



COM Safety <newsletter>

Newsletter for European ITS Related Research Projects

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Issue 1

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Specific Support Activity



Information Society
Technologies

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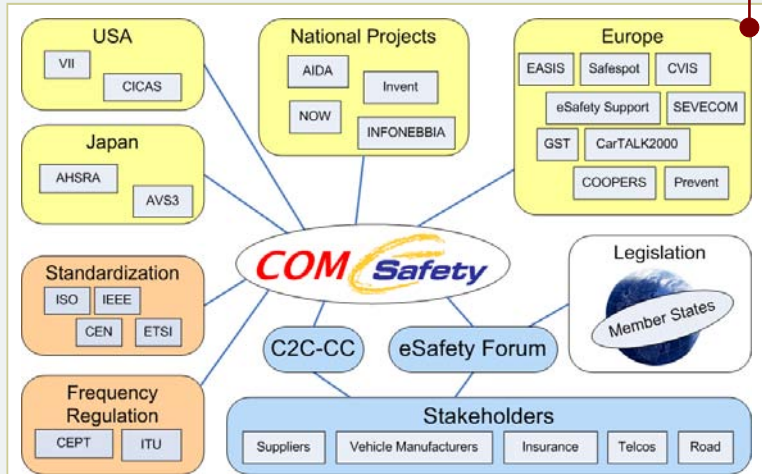
The COMeSafety Project (by Timo Kosch)

The COMeSafety project supports the eSafety Forum with respect to all issues related to vehicle-to-vehicle and vehicle-to-infrastructure communications as the basis for cooperative intelligent road transport systems. Five major objectives are guiding the work:

1. Co-ordination and consolidation of the results emerging of the European and national projects as well as the outcomes of initiatives like the Car-to-Car Communication Consortium (C2C-CC) to prepare the standardization process with respect to all technologies for vehicle-to-vehicle and vehicle-to-infrastructure communications.
2. Support of the eSafety Forum, especially the

Working Group Communications, by promoting information flows, summing up major research results, giving feedback on implementation progress, forwarding and explaining recommendations from the Forum and providing input concerning deployment strategies.

3. Harmonization with activities and initiatives elsewhere in the world, particularly with the VII consortium in the US and programs like AHSRA and ASV3 in Japan (cont. page 3)



GST GST Audit (by Rudy Mietzner)

In the Global Systems for Telematics (GST) project the project partners demonstrate in the Project Audit in Munich the first time inter-vehicular-communications between different car manufacturers. The EC-supported GST Project has spectacularly shown how vehicle communications could look like in the near future and could make our roads in Europe safer. Around 25 experts from Europe and the European Commission were attending the GST Audit during two days. The GST Partners have presented their research progress and results to the auditor. The Location was excellently hosted by the BMW R&D Department.

Based at a scenario the car manufactures BMW and Renault, which are two of the partners in the GST Project, demonstrated how in a hazardous situation the inter-vehicle communications technology could warn surrounding vehicles and prevent more accidents. Also, the demonstration showed how accidents will automati-

cally be handled via the e-Call service.

You could read more under <http://www.gstforum.org/> in the article "BMW and Renault exchange accident warnings"

Contact: Project coordinator – Peter Van der Perre, ERTICO
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Rubrics

- News from Europe
- News from Other Regions
- Project Fact Sheets
- Announcements



News from the US



Washington, July 26, 2006 – The Federal Communications Commission (FCC) released a new [Memorandum Opinion and Order](#) (MO&O) that considers four petitions for reconsideration of the Commission's 2003 DSRC Report and Order. In the MO&O the FCC reaches several key decisions, such as a new designation of channels 172 (5.855-5.865 GHz) for inter-vehicle safety communications and 184 (5.915-5.925 GHz) for high-power, longer distance communications.

News from Japan



New Vehicle Safety Programme in Japan – Based on the announcement of the new IT Reform Strategy released by the Cabinet Office, the ITS Promotion Organization has been established in Japan. The organization plans to decrease road fatalities by the means of Vehicle-to-Infrastructure and Vehicle-to-Vehicle Communications together with other new technologies. Based on the schedule announced by the Cabinet Office large scale field tests which will include DSSS, ASV, AHS and the SmartWay Partner Conference and others will be conducted in 2008. Deployment at major intersections is due to 2010. Detailed information on the ITS Promotion Organization and its strategies are available soon through the Cabinet Office.

