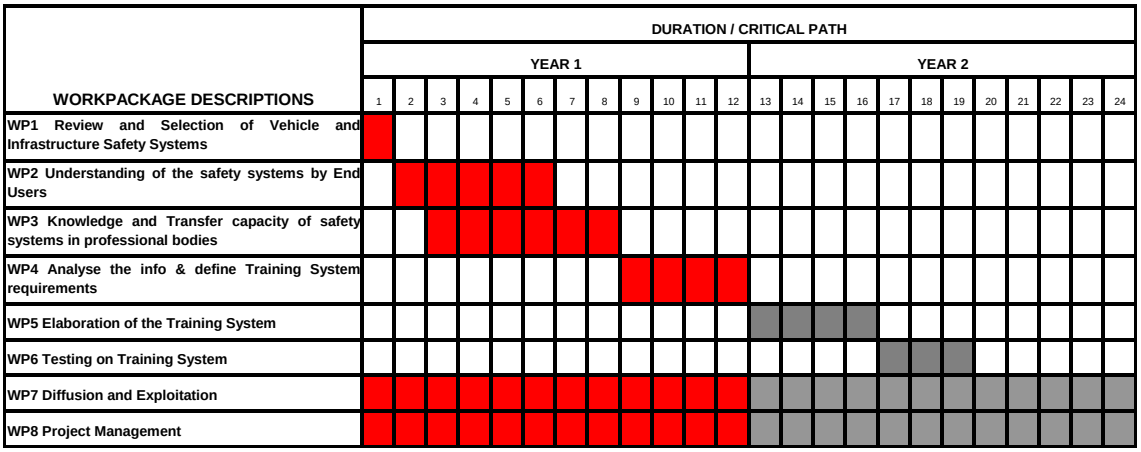
From this point of view, **the present project has the following objectives:**

- **General Objective:** ensure that the **European end user** has ample access to reliable, up-to-date and quality **information on the eSafety systems** for vehicles and infrastructures and the communication between these. Thus pursuing that safety becomes a key factor for consideration by end users.
- **Specific Objectives:** develop a **Training System** addressed **towards Professional Bodies (dealerships and workshops)** to contribute to **end users awareness.** This specific objective can be divided into the following partial objectives:
    - Define and elaborate the Training system
    - Testing of the functioning of the Training system
    - Diffusion of the model among the eSafety stakeholders
- To achieve this objective, the following **operative objectives** will also be necessary:
    - To select eSafety technologies / systems for both vehicles and infrastructures and the communication between these: **15-20** eSafety technologies to be initially included in the Training System.
    - To detect the level of knowledge and understanding of end users on safety systems, in the frame of **12 European countries** (Belgium, United Kingdom, Spain, Netherlands, Germany, Italy, France, Portugal, Finland, Croatia, Norway and Slovenia). They are included in the EuroTEST platform. **5.000 end-users** will be surveyed by EuroTEST.
    - To detect the level of knowledge, understanding and information transmitted by professional bodies and administrations to end users, also in these countries. **400** professional organisations will be surveyed.
    - Analysis of all the collected data and definition of the requirements for the training system.

- To develop the Training System, directly conceived to be used by professional bodies. It will be initially formed by **6 main Modules** (Technological Up-dating, Training Contents Module, Management Module, Training in Dealerships, Training in Repairing Shops, Training in Vehicle Technical Inspection shops).
- To test the Training System in **40 dealerships**; **40 repairing garages**; and **40 vehicle technical inspection shops** (co-ordinated and supervised by DEKRA), distributed among the **selected EU members** (countries from North/South/East/West and Central Europe).
- To disseminate and exploit the Training System among 500 recipients within the professional bodies involved (branches and/or associates to DEKRA) and among other associations not integrated in the project.

Summarise the objectives for the reporting period, work performed, contractors involved and the main achievements in the period

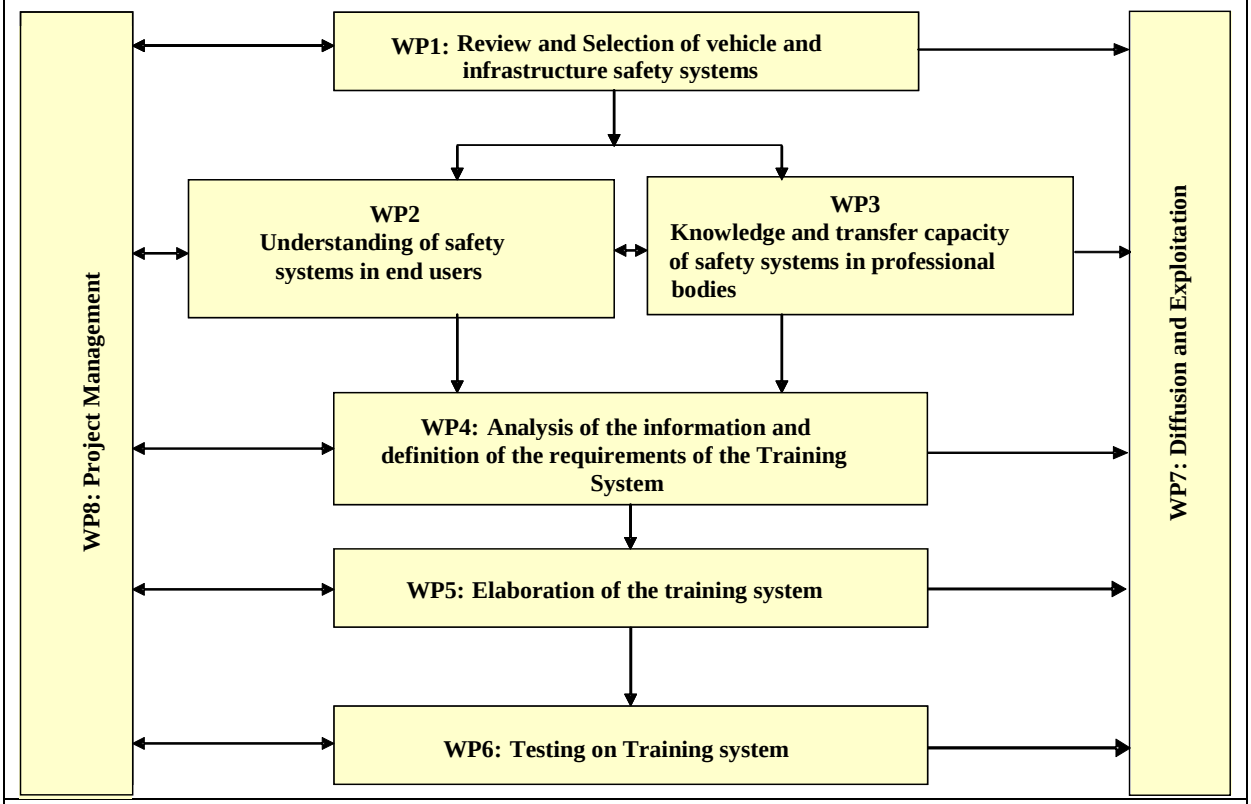
The project completed the first 12 months with all partners working on their corresponding tasks. In the first 12 months work focussed on the following WPs 1 (completed), 2 (completed), 3 (completed), 4 (under way),. In the second year of the project the work has focussed on completing WP4 (completed), 5 (completed) 6 (completed) 7 and 8 (running continually) with close cooperation and collaboration between the partners.



