



### Editorial

FOT-Net has been established by the European Commission to provide a networking platform for public and private stakeholders involved or interested in Field Operational Tests. We are happy to inform you that funding for FOT-Net has been secured for another 3 years. Thus, FOT-Net will be able to continue its support to on-going FOT projects, its activities on enhancing a common FOT methodology, its efforts in networking as well as in informing a broad audience about FOT objectives and achievements in Europe and beyond.

I am particularly glad that also the two new pan-European FOT projects on cooperative systems that kick off in 2011 will have FOT-Net's support. Both projects will be presented in the next newsletter (March 2011).

Closely linked to FOTs, is Naturalistic Driving Observation. Naturalistic Driving Studies and FOTs provide a unique method to collect data on natural driving behaviour, thus allowing for example analyses of behavioural issues preceding a crash. Such studies and projects also provide valuable input to FOT projects. In this issue we therefore take a closer look at ongoing activities in this area.

This newsletter also reports on the outcomes of the third FOT-Net International Workshop in Busan, last October. Stakeholders and experts from 20 countries attended the workshop to discuss high priority FOT issues such as data analysis, data sharing, events and incident definition, and cooperation on nomadic devices FOTs. FOT international cooperation activities facilitate knowledge transfer and information exchange between the major regions, which together can accelerate deployment. To support this process, FOT-Net will use the workshop results in a common roll-out plan for the coherent development and implementation of FOTs at European and international level.

**Wolfgang Höfs, FOT-Net Project Officer  
DG INFSO, European Commission**

### In the spotlight

## Helmond – A reference test site

Being an industrial city and hosting the High Tech Automotive (HTA) Campus on its grounds, the Dutch city of Helmond has become an important centre for automotive R&D activities. As developments in the automotive sector are increasingly connected with mobility issues such as road safety, congestion and air quality, Helmond is confident that research and innovation in the automotive sector will contribute to solving current and future mobility challenges. Over the last 10 years, Helmond has therefore invested in an extensive adaptive urban control network, providing a ready platform for innovative control solutions, illustrated by the fact that the city served as test site for the CVIS and SAFESPOT projects on cooperative systems.



The Helmond test site covers an intra-urban provincial road (N270) through the city centre, linking Helmond to Eindhoven. Traffic on this section is very diverse, with a relatively high share of trucks, buses, and high numbers of pedestrians and cyclists, especially in peak periods. The road covers 14 signalled intersections controlled by the network control system UTOPIA (Urban Traffic Optimisation by Integrated Automation). The inter-urban highway A270 between Helmond and Eindhoven has also been used as test site. As the N270 and A270 are close to the test facilities on the HTA Campus, testing equipment on different scales is available in one geographically concentrated area.

FOT-Net talked to Gert Blom, transport and traffic manager and strategic advisor for mobility at the city of Helmond, and innovation manager for the regional organisation 'Beter Bereikbaar Zuidoost-Brabant'.



### Could you describe the situation in Helmond as regards FOTs?

Taking 2009 as a starting point, the CVIS Priority Application and SAFESPOT Intelligent Cooperative Intersection Safety system (IRIS) were tested in Helmond. In May 2009, a large-scale demo was set up to show the test results to a broader audience. This can be seen as the visible start of the Helmond/Southeast-Brabant test site on cooperative mobility. Early 2010, the inter-urban highway A270 served as test track for the TNO A270 demo on shockwave damping. Furthermore, the A270 also hosts the FREILOT pilot. The road will again be a pilot site for the 2011 Grand Cooperative Driving Challenge and SPITS demonstration. Also in the Helmond region, various tests and pilots have been supported by local and regional governments, such as a pilot by TomTom on floating car data. Helmond will also be involved in the forthcoming EC-funded project DRICE CX2.

Helmond will be one of six test sites in the upcoming EC co-funded project DRIVE C2X. DRIVE C2X will carry out a comprehensive assessment of cooperative systems through FOTs across Europe to verify their benefits and pave the way for market implementation. All DRIVE C2X functions are expected to be implemented in Helmond, which will focus on increased traffic throughput, demand management and safety.