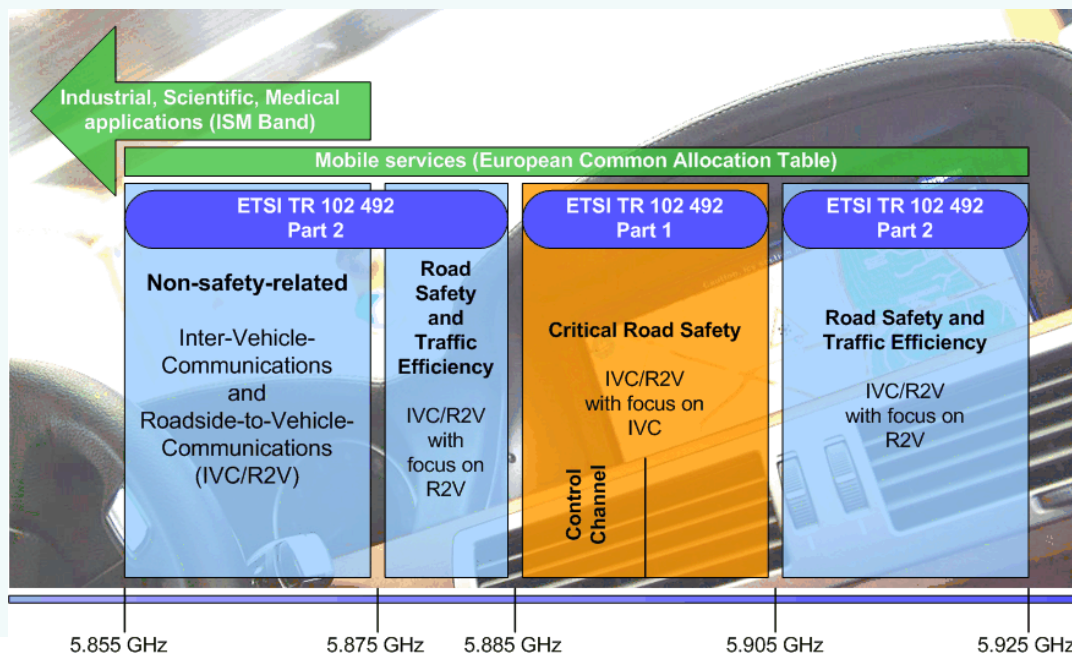
The workshop on "Spectrum Requirements for Road Safety" took place 28 February 2006 in Brussels. The workshop was proposed by the Radio Spectrum Committee (RSC) and organised by the European Commission. The RSC assists the Commission in the development and adoption of technical implementing measures aimed at ensuring harmonised conditions for the

availability and efficient use of the radio spectrum.

The workshop participants discussed the spectrum requirements of future safety-critical applications in the context of Co-operative Systems, the status of spectrum harmonisation and standardisation activities in Europe and the rest of the world, as well as the next steps with regards to spectrum requirement

issues.

With the System Reference Document (TR102 492-1 and TR 102 492-2) ETSI has presented spectrum requirements and technical characteristics for Intelligent Transport Systems (ITS) operating in the 5 GHz frequency range particularly intended for critical road-safety and traffic management applications as well as non-safety ITS applications.



Radio Spectrum Policy

European Commission Mandate to the CEPT Regarding a Frequency Spectrum for ITS Applications. (by Sören Hess)

At its meeting 29 June 2006 the Radio Spectrum Committee (RSCom) adopted a Mandate to the CEPT on 'Harmonized spectrum use for safety critical applications in Intelligent Transport Systems in the EU.'

COMeSafety supports this mandate, which provides a strong political pressure on the need for frequency allocations for ITS in Europe. The CEPT reports and conclusions should typically form the basis for a European Commission decision to allocate a harmonized spectrum for ITS applications in Europe.