The main developments achieved in Work packages 1, 2, 3 and 4 were completed and detailed at the end of the first year of the project. At the end of the first year there was an external evaluation of the work achieved to date. The outcome of the evaluation was good but the evaluators recommended a number of changes and clarifications should be incorporated into the reports and deliverables that had been presented in the first year. The work during the early stages of the second year therefore also included making these amendments. The work in the second year of the project has progressed satisfactorily for the partners and all the expected goals have been achieved. Some tasks over ran in time, but fortunately there was enough flexibility in the timetable to complete everything within the duration of the project.

Management activities have continued during this second year of the project.

WORKPACKAGE NO.	WORKPACKAGE TITLE	LEAD CONTRACTOR SHORT NAME	PERSON MONTHS	START MONTH	END MONTH	DELIVERABLE NO.
1	Review and Selection of Vehicle and Infrastructure safety systems	IDIADA	5.50	1	1	D2
2	Understanding of the safety systems by En Users	RACC	6.00	2	6	D3, D6
3	Knowledge and Transfer capacity of safety systems in professional bodies	DEKRA	6.20	3	8	D7, D9
4	Analysis of the information and definition of the requirements of the Training System	OVGU	9.00	9	14	D11, D13
5	Elaboration of the Training System	CENTRO ZARAGOZA	13.40	13	18	D17
6	Testing on Training System	DEKRA	8.80	17	23	D19, D20
7	Diffusion and Exploitation	CENTRO ZARAGOZA	24.80	1	24	D5, D14(b), D22, D23
8	Project Management	CENTRO ZARAGOZA	5.80	1	24	D1, D4, D8, D10, D12, D14(a), D15, D16, D18, D21, D24, D25, D26
	TOTAL		**79.50**			



SAFETY-TECHNOPRO Work Package plan

The main results from this work that are in line with the specific project objectives can be summarised as follows:

From Year 1

- **To select eSafety technologies / systems for both vehicles and infrastructures and the communication between these: 15-20 eSafety technologies to be initially included in the Training System**.

The presented Deliverable **D2**, Report on eSafety Technologies, is a complete compilation of the main safety systems already developed by the automotive industry, as well as an introduction to the new and future products that will be developed in the next years. It will allow classifying and being aware of the various systems that are installed in passenger cars, motorcycles, etc; also, it is useful to see that pedestrian safety is going to be seriously taken into consideration in the next years, and has the objective to serve as a guide for the end users, so that they can really know what they are buying.

Following the evaluators meeting at the end of the first project period, this document was revised and a new version was presented incorporating the recommendations of the external evaluators.

After Workpackage 1 laid the foundations of the project, Work Package 2 evaluated the actual knowledge of users about all the safety systems mentioned. Then, the consortium will be able to establish the procedure that will make users more aware of them.

- **To detect the level of knowledge and understanding of end users on safety systems, in the frame of 12 European countries (Belgium, United Kingdom, Spain, Netherlands, Germany, Italy, France, Portugal, Finland, Croatia, Norway and Slovenia). They are included in the EuroTEST platform. 5.000 end-users will be surveyed by EuroTEST.**

This goal has been achieved through the execution of an Internet survey (**Deliverable D3 - Internet Questionnaire for End Users**) in Work Package 2 led by RACC. The internet Questionnaire was presented and approved at the first project meeting and was applied in representative samples across the selected countries. The results of this survey were presented at the first Project progress meeting held on the RACC premises in Barcelona along with the draft Report with the results of the survey (**Deliverable D6 – Report about the results obtained in the Internet Questionnaires for End Users**) D6 has now been presented in full

Again, following the external evaluation at the end of the first project period, the document was revised in line with the evaluators' recommendations and has since been resubmitted.

Following on from the developments of this Work Package (WP 2), the data from it was transferred to OvGU where it was analysed and processed in Work Package 4 to help define the requirements for the final Training System.

- **To detect the level of knowledge, understanding and information transmitted by professional bodies and administrations to end users, also in these countries. 400 professional organisations will be surveyed.**

This goal was achieved by mean of a similarly designed survey (Internet Questionnaire for Professional Organisations) to that used in WP 2. This professional questionnaire was defined between Partners OvGU and DEKRA. Wording was reviewed and revised where necessary to ensure ease of understanding once translated into the languages of the participating countries. The questionnaire, **Deliverable D7 – Questionnaire for professional bodies** was completed and presented.

Countries were selected on the basis of sales volume (new car registrations) and also the volume of road accidents / fatalities (i.e. where there are more serious/fatal accidents and greater numbers of car users)

The selection of vehicle brands that were included in the survey was also done on the basis of sales volume (new car registrations) and ADAS availability/implementation (i.e. where more cars are sold that have safety technology).

DEKRA used its network of associations and national offices to carry out the professional survey and the results were processed by DEKRA and OvGU and then these were used to prepare the corresponding report on the capacity of professional bodies to transfer information to end users. A first draft of this report was prepared for internal review. Further work was carried out to cover gaps detected in the initial review and this ensured that the final value of the report and the developments that will be based on this report are not prejudiced. This did mean though that the task was extended slightly. The final report **D 9 – Report on the results obtained in**

questionnaires for Professional Bodies, was presented and as with the previous objective, the data was transferred to form the basis of Work Package 4, which helped define the requirements for the final Training System.

Once more, following the external evaluation at the end of the first project period, the document was revised in line with the evaluators' recommendations and has since been resubmitted.