## In the spotlight (cont...)



### Why is it so important to have one big reference test site in Europe?

In our opinion, having different testing facilities within one geographically contained area, from lab-scale testing to open or temporarily closed public roads, is of great added value: different stages of technology development, from concept development to small-scale testing to FOT's, can be carried out in the same area, thus contributing to efficiency and concentration of research efforts. In 2011, a driving guidance lab will become operational on the HTA Campus, the next step in offering a complete set of testing facilities.

### How do all these projects contribute to the deployment of cooperative systems?

In Helmond, we truly believe that technology can contribute to our policy goals on traffic flows, air quality and road safety. However, FOTs are needed to get more scientific proof and

hard data on the effects of cooperative mobility in real-life situations. They are also needed to achieve user acceptance, a requirement for all new technologies. FOTs in real-life situations should examine this acceptance, but could at the same time act as a catalyst. One of the most important side effects of the A270 demo was the critical but very positive approach of the many test drivers. They will be the best ambassadors for future systems.

Regarding deployment, the work in the coming year will also have to focus on finding the right model for the organisational aspects of operating cooperative systems on local, regional, national and European levels. Through the FREILOT project, we have seen interest from several companies/organisations in this matter. FREILOT could be used as a case study for the more general deployment question.

### How can we ensure that existing infrastructure will be interoperable with future European standards?

Helmond will, after the city council's approval, prepare a proposal to add cooperative system functionalities to all new or updated intersections. This will be a major step, showing other European cities a successful model of gradual deployment at reasonable cost. This however, will always be under the condition

that equipment will be used according to latest European standards.

### How does ITS contribute to local policy goals?

Cooperative mobility, and generally innovation in automotive mobility, are key elements of Helmond's mobility plan. The core of the plan is a better use of existing infrastructure through new traffic management technologies. Projects like FREILOT and FOTs could contribute to this objective by improving urban traffic flows. At the same time, by reducing CO2 emissions, the FREILOT scheme, for example, will contribute to improving air quality in the centre of Helmond, in line with Helmond's air quality objectives. Last but not least, the FREILOT speed limiter prevents FREILOT trucks from speeding, which in turn contributes to Helmond's objective of improving road safety.



## FOT-Net is still here for you!

FOT-Net has been in place for three years now as the networking platform for stakeholders involved or interested in FOTs. The European Commission has just confirmed funding for another 3 years. While the focus so far was mainly on building up the FOT network and promoting the FESTA methodology, the coming years will explicitly address issues raised by the FOT network which need common European positions.

FOT-Net aims to further develop the strategic networking of national, European and global FOTs. Throughout the next three years, the FOT Network will meet in six bi-annual FOT stakeholders meetings and three international FOT meetings.

The FESTA methodology will be further refined, based on recent FOT experiences. Through three targeted meetings, FOT-Net will gather the relevant experts to revise and

adapt the FESTA methodology for FOTs on ADAS, nomadic devices, cooperative systems, and naturalistic driving. In addition, FOT-Net will create five new expert working groups to clarify critical topics related to legal and ethical issues, data analysis, incident definition, impact assessment, and data sharing. The revised FESTA methodology will be promoted through six seminars. A new web-based inventory will be created of existing tools for data acquisition, database structure, and data analysis, to facilitate the set-up of new FOTs.

Of course FOT-Net will continue to act as a multiplier, raising awareness for and promoting your FOT activities, especially in terms of inter-activities support and outreach. Finally, FOT-Net will evaluate contributions of FOTs to policy goals and market deployment, using an improved methodology for stakeholders' analysis.

FOT-Net also welcomes a number of additional core partners: Volvo, Centro Ricerche Fiat, Renault, Rheinisch-Westfaelische Technische Hochschule Aachen (IKA), Fraunhofer-Gesellschaft zur Förderung der angewandten Forschung, BAST, and ASFA.



## Stakeholder meetings

### FOT-Net holds third International Cooperation Workshop

FOT-Net organised its third International Cooperation Workshop on 25 November in Busan, South Korea, at the occasion of the ITS World Congress and Exhibition.

