eSafety Forum

Summary of the Recommendations

FINAL

The 3rd Plenary Session of the eSafety Forum, Brussels 25 March 2004

The Recommendations of the eSafety Forum on Accident Causation Analysis

- The short term task of providing better accident causation analysis from existing sources, as defined by the working group, be carried out by the end of 2005;

- EU funding be identified to have this task carried out in the shortest possible time;

- The working group continue its work to prepare for the defined task to be carried out and that a stakeholder workshop be held to prepare agreed questions from analysis users;

- This work be supported by Member States, industry, user groups and other stakeholders;

- Work continues on the development of the longer term needs to prepare, at European level, for improved accident analysis methodologies and build a road safety information system.

Recommendations of the eSafety Forum on eCall

- the eCall Driving Group reinforces its membership by inviting new members from public authorities, insurance industry, mobile telecommunications, navigation and aftermarket equipment and system suppliers in view of having the new strengthened structure in place under the current chairmanship for its next meeting in April;

- the eCall Driving Group seeks immediately signatures to the eCall Memorandum of Intention, to secure the commitment of all stakeholders to create a concrete roll-out plan;

- the Commission sets up the Public Safety Officers Communication Forum without delay, and invites it, as a priority, to discuss the actions for implementing E-112 and eCall;

- ERTICO invites its Public Authorities Platform to review the progress in eSafety and especially in eCall from the perspective of the Member States, and to agree national eCall implementation strategies;

- the FP6 Integrated Project GST undertakes a study on the status of the implementation of E-112 in the 25 Member States;

- the Commission organises a High-Level meeting with the Member States, inviting both transport and interior ministries, to discuss eCall implementation road map;

- the Member States, the automotive industry and other key stakeholders commit to the development of the eCall rollout plan by signing immediately the Memorandum of Intention upon its release for signature.

The Recommendations of the eSafety Forum on Real-Time Traffic and Travel Information

- A proposal should be presented to the Council of the Transport Ministers of the European Union to endorse that:

- All countries within the European Union should agree or should be advised to enable and to extend the installation of the chain of information needed to establish Real-Time Traffic Information Services in their countries, to have 80% of all population throughout Europe able to be served with adequate, standardized services by the year 2010.

The Recommendations of the eSafety Forum on Research and Technological Development

Further EU wide R&D programs focus on an integrated approach involving the vehicles, the infrastructure as wells at the driver. In particular, the focus should be in the following areas:

- Accident causation R&D including the development of a EU wide methodology for the analysis of present data and demographic aspects;

- R&D into the required technical architecture and structure for post accident incidents, civil protection and emergency management;

- EU wide assessment and verification (with international comparison) of efficacy of safety measures and systems implemented in vehicles and infrastructure – including the establishment of methodologies for a comprehensive cost benefit analysis including Models, simulation and pilot studies to evaluate the influence of new technologies;

- Human Factors - Analysis of collective interactive road use, collective understanding of road traffic and error compensating mechanisms as input for technology development;

- Systematic assessment of the impact of intelligent road and information infrastructure on safety for all road use - Especially study opportunities of cooperative infrastructure to vehicle communication and the inter-vehicle communication systems.

The Recommendations of the eSafety Forum on Road Maps for implementation

- The eSafety Working Groups continue to work on priority topics such as eCall and RTTI;

- Vehicle manufacturers continue to increase significantly the availability of ESP – Systems on the Market within the next two years;

- The relevant stakeholders launch consumer awareness and information regarding ESP to be enhanced by suitable means (e.g. public campaigns);

- **A focus should be made on surroundings perception sensors for enhanced driver assistance system applications, as they are key technology for the next breakthrough in primary and secondary (active and passive) vehicle safety.**

- **The stakeholders act to remove without delay the remaining obstructions in areas such as risk assessment, liability and legal issues, which delay the market introduction of those systems. Industrial partners should work and agree on uniform telematics platforms on-board vehicles.**

The Recommendations of the eSafety Forum on International Co-operation

- **There be wider international presence at the 2004 IC-WG meetings in Parma on June 17, and in Nagoya in October during the ITS World Congress**

- **The international co-operation is pursued with reciprocity, so that the European experts are invited to meetings and seminars organised by the US and Japanese parties, and can follow the ongoing activities;**

- **A global list of proven near-term-applicable accident-reducing techniques / policies be assembled;**

- **eSafety demonstrations be identified and publicized, e.g., during the 2004 and 2005 World and European ITS Congresses, as well as those in USA, Japan and other nations;**

- **The IC-WG joins with the other eSafety Working Groups to co-ordinate actions that aim at deployment of larger volume eSafety technologies in 2005 and beyond, in particular inviting the chairs to join the future meetings.**

The Recommendations of the eSafety Forum on 24 GHz UWB Short-Range Radar

– **The Commission proceeds with the appropriate legal initiatives;**

– **The automotive industry endorses the above solution for the use of the 79 GHz band and the limited use of the 24 GHz band;**

– **The Commission and industry ensure that adequate effort is put on the development of the SRR 79 GHz technology, in order to make it available on a cost effective basis with the required time schedule.**

– **The automotive industry co-operates with the Commission and the Member States by taking the necessary control measures resulting from the limitations imposed by the restricted use of the 24 GHz band: including to cease to register, put into service and put on the market the equipment, when the time limit or the limit of penetration rate is reached;**

– **Member States take all necessary legislative, regulatory or administrative measures, for the implementation of the above solution.**