- **Analysis of all the collected data and definition of the requirements for the training system.**

This goal was achieved by OvGU in close collaboration with the partner responsible for carrying out the End User survey (RACC) and the Professional Bodies survey (DEKRA). All partners collaborated in the definition of the questionnaires which were finally drawn up between OvGU, RACC and DEKRA respectively to ensure that the data received from the survey would allow an effective analysis and identification of training system requirements. The results from WP 2 on End User awareness were forwarded by RACC to OvGU and the analysis of the results was completed and presented at the meeting in Magdeburg. OvGU was also working closely with DEKRA on the contents and results from WP 3 to draw clear conclusions based on the heuristic analysis of the acquired data. The first draft of the report was presented for internal review just after the end of the first year. During the end of year meeting celebrated in Magdeburg time was dedicated to advance in the definition of the training system requirements and work progressed in line with the work programme.

This task was completed in the second year of the project and recommendations from the external evaluators were taken into consideration, given the extra work in incorporating the changes and recommendations suggested, more personnel dedication was necessary for this task. No delays were accrued during this process that affected any subsequent WPs.

The corresponding report was presented evaluators asked why software design and server features had not been included but it was pointed out that these were not in the brief for this WP Deliverable; the brief for this deliverable was to provide the user content requirements not the technical specifications.

- **To develop the Training System, directly conceived to be used by professional bodies. It will be initially formed by 6 main Modules (Technological Up-dating, Training Contents Module, Management Module, Training in Dealerships, Training in Repairing Shops, Training in Vehicle Technical Inspection shops).**

The Training system was developed in line with the recommendations from Wps 1, 2, 3 & 4. The modules were streamlined to facilitate ease of use. This was one of the most frequent comments and recommendations received during both the internal and external testing of the system. As such, future integration of new systems has been made easier as has the speed of navigation and the time necessary to load the pages (especially important for slow internet connections – if it takes too long to load, the professionals will not use the system.)

It took longer than expected as there were many technical problems in integrating multimedia content and still maintaining an attractive, and yet fast loading page. Delays were also encountered in obtaining the translations of the Training system in English, French, Spanish and German because every modification required revision of the texts and new translations to be done and then checked.

The BETA2 Training system could be accessed from the project webpage and was accessible in the 4 languages.

- **To test the Training System in 40 dealerships; 40 repairing garages; and 40 vehicle technical inspection shops (co-ordinated and supervised by DEKRA), distributed among the selected EU members (countries from North/South/East/West and Central Europe).**

This objective has also been achieve and completed in WP 6.
The first prototype of the Training System has been optimized in the last 6 months. Changes were made according to the suggestions made by the partners of the project and according to the results obtained in the testing done by the end-users.
Main changes made were:

- Complete information available in four languages: English, German, French and Spanish.
- A feedback to know the opinion of the end users in a direct way was included in the Training System.
- Corrections in grammar were made.
- Different changes in design were made in order to get a more useful and attractive navigation.
- Six different categories for the automotive professionals were finally included in the registration form.
- Videos contained in the Training System were modified to make them shorter and crash tests were included.
- In order to get a faster translation to other languages in the future, audio explanations in the videos were replaced for subtitles.
- The register process was changed making it automatic. The user chooses its user name and password automatically.

As a result of these changes an optimized version of the Training system was developed (named “beta version” in a first step and “beta2 version” for the optimized prototype).

The optimized version of the training system could be viewed in:
www. safety-technopro.info/beta2

- **To disseminate and exploit the Training System among 500 recipients within the professional bodies involved (branches and/or associates to DEKRA) and among other associations not integrated in the project.**

In **WP7**, the tasks focussing on dissemination have been ongoing. The personnel dedication is in line with the foreseen budget and workplan. The project webpage has

been up and running since the beginning of the project under the coordination and maintenance of Centro Zaragoza.

A dissemination seminar was held in DEKRA headquarters in Stuttgart, with guests invited from amongst active stakeholders in ADAS promotion, and professional bodies associated with ADAS and vehicle use/promotion. The results of the project and its demonstrator platform were presented along with complementary initiatives on a national level from Germany. There was great interest in SAFETYTECHNOPRO and interesting contacts have been made to take the system further and continue developing it.

All project partners have also been disseminating the project, its results and the training system through their dissemination networks, at conferences and in the media. Details are included in the plan for dissemination and exploitation document **D 22**.
Further dissemination material is also available on the project webpage (**D23**) where pdf versions of the public documents can be downloaded.

If applicable, comment on the most important problems during the period including the corrective actions undertaken

No major execution problems were encountered in the second year of the project as preventative measures were taken in light of those identified in the first period where minor problems had been encountered in the gathering a statistically viable quantity of quality data for the end-user questionnaires.

In the first year, so as to ensure the integrity of the end-user data, RACC enlisted the aid of a French Association and thereby obtained the necessary replies for the French end-user sector. In the development of the professional body questionnaires and the survey, it was noted by OvGU that there were incongruities in the data collected and so they requested that some of the surveys be repeated. This was done and as a result the integrity of the results was maintained. Unfortunately this did lead to the over-running of both work-package 2 and work-package 3. This should not delay the execution of any of the following work-packages as those directly following WP2 & 3 have been able to begin working with the initial data received from WP2 and 3.

It must be emphasised that the minor problems only affected a small proportion of the data being collected by RACC and DEKRA and that once the problems had been rectified, the quality and quantity of the collected data was maintained.

As a result of this, **in the second year** of the project, and in part, following recommendations at the evaluation meeting, a need was seen for a minor modification with respect to the budget of DEKRA Qualification. During the first year, problems were encountered in obtaining replies from the professionals in the professional Questionnaire survey, to avoid a repeat of this in the second year during the testing of the training system it was decided that DEKRA would pay some of its subsidiary companies in the countries where testing was to be carried out so that they would supervise the testing on a local level and ensure that sufficient quality replies were obtained. It was also noted during the preparation of the Cost statement for DEKRA Qualification that their key staff member in the project (Mr Cartsen WEBER) was not actually employed by DEKRA Qualification, but by DEKRA Automobile. Even though

his work was carried out on behalf of and in the premises of DEKRA Qualification, he was actually paid by the sister organisation. As a result, a further amendment was necessary to accept DEKRA Automobile as a third party to DEKRA Qualification and thereby allow Mr WEBER's personnel costs to be presented to the project. The issue was raised by DEKRA as soon as it was aware that there might be a problem and it was presented to the EC project officer. Centro Zaragoza was advised how to proceed with the amendment, the necessary documents have been presented and this is currently being finalised. It is possible that amendments may be necessary to DEKRA's first cost statement, this will be clarified at audit.