This year's workshop took another format with a series of round tables on issues that were identified as of high priority: data analysis, data sharing, events and incident definition, and cooperation on nomadic devices FOTs (TeleFOT). An international panel of FOT experts was invited to debate in each round table. The afternoon session presented highlights from the round tables and opened discussion to the general FOT community.

The outcomes of each round table will contribute to a common roll-out plan to support the coherent development and implementation

of FOTs at European and international level, to be released by FOT-Net at the end of 2010.

The European Commission and US DOT opened the plenary session with a regional overview of their activities. The EC stressed the relevance of FOTs for gathering data to support their policy decisions, and also how FOTs fit into a coherent innovation cycle. The US DOT gave an update on the IntelliDrive programme.

**Main issues raised during the plenary session are highlighted below:**

- Concerning data analysis it was stressed that current techniques and tools come from areas other than FOTs. They have to be adapted to FOTs taking into account that "it's not one size fits all". Particular attention needs to be given to the techniques to be used in the next phase of FOTs in Europe: cooperative systems FOTs.
- The plenary was in agreement that data sharing is important but not enough. Also the background, the theory behind the data needs to be explained to those interested in reusing them.
- Events and incident definition is a still very immature area. A typology of how incidents

relate to situations is missing. The current focus has been on crash-related incidents since many of the FOTs are focusing on safety systems. However, as we move into FOTs on other types of applications, such as low carbon emissions, there is need to look at other types of incidents.

- International cooperation on nomadic devices FOTs would be beneficial regarding interoperability issues. A look at the regional differences could be complimentary and guidelines could be produced on how to tackle issues in nomadic devices FOTs.

For more on the workshop's conclusions and presentations, visit: [www.fot-net.eu](http://www.fot-net.eu)



### Fourth FOT-Net Stakeholders workshop

With euroFOT and TeleFOT being in their second year of activities and moving towards the FOT execution phase, the fourth FOT-Net Stakeholders workshop on 2 December in Brussels looked into their current achievements and discussed preparation phase challenges. The EU projects PROLOGUE and DaCoTA gave their views on naturalistic driving, while DRIVE C2X and FOTs, the two new pan-European Cooperative Systems FOTs kicking off in 2011, were presented. This meeting was organised together with TeleFOT's Second Stakeholders Forum, to raise awareness on the use of aftermarket and nomadic devices.

**Highlights of the meeting:**

- The currently running pan-European FOTs stressed the need to plan well ahead, keeping in mind that certain phases/tasks may take more time than initially planned.
- FOTs can be used to collect large amounts of data but you need to remember the purpose of the FOT and therefore the stakeholders, which are the "customers" of the particular FOT need to be involved from the beginning, during the phase of definition of research questions.
- There is a need to revise the FESTA methodology, by identifying iterations among the different phases. However, experts should not complicate the process further, for the stakeholders' understanding.
- Data analysis tools need to be identified early and a FOT should not be limited to vehicle data. Experts should be innovative in the tools they use, using video and automated data analysis.

- Naturalistic driving should be considered as a method/tool for studies, not only safety-related but also on traffic management and eco-driving. Experience from NDS should feed into the revision of FESTA and the follow-up working groups starting in 2011.

Presentations are available on [www.fot-net.eu](http://www.fot-net.eu)

### FOT-Net Near crashes workshop

FOT-Net, DaCoTA and PROLOGUE projects joined forces in the organisation of a workshop last 30 November to address the question of how we can define near crashes, how we can detect them and what the significance of near crashes is with regard to road safety.

Presentations are available on [www.fot-net.eu](http://www.fot-net.eu)

## FESTA methodology & seminars

### FOT-Net Seminar: Data analysis & impact assessment

A FOT-Net seminar on 'Data Analysis and Impact Assessment' was held in London on 5 October, in cooperation with ITS UK. The seminar combined plenary presentations, discussion and interactive working sessions and was attended by 24 experts from different countries and stakeholder groups.