The EC mandate underlines the political importance in the development of applications to support European policies

on road safety in accordance with the adopted communication on i2010. In the Mandate the Commission has noted that spectrum requirements have been presented by industry and ETSI including 2*10 MHz of a contiguous spectrum within the band 5875-5925 MHz for critical road safety communications – Inter Vehicle Communication (IVC) and Roadside to Vehicle (R2V) applications with a common control channel. In addition 30 MHz of the spectrum is needed for road safety and traffic efficiency applications with a focus on R2V applications.

The European Commission has mandated the CEPT to

- Verify spectrum requirements

- Define the protection available for ITS
- Determine the frequency range
- Undertake technical compatibility studies
- Consider optimal channel plans
- Propose a work plan for further future activities on spectrum issues for ITS

The timescales for reporting on the Mandate is an interim report by mid 2007, progress reports to the RSCom meetings and a final report by end 2007.

Contact: Mr. Soeren Hess – hess@comesafety.org

Interesting links

EU: Car-2-Car Communication Consortium

<http://www.car-2-car.org>

US: Department of Transport

<http://www.its.dot.gov/vii>

EU: eSafety Forum

<http://www.eSafetySupport.org>

Japan: Advanced Cruise-Assist Highway System Research Association

<http://www.ahsra.or.jp>



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4. Support to allocation of a dedicated frequency band with effective protection for safety related car to car/ infrastructure communication through cooperation with the European regulation bodies and the technical WGs of ETSI
5. Dissemination of system properties towards all stakeholders, e.g. general public, industrial players, road operators, European and national authorities etc. to prepare system introduction

COMeSafety supports the preparation of cooperative vehicle safety systems based on wireless communications for deployment. COMeSafety provides an open integrating platform for both the exchange of in-

formation and the presentation of results, aiming for the interests of all public and private stakeholders to be represented. Targeting European and worldwide system harmonization, liaisons to relevant projects as well as organizations are established. International workshops are organized to bring together the eSafety Forum and all stakeholders. Regular electronic newsletters and publications at major conferences and press events support the dissemination of information.

Consolidated research results and interests are submitted to the European and worldwide standardization bodies, taking especially into consideration the work of the Car2Car Communication Consortium (C2C-CC), ISO and IEEE. The European fre-

quency allocation process is actively supported by participating in ETSI and CEPT technical groups.

With liaisons to all relevant stakeholders, the provision of information and preparation of strategic guidelines, COMeSafety supports directly the eSafety Forum on the items of cooperative systems for road safety and traffic efficiency, which will speed up system deployment. All projects, organizations and persons working on communication technologies for cooperative safety systems are strongly encouraged to get in touch with COMeSafety, preferably through the secretary general, Rudolf Mietzner (mietzner@comesafety.org).

Project Fact Sheet

Sevecom – A project on secure vehicular communications



Sevecom is an EU-funded project that focuses on providing a full definition and implementation of security requirements for vehicular communications.

communications.

The Sevecom vision is that future vehicular communication and inter-vehicular communication infrastructures will be widely deployed in order to bring the promise of improved road

safety and optimised road traffic through cooperative systems applications.



The project addresses security of the future vehicle communication net-

works, including both the security and privacy of inter-vehicular communication and of the vehicle-infrastructure communication. Its objective is to define the security architecture of such networks, as well as to propose a road-map for integration of security functions in these networks.

See more on the Sevecom website <http://www.sevecom.org> or contact the Sevecom coordinator, Mr. Antonio Kung (antonio.kung@dialog.com).

Project Fact Sheet

CVIS – Co-operative Vehicle-Infrastructure Systems



The CVIS project (Co-operative Vehicle-Infrastructure Systems) provides:

- Standard seamless wireless communications with access to the internet
- Positioning, map services and location referencing
- Cooperative monitoring. Vehicle and infrastructure standard data sets for local or central fusion
- Open end2end framework linking in-vehicle systems, roadside infrastructure and back-end infrastructure

What are the key results from CVIS?

- Requirements, architecture and system

specifications

- Reference implementation of technology components and generic services
- Field trial sites and demonstrators
- Validation results, recommendations

The CVIS project is a large EU co-founded research project in the scope of IVC and Roadside-to-Vehicle communications. In the 6th EU Framework Program CVIS plays an important role concerning the European standardization and architecture approach. CVIS with its 61 project partners is coordinated by ERTICO. ERTICO is a well known European project management company specialized in large cross culture projects and based in Belgium.