Section 2 – Workpackage progress of the period

Provide an overview of the actions carried out in the reporting period, based on the workpackages which were active or planned to be active during the period.

For **each workpackage**, present information under the following headings:

- Workpackage objectives and starting point of work at beginning of reporting period
- List of deliverables, including due date and actual/foreseen submission date (see Appendix 2, Table 1)
- List of milestones, including due date and actual/foreseen achievement date (see Appendix 2, Table 2)

WORKPACKAGE 1: "REVIEW AND SELECTION OF VEHICLE AND INFRASTRUCTURE SAFETY SYSTEMS"

Progress towards objectives

WORKPACKAGE NO.	**1**	**START DATE OR STARTING EVENT:**				1
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	

OBJECTIVES

To collect the IVSS / ADA (Intelligent Vehicle Safety Systems / Advanced Driver Assistance systems) and their characteristics (primary/active, secondary/passive, tertiary/post-accident, reliability, use mode, installation, cost, etc.), in order to facilitate the end users interest on them, as well as their assimilation

All the partners shown above have been involved in this Workpackage, work has focussed on:

Task 1.1. Definition of the classification system.

Task 1.2 Collection of the main IVSS / ADA

Task 1.3 Application of the classification system to the IVSS / ADA information collected

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All tasks were completed in the first 3 monthly reporting period and were detailed in the corresponding first report. All WP1 deliverables have been presented

WORKPACKAGE 2: "UNDERSTANDING ON SAFETY SYSTEMS BY END USERS"

Objectives

- The main objective is to define and implement a survey on Internet through EuroTEST (developed by initiative of ERTICO consortium, with the participation of RACC). The survey should provide valuable information from the **end users** about their needs for training in eSafety (IVSS, ADA) systems.
- To interview 5.000 end users.

The survey will be carried out in the following countries: Belgium, United Kingdom, Spain, Netherlands, Germany, Italy, France, Portugal, Finland, Croatia, Norway and Slovenia.Progress towards objectives

WORKPACKAGE NO.	**2**	**START DATE OR STARTING EVENT:**				2
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	**WP LEADER**
PERSON-MONTHS PER PARTICIPANT	0.5	0.5	3.1	1.5	0.4	**RACC**

Task 2.1 Definition of the end-user questionnaire

- This was completed in the first reporting period and the corresponding deliverable D 3 was presented.

Task 2.2 Application of the end-user questionnaire in a representative sample

This was completed on time and the corresponding results were presented at the meeting hosted by RACC, in Barcelona on 27th April 2007.

Task 2.3 Elaboration of the report with the results of the End Users Questionnaire

A report will be produced from the data collected on Internet, after the application of a statistical analysis.

The report was presented at the Barcelona meeting and Deliverable D6 - Report about the results obtained in the Internet questionnaires for End Users accepted for submission.

Progress in the tasks

All task were completed, although there was a slight delay in collecting sufficient data from France Italy and UK. Therefore, extra effort on the dissemination of the survey was done in those countries, with specific reference to France, RACC required extra assistance from a subcontracted company (GMI) to provide a European panel in France and thereby get the target of number of responses.

CTAG was also subcontracted and they participated in survey generation and documentation writing.

All reports have been presented

WORKPACKAGE 3: "KNOWLEDGE AND TRANSFER CAPACITY OF SAFETY SYSTEMS IN PROFESSIONAL BODIES

Objectives

- The main objective is to define and implement a survey which should provide valuable and information from the **professional bodies** about their needs for training in eSafety (IVSS, ADA) systems, and in techniques to transfer eSafety to end users.
- To interview 400 professional establishments (dealerships, repair garages and vehicle technical inspection workshops).
    - The survey will be carried out in as many European countries as possible..

Progress in the tasks

The Workpackage was started in month 3 and has been successfully completed.

Progress towards objectives

WORKPACKAGE NO.	**3**	**START DATE OR STARTING EVENT:**				3
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	**WP LEADER**
PERSON-MONTHS PER PARTICIPANT	0.6	0.6	0.5	1.5	3.0	**DEKRA**

All partners were involved in the work in this workpackage and good progress was made with frequent communication between the partners.

Task 3.1 Definition of the Professional Bodies questionnaire

This task was completed with close collaboration between OvGU and DEKRA with input and review by all partners. The Questionnaire Deliverable D7 – Questionnaire for Professional Bodies was presented and accepted by the consortium.

Task 3.2 Application of the Professional Bodies questionnaire in a representative sample

- The questionnaire will be applied in a representative sample of 400 professional establishments distributed in the countries mentioned in Task 3.1 (from the less concerned to the most concerned about safety). These questionnaires will be available through Internet, but DEKRA will make the respective mailings in order to ensure that the necessary number of establishments will be notified for attending the questionnaires.

DEKRA selected countries and models that will be included in the survey and the questionnaire was sent to their associate branches and companies in these countries.

DEKRA

Preferred selection of countries

	Fatalities volume	fatalities/car-parc/mileage
Germany	++	O
Italy	++	O
United Kingdom	++	O
France	+	O
Spain	+	+
Portugal	O	++
Poland	+	++
Czech Republic / Slovakia	O	++

DEKRA

Preferred selection of manufacturers

Manufacturers	Sales volume	ADAS available
VW / Audi	++	+
PSA- Citroen	++	+
Ford	++	+
Mercedes / BMW / LEXUS	+	++
TOYOTA/Lexus	+	++
Opel	++	O
Renault	++	O
FIAT	++	-

Task 3.3 Elaboration of the report with the results of the Professional Bodies questionnaire

- A report will be produced from the data collected on Internet, after the application of a statistical analysis.

The first batch of results (over 450 replies) from the Professional bodies were reviewed by DEKRA and OvGU and a first draft report was prepared in line with the project schedule. However, given some gaps and incongruities were identified in the replies, OvGU requested that a number of the interviews be repeated to ensure the integrity of the conclusions and the validity of the requirements that will be derived from the analyses of these results. As such, the task was prolonged slightly. DEKRA finally received all necessary results and **the final report was presented with a delay**.

The results were passed to OvGU as soon as they were ready to avoid any knock-on effect due to delays. It is believed that the delays incurred during WPs 2 and 3 will be recovered in the first part of year 2 of the project.