Andrew Morris (Loughborough University) presented the data analysis approach of the TeleFOT project, while Frank Lai (ITS Leeds) emphasised the use of time and space in data analysis.

Kerry Malone and Eline Jonkers from TNO presented their thoughts on impact assessment and how to go from individual vehicle data to conclusions on the effect of a system. In an exercise on the Assisted Driver FOT,

participants tackled difficulties in answering research questions and scaling up the results.

The day concluded with a presentation from Torsten Geissler (University of Cologne) on socio-economic aspects and how to analyse costs and benefits in a FOT using FESTA. This session discussed the differences between impacts on a society versus stakeholder level.

**All participants contributed actively and discussions were lively and useful for further considerations. The following conclusions were drawn:**

- In data analysis, harmonisation is a key issue that consumes time. Managing different test sites, data loggers and functions is challenging, both scientifically and organisation-wise.

- Different perspectives on data analysis are possible (time/distance based) and depend on the research questions.
- Impact assessment and cost benefit analysis take place at the end of a project, while the quality of the result is largely determined at the beginning.
- There is not one method for scaling up of results. Real knowledge of the local situation and expertise are required.
- FESTA also works for nomadic devices, but improvements are needed on the deeper levels.

Presentations, report and background information are available on [www.fot-net.eu](http://www.fot-net.eu)

### FOT-Net Seminar: Best practices in using the FESTA methodology

On 1 December, FOT-Net organised a seminar on "Best practices in using the FESTA methodology" in Brussels. Good examples from TeleFOT, euroFOT and SeMiFOT on the phases of defining functions, research questions, hypotheses and performance indicators were presented by Andrew Morris, Marco Dozza, and Trent Victor. As experiences from FOTs show, the FESTA methodology cannot be followed in a linear manner, but iteration is needed between different stages, especially to ensure that the requirements for the final impact analysis are considered throughout the project.

In an interactive session with small groups, iteration and feedback loops in the methodology were discussed. Experiences on data acquisition in German and Spanish

FOTs were presented by Tibor Petzoldt and David Sánchez, who stressed the importance of communication between all parties involved in a FOT, and the need to have

a good pilot phase. Jeroen Hogema explained how power analysis can be used to determine the number of participants needed and how long they should drive in order to get valid and useful results. Isabel Wilmink and Pirkko Rämä presented experiences on the impact answers a FOT can provide. For them it was clear that this element is a crucial part of a project and requires sufficient resources. A small group session discussed how this can be realised.

At the end of the day all speakers shared their positive experiences in FOTs with the participants, and gave recommendations for new FOTs as well as for revisions of the FESTA methodology, which will be part of the next phase of FOT-Net.

All presentations and the full report can be found on [www.fot-net.eu](http://www.fot-net.eu).



## News from FOT projects

The FOT projects carried out around the world represent an invaluable source of scientific data. FOT-Net promotes and facilitates the exchange of knowledge. In this section we report regularly about objectives and results of ongoing FOTs.

### euroFOT fully operational



Bringing intelligent vehicles to the road

euroFOT, the European FOT on Advanced Driver Assistance Systems (ADAS), is moving forward with its operational phase, which has now started in all participating countries: France, Germany, Italy, Sweden, the Netherlands and UK. Sites are proceeding with the ramping up and progressing from the baseline to the treatment phase when they collect all data necessary to assess the activated ADAS functions.

In Sweden, Volvo cars have crossed the symbolic line of 1.000.000 km driven by the fleet. Volvo Technologies continue to run their fleets of 80 vehicles in the UK and the Netherlands.

In Germany, Ford ramped up the planned 100 vehicles with Adaptive Cruise Control (ACC) and Lane Departure Warning (LDW) and is also assessing the Curve Speed Warning System. Volkswagen has recruited 30 Passat vehicles with ACC and LDW until now. MAN Trucks

started the FOT operation with the recruited 46 TGX trucks. Daimler is running 15 leased cars using its SafeHMI experimental design with driver rotation to test the head-up display, while BMW has introduced 15 BMW 530 cars with a similar HMI system. Audi will launch its operation in January 2011 with a fleet of 20 cars.