CVIS aims to design, develop and test new technologies needed to allow vehicles to communicate with each other and with the nearby roadside infrastructure. The project's ambition is to revolutionize mobility for

travellers and goods, completely re-engineering how drivers, their vehicles, the goods they carry and the transport infrastructure interact. In this way, CVIS will increase road safety and efficiency and reduce the environmental impact of road transport.

With CVIS, drivers can influence the traffic control system directly, and get individual guidance along the quickest route to their destination. Speed limit and other road sign information, weather alerts, warnings of approaching emergency vehicles, and other urgent messages will be sent wirelessly to the vehicle and displayed to the driver. Emergency personnel will reach accidents faster, while traffic will be diverted away from an incident area. With the CVIS technology, hazardous goods shipments can be tracked at all times and have priority along a pre-selected safe route.

Visit [the CVIS project](#) or contact Mr. Paul Kompfner (cvis@mail.ertico.com).

COMeSafety organizes the 2nd International Workshop on Vehicle Communications. This year the event will take place on 13th October 2006 in London, UK. The location and date complements perfectly to the ITS World Congress, also in London from 8th–12th Oct.

In the first session of the event the focus is set on ongoing activities and initiatives in Europe, Japan, and the USA. In the Architecture Session the focal points lie on different approaches to architectures of co-operative systems, i.e. the European approach with CIVIS and CALM, the United States 5.9 GHz DSRC and IEEE 802.11p, not to leave out the ways described by Japanese approaches.

A third part of the workshop mainly covers field operational testing and simulation models, whereas the last session

2nd International Workshop on Vehicle Communications

Date: Friday, 13th October 2006 from 8.30 am to 5.00 pm

Location: Department of Trade and Industry, 1 Victoria Street, London, SE1H 0ET, UK.

Supported by:

- European Commission Directorate for Information Society and Media
- The U.S. Department of Transportation
- Japanese Ministry of Land, Infrastructure and Transport

Organized by: COMeSafety – A EU Specific Support Activity

For further information and registration:

<http://www.COMeSafety.org>



looks at the deployment and implementation of early appliances. Discussions will focus on “Day One Applications”, strategies, scenarios, business models, the role of stakeholders and many more.

The sessions will be led by international speakers from the EU countries, Japan, and the USA. Rudolf Mietzner, Secretary General of the COMeSafety project, says: “We are very proud to offer a variety of ambitious speeches and we are looking forward to a highly successful

workshop in London this year.”

Persons who are interested in joining the event should look at detailed information on the COMeSafety website (<http://www.comesafety.org/>) in the events section. Everyone who wants to participate at the workshop should register online as soon as possible.

For further questions Mr. Benjamin Kallauch is pleased to help you. Send an email to kallauch@comesafety.org.

EU 7th Framework Programme New Consultation Paper

In spring 2006 the European Commission organized five workshops to develop and formulate recommendations and priorities for R&D in the upcoming FP7. The meetings focused on five areas identified as priorities for ICT for

Mobility. Based on these five workshops the eSafety Forum Working Group RTD has prepared a consultation paper with the consolidated views, called “Stakeholders’ Contribution to the Formation on the FP7 Work Programme on ICT for Mobility”. It has the

purpose to harmonize and consolidate the views and wishes of the concerned stakeholders on the priorities of R&D in the ICT domain. The document is now made available for public consultation. Interested parties are invited to study the document and to give comments and suggestions. Contributions will be collected until the end of August 2006 and fed into a further consultation process.

Document link: http://europa.eu.int/information_society/activities/esafety/doc/esafety_2006/fp7_ict_stakeholders_input_pub.pdf

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From the editor

“The last bit” (by Benjamin Kallauch)

That’s it: the first issue of the COMeSafety newsletter. We hope that we could give you a good insight into some of the R&D activities in Europe and throughout the world. Of course, this is just a small piece of it and we’re doing

our best to provide even more information in our next issue coming on December 2006! So far, if you have any questions or comments concerning the newsletter, don’t hesitate to write me an email to kallauch@comesafety.org.