WORKPACKAGE 4: "ANALYSIS OF THE INFORMATION AND DEFINITION OF THE REQUIREMENTS OF THE TRAINING SYSTEM"

Objectives

- To analyze the results of the surveys carried out in WP2 and WP3 in order to derive system requirements for the training system model (main objective)
- To identify dimensions relevant for the training system model concerning

  functional aspects,

  awareness of safety problems,

  cultural meaning of safety and of safety technologies,

  expectations on a cognitive and emotional level,

  fairness of (anticipated) implementation processes,

  acceptance,

  behavioural adaptation to new technologies,

  willingness to assess and aware to the customer (the end-user),

  willingness for giving priority to safety in front to other selling or technical assessment arguments,

  willingness to pay, and

  willingness to use
- To compare results from end users´ survey (WP2) and professionals survey (WP3) in order to identify similarities and differences relevant for the training system
- To identify sources of variance within and between country samples
- To identify user types and analyze distributions across countries
- To derive core criteria for the training system
- To derive variables to be configured on the basis of experiences in WP6

WORKPACKAGE NO.	**4**	**START DATE OR STARTING EVENT:**				9
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	**WP LEADER**
PERSON-MONTHS PER PARTICIPANT	1.0	1.0	1.0	4.0	2.0	**OvGU**

Task 4.1 Analysis of the End User and Professional Bodies questionnaires for the consensus

Task 4.2 Elaboration of the report with the results of the surveys´ analysis

The University of Magdeburg (OvGU), began analysing the data from the two questionnaires as soon as they were received by RACC and DEKRA. Although there were delays in receiving the completed data, due to the fact that some information had been received OvGU were able to begin the analyses and prevent a knock on effect of delays causing more delays. As OvGU was involved in the preparation of the

questionnaires and in the previous workpackages, they could also ensure that the quality and quantity of the replies was sufficient for this work-package.

The analysis of the data from the two internet surveys (WP2 and WP3) was carried out using up-to-date statistical procedures. The complete analysis passed through different stages, and the two surveys were analyzed separately as well as together and furthermore, individually by country as well as for clusters of culturally comparable countries:

In a first step, data reduction both on the level of concept dimensions and on the level of actor groups was achieved by factor and cluster analyses. This was necessary to identify empirically and to validate the focused dimensions. Cluster analyses allowed the identification of different user types - between as well as within the End Users on the one hand and the Professionals on the other hand. The complex set of results regarding the different types (derived from further steps of analysis) made it possible to design specific training components for each user type.

In a second step, the values and variances for the estimated dimensions (functional aspects, awareness of safety problems, cultural meaning of safety and of safety technologies, expectations on a cognitive and emotional level, fairness of (anticipated) implementation processes, acceptance, willingness to pay, and willingness to use) was analyzed by the help of descriptive statistical procedures. In this stage conclusions were developed to show what the participants think about the different dimensions and to which extent they agree or disagree.

The third step was focused on the interrelation of the different variables and apply procedures like correlation and regression analyses. Thus, we were able to estimate how the variables interact respecting covariate, and we are also able to identify the variables within the survey which are most important in order to foster the willingness to pay and the willingness to use.

Finally, the procedures mentioned above combined with comparative analyses concerning the group of End Users and Professionals as well as concerning the different countries make it possible

(a) to get a very differentiated, culturally embedded pattern of participants´ perceptions and willingness to foster safety technologies,

(b) to identify on a very specific level the core components and to derive the core criteria for the training system

(c) to design and communicate these training components in a way that fits to the future target groups.

The analyses were completed for both the End-User results and also for the Professional Body results. The reports and conclusions were presented internally for comments and corrections and the corresponding deliverable D11 was presented and presented for evaluation. Comments were made by the external evaluators on the clarity of the deliverable and its conclusions and these were integrated by the WP leader.

Task 4.3 Definition of the Training System requirements

Starting from the results obtained and written in the Report resulting from the Task 4.2, al the partners participated in the definition of the Training System requirements, necessary for the ulterior definition and elaboration of the Training System (WP5).

The corresponding deliverable, D13 was presented and accepted by the evaluators who indicated that they would have liked more technical specifications included but the consortium emphasised that this was not included in the remit for the deliverable.

WORKPACKAGE 5: "ELABORATION OF THE TRAINING SYSTEM"

OBJECTIVES

To elaborate a Training System, addressed to Professional Bodies, able to help them to raise end user awareness of the IVSS (Intelligent Vehicle Safety Systems), ADA (Advanced Driver Assistance systems), etc.

The main characteristics of this training system should be:

- Adaptable to the evolution of the technologies.
- Adaptable to different countries.
- Easy application and broad diffusion.

WORKPACKAGE NO.	5	START DATE OR STARTING EVENT:				3
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	WP LEADER
PERSON-MONTHS PER PARTICIPANT	8.0	4.0		1.0	0.4	CZ

DESCRIPTION OF WORK

Task 5.1 Definition of the Training System

The data gathered in WP2 and WP3, and analysed in the WP4, provided the Training System requirements. On the basis of these requirements, components and contents of the Training System were defined along with which partner or organisation would be the most suitable provider.

Task 5.2 Development of the Training System prototype

IDIADA and CZ together analysed the technological contents and adapted them to a user friendly application in terms of easy comprehension and popularization without inaccuracy, to professionals and end-users.

The training philosophy is based on e-learning. The Training System will be managed by a Training Responsible who will assimilate the Training System and will assist on-line to the professional users.

Most suitable ways and means in order to be sent across as much public as possible, catching the attention and interest of the recipient, will be analyzed.

Also will be defined the structure and common design for the presentation of the contents, in order to establish identity protocols for the Training System.

According to the requirements that were obtained in the WP4, CENTRO ZARAGOZA developed a first prototype of the Training system ("alpha version") in close collaboration with IDIADA, OvGU and DEKRA. This was developed during the first 6 months of this reporting period and then presented at the meeting in Stuttgart. At the Stuttgart meeting recommendations were made by the other partners and the system was modified accordingly. Not all modifications were possible due to technical , time and financial constraints.
In the last 6 months the Training system has been optimized in the way explained below.

Following the testing of the system through the DEKRA network (WP6), updates and comments were integrated in the system continuously. It had originally been expected that this would be done in 2 phases but it was decided that updating should be continuous or those who made comments would not continue to check/use the system. As a result the manpower dedication in this task was far greater than originally expected.

DELIVERABLES

D17:Training System (Prototype) was delivered and can be accessed from the project website. The evaluators checked an early version and made a number of recommendations, all of which mirrored the recommendations from the DEKRA test panel and the consortium own review. These recommendations were all integrated where they were technologically viable.

MILESTONES AND EXPECTED RESULTS

[M2]: Training System (prototype) delivered.