In France, the Vehicle Management Centre (VMC) kicked off FOT operation at the beginning of November with 15 participants driving Renault Clio and Laguna models to test the Speed Regulation System. CEESAR provides 5 cars with higher instrumentation levels, including cameras to record the driver's behaviour and driving conditions.

In Italy, the VMC is running a total number of 330 cars with 158 LDW Lancia Delta and 172 control group vehicles without LDW function acting as base line vehicles.

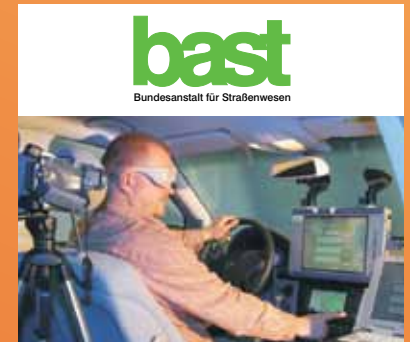
More information: [www.eurofot-ip.eu](http://www.eurofot-ip.eu)



## Associated partners

A number of stakeholders have responded to FOT-Net's invitation for Associated Partnership. In this issue we introduce BAST. If you would like to become an Associated Partner, please contact [info@fot-net.eu](mailto:info@fot-net.eu).

### FOT-Net Associated Partner Profile: BAST



The Federal Highway Research Institute (Bundesanstalt für Straßenwesen - BAST) is a technical and scientific research institute linked to the German Federal Ministry of Transport, Building and Urban Development. BAST provides the ministry with scientifically sound assistance in making decisions on technical issues and transport policy, and plays an important role in drawing up and harmonising national and European regulations and standards.

Tasks of BAST include the evaluation of modern techniques permitting drivers to better manage complex traffic situations. Co-operative traffic and driver assistance systems are intended to improve traffic safety and to use the existing capacity of the road traffic system to its full extent.

New communication and information technologies have been introduced that make it possible to implement more complex traffic management systems: vehicles are individually addressed and traffic and safety relevant information is directly provided to the driver. Vehicles will also be able to exchange data with each other. The big challenge lies now in supporting the various individual solutions, while creating a technical as well as organisational and legal framework for integrating all partial solutions into a total system. The interests of the people who are supported by this innovative technology may not be neglected.

More information: [www.bast.de](http://www.bast.de), [Gelau@bast.de](mailto:Gelau@bast.de)

## Naturalistic Driving Studies and Naturalistic FOTs

In this newsletter, we take a closer look at Naturalistic Driving Studies (NDS) and Naturalistic FOTs. Naturalistic Driving observation refers to studies using unobtrusive observation when driving in a natural setting. The driver becomes unaware of the observation as the data collection is organised as discretely as possible and drivers normally use their own vehicles.

The data are used to study the relationship between driver, vehicle, and/or environment factors with crash risk. NDS provide information that is difficult or even impossible to obtain through other research methods. For example, analyses of crash statistics or in-depth crash investigation can hardly provide information about behavioural issues preceding a crash (e.g. on risk factors such as distraction and fatigue).

Compared to NDS, FOTs are using quasi-experimental methods (e.g. comparing

data from baseline and treatment phase, i.e. data collected with systems switched off and on) and aim at evaluating certain functions (e.g. driver assistance systems). If NDS and FOTs are regarded as two ends of a continuum, Naturalistic FOTs are positioned somewhere in between. They are using unobtrusive observation in a natural setting to evaluate the relationship between driver, vehicle, and/or environment factors with crash risk, driving behaviour, and the effectiveness of driver assistance functions.

In the US, many NDS have already been conducted, while it is a relatively new field in Europe. Forerunner is Sweden with SAFER, the Vehicle and Traffic Safety Centre at Chalmers University, which is further elaborating a naturalistic FOT methodology.

The most important NDS and Naturalistic FOTs are listed here. More details on these projects

can be found in the FOT wiki, [wiki.fot-net.eu](http://wiki.fot-net.eu). In this newsletter, we present the SAFER project BasFOT2, the German study on 'Methodological aspects of NDS and FOTs', and the European projects 2BESAFE, INTERACTION and DaCoTa.