WORKPACKAGE 6: "TESTING ON TRAINING SYSTEM"

OBJECTIVES

The main objective is to test the functioning of the Training System for Professional Bodies through a limited series of trials to be carried out in each group of the different Professional Bodies selected: dealerships, repairing garages and vehicle technical inspection shops (max. 40 in each group = 120 in total).

- To identify the strong and weak points of the Training System with the help of the users: the Professional Bodies involved.
- To know the point of view of the end-users about the Training System usefulness for achieving end-user awareness on safety technologies.
- To obtain an ample collection of suggestions to improve the Training System prototype, in order to obtain an optimized version.

WORKPACKAGE NO.	6	START DATE OR STARTING EVENT:				17
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	WP LEADER
PERSON-MONTHS PER PARTICIPANT	2.0	2.0	1.0	1.0	2.8	DEKRA

Task 6.1 Testing in dealerships

In this task, the usefulness of the Training System to improve the training of sales personnel on eSafety technologies was tested. DEKRA was provided with the training system translated to all appropriate languages.

Task 6.2 Testing in repair garages and vehicle technical inspection shops

In this task, the usefulness of the Training System to improve the training of technicians working in repair garages and vehicle technical inspection shops will be tested

The testing in dealerships was carried out under the direct intervention and supervision of DEKRA. It was carried out in a selected group of dealerships (5 to 8) in the 5 selected EU member states. There will be one training responsible for all the professional bodies.

During the first year, problems were encountered in obtaining replies from the professionals in the professional Questionnaire survey, to avoid a repeat of this in the second year during the testing of the training system it was decided that DEKRA would pay some of its subsidiary companies in the countries where testing was to be carried out so that they would supervise the testing on a local level and ensure that sufficient quality replies were obtained.

As a result the testing was completed with no problems, to ensure fast and complete replies, the local agents made direct contact with the testers to ensure maximum feedback.

Given that the previous workpackage over ran, this WP started later than expected but as the schedule had been planned to allow for such event, there was room in the

timescale to allow this WP to move back and still be completed inside the project calendar.

Task 6.3 Development of an optimized version of the Training System prototype

The testing provided further recommendations for the optimisation of the training system. The first prototype of the Training System has been optimized in the last 6 months.
Changes were made according to the suggestions made by the partners of the project and according to the results obtained in the testing done by the end-users.
Main changes made were:

- Complete information available in four languages: English, German, French and Spanish.
- A feedback to know the opinion of the end users in a direct way was included in the Training System.
- Corrections in grammar were made.
- Different changes in design were made in order to get a more useful and attractive navigation.
- Six different categories for the automotive professionals were finally included in the registration form.
- Videos contained in the Training System were modified to make them shorter and crash tests were included.
- In order to get a faster translation to other languages in the future, audio explanations in the videos were replaced for subtitles.
- The register process was changed making it automatic. The user chooses its user name and password automatically.

As a result of these changes an optimized version of the Training system was developed (named “beta version” in a first step and “beta2 version” for the optimized prototype).

The optimized version of the training system can be viewed in:
www. safety-technopro.info/beta2
DELIVERABLES

D19: Report on results obtained in Testing of Training System ***delivered***

D20: Optimized version of the Training System prototype ***delivered***

MILESTONES AND EXPECTED RESULTS

[M3.1]: Report on results obtained in Testing of Training System delivered.

WORKPACKAGE 7: "DIFFUSION AND EXPLOITATION"

Objectives

- The main objective is to disseminate ad exploit the Training System across Europe, through recipients from the Professional Bodies involved: sales persons working in dealerships; repairing personnel working in garages and vehicle inspectors working in technical vehicle inspection workshops.
- To carry out an internal dissemination of the Training System throughout 500 recipients from the national branches and/or associated members to DEKRA.
- To carry out an external exploitation of the Training System throughout other associations no integrated in the project (car manufacturers, driving schools, taxi, truck, bus, delivery, etc. national associations).

WORKPACKAGE NO.	**7**	**START DATE OR STARTING EVENT:**				1
PARTICIPANT NO.	CZ	IDIADA	RACC	OvGU	DEKRA	**WP LEADER**
PERSON-MONTHS PER PARTICIPANT	6.1	5.5	2.6	2.6	8.0	**CZ**

Task 7.1 Dissemination of the Training System through the national branches and/or associated members to DEKRA

Task 7.2 Exploitation of the Training System throughout other associations not integrated in the project

Task 7.3 eScope / eSafety Observatory dissemination channel

These three tasks began in the second year of the project and all partners have been actively disseminating the project, its objectives results and the developed training systems at both conferences, through their networks and in both scientific and professional publications. The completed activities and those programmed for the future are outlined in the table below.

Planned / actual Dates	**Type**	**Type of audience**	**Countries addressed**	**Size of audience**	**Partner responsible /involved**
9-12 September 2007	Oral presentation at Environmental Psychology Conference	Scientists mostly Environmental Psychologists	**International**	500	OvGU
23-24 October	Oral presentation at the PhD Students' workshop	PhD Students: Psychologists, Engineers	**DE**	40	OvGU
23-25 October 2007	Oral presentation at the Europe Chapter of the Human Factors and Ergonomics Society (HFES) Conference	Scientists, Engineers, Ergonomics, Psychologists, Technicians	**International**	300	OvGU
March	Oral presentation at the	Social Scientists	**International**	20	OvGU

Planned / actual Dates	Type	Type of audience	Countries addressed	Size of audience	Partner responsible /involved
2008	University of Marseille				
July 2008	Oral presentation at International Congress of Psychology	Scientists: Psychologists	**International**	25	OvGU
July 2008	Oral presentation at the IACM conference	Social scientist	**International**	300	OvGU
September2008	Article in the corresponding HFES Conference Book (in press)	Scientists, Engineers, Ergonomics, Psychologists, Technicians	**International**	5000	OvGU
July 2009	International Congress of Applied Psychology	Psychologists, Social Scientists	**International**	300	OvGU
September 2009	Environmental Psychology Conference	Scientists mostly Environmental Psychologists	**International**	300	OvGU
October 2009	HFES	Scientists, Engineers, Ergonomics, Psychologists, Technicians	**International**	400	OvGU
2009	Article to be published in: "Umweltpsychologie"	Social scientists, Psychologists	**DE INT**	2000	OvGU
2009	Article to be published in: "Journal of Transport Geography" and International Journal of Transport Management	Scientists, Engineers, Professionals in the Transportation Sector	**International**	5000	OvGU
Oct/Dic 2006	Article in specialist press (CZ Magazine).	Workshops and insurance company professionals.	ES	25,000	CZ
Jan/Mar 2008	Article in specialist press (CZ Magazine).	Workshops and insurance company professionals.	ES	25,000	CZ
Apr/Jun 2008	Article in specialist press (CZ Magazine).	Workshops and insurance company professionals.	ES	25,000	CZ
Jul/Sep 2006	Article in specialist press (CZ Magazine).	Workshops and insurance company professionals.	ES	25,000	CZ
29/05/2008	Safety-TechnoPro dissemination Salón del Automóvil	Automobile sector professionals and end users	Spain	10,000	RACC
March 2008	Paper for the ITS Oviedo España congress	ITS - Road Safety Professionals	Spain	300	RACC
May 2008	Radio Interview Radio Nacional Española (RNE)	General Public	Spain	25000	RACC

Planned / actual Dates	Type	Type of audience	Countries addressed	Size of audience	Partner responsible /involved
01/07 2008	ChooseESC! Symposium - Programme Autoworld,	Automobile professionals	Brussels European	500	RACC

Potential exploitation channels for the training system and its further development have also been explored by the consortium,

The system is currently hosted on the Centro Zaragoza web server, and there is provision for this to remain for at least one year following the termination of the project.

- ADAS and vehicle safety manufacturers have expressed interest in providing data on new systems to be hosted on the training system as it is seen as a valuable resource for increasing awareness of new technology. Equipment manufacturers (Bosch, Hella, Valeo,…) these already collaborate financially to promote ADAS in DE; they are aware and have expressed direct interest. These manufacturers will have to complete and fixed text template so that the profile is in line with the other systems already hosted. Video clips must also follow a fixed format. The technology partners will also be asked to provide translations of these texts into the languages of the training system (currently EN, ES, FR & DE). The system will not be available for use as a marketing tool by manufacturers and the consortium partners will ensure that blatant company logo placement is not permitted.
- Other road safety organisations from countries speaking other languages are offered the possibility to translate the content text into their languages and then these will also be posted as another language option for the training system. Poland and the Czech Republic have expressed interest in this option as nothing is available in lesser local languages at the moment.
- The project partners are disseminating information on the system to professionals across Europe who are interested in road safety technology.
- Dissemination through the following channels:
  - Road safety conferences.
  - Professional road safety literature.
  - Professional magazines from the automobile sector (**not** general public end-user magazines).
  - National bodies and platforms such as FITSA technical inspection board (ITV) to increase implantation /awareness of the system and other public administrations.
  - European road safety platforms (esafety forum, esafety aware platform, choose esc,) so that they link to our platform This would use the system “as it is” - no extra development, choose ESC could be a big multiplicator for us .
- Assoc of Dealers and workshops, these often work independently from manufacturers and contacts have already been made.
- CIECA – European driving school assoc’ has been contacted to investigate the potential to adapt with a focus on end users as well as use for driving instructors

Task 7.4 Project Web

CENTRO ZARAGOZA launched the project website at the start of the project. It has direct links to the partners websites and is open access to all the general public. CZ also maintains the responsibility for the upkeep of the site for giving information of internal and external character during this first year and in the second year it will be used to show the Training System.

http://www.safety-technopro.info/#

Deliverables

D5: Project Presentation – this was presented at the start of the project and is available on the project website ***presented***

D22: Final Plan for Use and Dissemination of Knowledge. Dissemination Material for Seminars. ***presented***

D23: Dissemination material for project Web site – the project website has been launched and the public documents and public deliverables are available and accessible from the corresponding workpackage sections. ***presented***

Table 1: Deliverables List

List all deliverables, giving date of submission and any proposed revision to plans.

DELIVERABLE NO.	WP NO.	DELIVERABLE TITLE	DELIVERY DATE	NATURE[1]	DISSEMINATION LEVEL[2]
D1	WP8	Quality Assurance Plan	PRESENTED	R	RE
D2	WP1	Report on eSafety technologies		R	PU*
D3	WP2	Internet Questionnaire for End Users		D	PU
D4	WP8	1st Quarterly Progress Report		R	RE
D5	WP7	Project Presentation		R	PU
D6	WP2	Report about the results obtained in Internet questionnaires for End Users		R	PU*
D7	WP3	Questionnaire for Professional Bodies		D	PU
D8	WP8	2nd Quarterly Progress Report		R	RE
D10	WP8	3rd Quarterly Progress Report		R	RE
D9	WP3	Report about the results obtained in questionnaires for Professional Bodies		R	PU*
D11	WP4	Report with the results of the surveys' analysis		R	PU*
D12	WP8	1st Periodic Management Report		R	RE
D13	WP4	Report on Requirements for the Training System		R	PU*
D14 (a) D14 (b)	WP8 WP7	1st Periodic Activity Report Revision of initial Plan for Use and Dissemination of Knowledge		R	RE
D15	WP8	Commission Questionnaires		O	RE
D16	WP8	4th Quarterly Progress Report		R	RE
D17	WP5	Training System (prototype)		P	PU
D18	WP8	5th Quarterly Progress Report		R	RE
D19	WP6	Report on results obtained in Testing of Training System		R	PU*
D20	WP6	Optimized Training System (prototype)		R	PU
D21	WP8	6th Quarterly Progress Report		R	RE
D22	WP7	Final Plan for Use and Dissemination of		D	PU

[1] Nature of the deliverable: **R** = Report; **P** = Prototype; **D** = Demonstrator; **O** = Other.
[2] Dissemination level: **PU** = Public; **PP** = Restricted to other programme participants; **RE** = Restricted to a Group specified by the consortium; **CO** = Confidential, only for members of the consortium.

DELIVERABLE NO.	WP NO.	DELIVERABLE TITLE	DELIVERY DATE	NATURE[1]	DISSEMINATION LEVEL[2]
		Knowledge. Dissemination material for seminars			
D23	**WP7**	**Dissemination material for project web site**		**D**	**PU**
D24	**WP8**	**2nd Periodic Management Report**	**24**	**R**	**RE**
D25	**WP8**	**Final Activity Report**	**24**	**R**	**PU**
D26	WP8	Final Management Report	24	R	RE

Table 2: Milestones List

List all milestones, giving date of achievement and any proposed revision to plans.

M1	**Report with the results of the surveys' analysis delivered.**	
M1.1	Quality Assurance Plan delivered -	**achieved**
M1.2	Report on eSafety technologies delivered	**achieved**
M1.3	Internet Questionnaire for End Users launched	**achieved**
M1.4	Report about the results obtained in Internet questionnaires for End Users delivered	**achieved**
M1.5	Internet Questionnaire for Professional Bodies launched	**achieved**
M1.6	Report about the results obtained in Internet questionnaires for Professional Bodies delivered	**achieved**
M1.7	Report on Requirements for the Training System delivered	**achieved**
M1.8	1st Periodic Activity Report delivered	**achieved**
M2	**Training System (prototype) delivered**	**achieved**
M3	**Final Report delivered**	**Sept 2008**
M3.1	Report on results obtained in Testing of Training System delivered	**achieved**
M3.2	Dissemination material for seminars launched	**achieved**
M3.3	Dissemination material for project web site loaded	**achieved**
M3.4	Final Activity Report delivered	**Sept 2008**

Section 3 – Consortium management

Consortium management tasks and their achievement

The main objectives of the Consortium Management have been to ensure the efficient coordination and organisation of the project, necessary to guarantee and/or establish:

- Communication flow.
- Project follow-up (project progress control and planning).
- Decision making procedures.
- Exploitation management.
- Networking and interaction with related projects.

The work in this area started at the beginning of month 1 of the project and is due to continue throughout the project until the very end in month 24. The work defined in WP 8, and is lead by CZ but there is significant input from all partners.

Progress towards objectives

WORKPACKAGE DESCRIPTIONS	DURATION / CRITICAL PATH																							
	YEAR 1												YEAR 2											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
WP8 Project Management																								
Task 8.1 Kick-off meeting of SSA Partners																								
Task 8.2 First "six-monthly progress review" meeting																								
Task 8.3 Second "six-monthly progress review" meeting																								
Task 8.4 Third "six-monthly progress review" meeting																								
Task 8.5 Final meeting of SSA Partners																								
Task 8.6 1st Periodic Activity Report																								
Task 8.7 Final Activity Report																								

WP8. PROJECT MANAGEMENT – CZ

Progress review and detailed planning meetings of the project partners **were regularly scheduled every six months** along the envisaged 24 months duration of the project. The Commission was invited to attend all these meetings.

Task 8.1. Kick-off meeting of the project partners in order to fine tune the work programme according to the terms, time scale and costs definitely stated in the EC contract, approve the quality assurance plan for project management, and outline the

roadmap and overall methodology for the whole project duration, as well as a detailed work plan for the first six months. Draw-up a Quality Assurance Plan for the project management, including reporting guidelines and the consortium internal communication plan.

TASK COMPLETED: all partners attended, meetings minutes and quality assurance plan presented

Task 8.2. First "six-monthly progress review" meeting of the project partners (i.e. at month 6) in order to monitor the progress achieved and the quality of results obtained during previous months (**basically on WP1, WP2 and WP3),** review and approve the scheduled deliverables before submission to EC, and plan in detail the tasks foreseen for the next six months.

TASK COMPLETED: All partners attended and meeting minutes presented

Task 8.3. Second "six-monthly progress review" meeting of the project partners (i.e. at month 12) in order to monitor the progress achieved and the quality of results obtained during the **whole first year of the project life**, review and approve the scheduled deliverables before submission to EC, and plan in detail the tasks foreseen for the next six months.

TASK COMPLETED: All partners attended and meeting minutes presented

Task 8.4. Third "six-monthly progress review" meeting of the project partners (i.e. at month 18) in order to monitor the progress achieved and the quality of results obtained during previous months **(notably on WP4, WP5 and WP6**), review and approve the scheduled deliverables before submission to EC, and plan in detail the tasks foreseen for the next and final six months.

TASK COMPLETED: All partners attended and meeting minutes presented

Task 8.5. Final meeting of the project partners in order to monitor the **fulfilment of the whole work programme** and approve the last deliverables foreseen in the work programme before their submission to the EC.

17th-18th September 2008 - IDIADA (Barcelona) TASK COMPLETED: All partners attended and meeting minutes presented

Task 8.6. Preparation and submission before the EC of the 1st Periodic Activity Report and associated cost statements.

TASK COMPLETED: Reports have been accepted

Task 8.7. Preparation and submission before the EC of the **Final Activity Report** and associated cost statement

This document along with the corresponding financial statements

Conclusions

The technological progress of the project advanced well and there were no problems.

Contractors: Comments regarding changes in responsibilities and changes to consortium itself

There were no changes in responsibilities within the consortium in the first reporting period of the project. The only change to the consortium was the amendment as has been mentioned under **task 8.6**

This amendment was presented and requested that Fundacion RACC and its named affiliate entities should be recognised as an Enterprise Grouping and that the named members of the EG should be allowed to present costs within the accepted budget of the RACC financial budgets.

The named affiliates of this enterprise grouping are:

FUNDACION PRIVADA RACC (Fundacion RACC)
MOBILITY TECHNOLOGY, S.A. (MOBILITY)
AUTOMOBIL CLUB ASISTENCIA, S.A. (ACASA)
ACASERVI S.A. (ACASERVI)
REIAL AUTOMOBIL CLUB DE CATALUNYA (RACC)

At the end of the first period, there was substantial work involved in the preparation of the reports corresponding to this first reporting period and the preparation of the first external evaluation meeting.

In the **second period of the project** and in part, following recommendations at the evaluation meeting, a need was seen for a minor modification with respect to the budget of DEKRA Qualification. During the first year, problems were encountered in obtaining replies from the professionals in the professional Questionnaire survey, to avoid a repeat of this in the second year during the testing of the training system it was decided that DEKRA would pay some of its subsidiary companies in the countries where testing was to be carried out so that they would supervise the testing on a local level and ensure that sufficient quality replies were obtained. It was also noted during the preparation of the Cost statement for DEKRA Qualification that their key staff member in the project (Mr Cartsen WEBER) was not actually employed by DEKRA Qualification, but by DEKRA Automobile. Even though his work was carried out on behalf of and in the premises of DEKRA Qualification, he was actually paid by the sister organisation. As a result, a further amendment was necessary to accept DEKRA Automobile as a third party to DEKRA Qualification and thereby allow Mr WEBER's personnel costs to be presented to the project. The issue was raised by DEKRA as soon as it was aware that there might be a problem and it was presented to the EC

project officer. Centro Zaragoza was advised how to proceed with the amendment, the necessary documents have been presented and this is currently being finalised. It is possible that amendments may be necessary to DEKRA's first cost statement, this will be clarified at audit.

Project timetable and status

The project has been completed on schedule and the external evaluators are content with the deliverables and the progress that has been achieved.