- 2BeSafe, Europe
- INTERACTION, Europe
- SeMiFOT, Sweden
- SeMiFOT2, Sweden
- TSSFOT, Sweden
- 100-Car Naturalistic Driving Study, USA
- Commercial Vehicle Operations, USA
- 250 Truck Study, USA
- SHRP2, USA
- Canadian NDS, Canada

### BASFOT2

The BASFOT projects at SAFER started in 2007, based on the assumption that naturalistic data would become a new facilitator in reducing the number of fatalities and seriously injured persons in traffic. The objective was to establish a platform of knowledge and technical abilities at SAFER, to be able to perform high quality Naturalistic FOTs and Naturalistic Driving Studies.

The main focus of BASFOT is the analysis of naturalistic data. Prerequisites for qualitative analysis include in-depth knowledge of the vehicle and traffic safety area combined with control of the quality in data acquisition, a data storage structure based on the special requirements of naturalistic data, and an analysis tool that allows you to master the vast amount of naturalistic data. The analysis of such data also requires new methods.

The BASFOT projects therefore focus on SAFER's strategy for naturalistic data, the continuous build-up of networks worldwide, proposals for new projects and the consolidation of the SAFER Naturalistic Data platform, in order to be able to propose methods and quality tools for new projects.

More information:

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### 2BESAFE

Many large-scale research programmes have been undertaken for more than 25 years to understand the behavioural and ergonomic factors that contribute, alone and in combination, to crashes involving 4-wheeled vehicles. These studies have been the basis for the design of relevant countermeasures, allowing a drastic reduction in road fatalities. However, no comparable research programmes existed on powered two-wheelers (PTW).

One of the key research components of the European 2BESAFE project is a naturalistic riding pilot study. On the one hand, the study aims at demonstrating the feasibility of such research, from a technical standpoint. On the other hand, the results will contribute to filling the knowledge gap concerning riders' behaviour.

The pilot study is ongoing. It involves five instrumented PTW, which will each be used by riders for one month. The pilot study has a duration of 5 months, meaning that in total 25 riders will be followed in their everyday use of PTW. A common minimal set of sensors has been defined by the 2BeSafe consortium. The gathered data consist of: ( $\geq 100$ hz) 3D acceleration and rotation, steering column position, front and rear wheels positions, break and turn signals; ( $\geq 10$ Hz) front view camera and rider face view camera; and ( $\geq 1$ Hz) GPS information.

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## Methodological aspects of NDS and FOTs

Given the growing interest in the NDS/FOT method, the Research Association of Automotive Technology FAT (uniting German passenger and commercial vehicle manufacturers as well as suppliers under the auspices of VDA for the purpose of carrying out pre-competitive joint research), and the German Federal Highway Research Institute (BASt) sponsored a project on methodological aspects related to the NDS/FOT approach, to achieve a broader understanding of opportunities and limits of the method.

A thorough review of NDS/FOT projects worldwide provided a first glimpse at the broad range of possible applications, but also at the tremendous cost and effort required. In a joint approach of Chemnitz University of Technology and the German Aerospace Center (DLR), and in close cooperation

with the sponsors, recommendations regarding relevant research questions, vehicle instrumentation, data storage and data analysis were derived. A data acquisition system, to be used in future German NDS/FOTs efforts, was developed and tested. In May 2009, a workshop with high-profile international researchers was held in Munich to foster NDS/FOTs awareness amongst potential stakeholders. When the project ended in 2009, sponsors and contractors alike had gained deep insight into the numerous aspects surrounding NDS/FOTs. The conclusion of the project most certainly also marked the beginning of new co-operations between the parties involved.

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## INTERACTION

Understanding driver interactions with In-Vehicle Technologies (IVT) is the main objective of the INTERACTION project. Who are the IVT users and non-users? Where, when, how and why do drivers use them? What are the effects of IVT use on drivers' behaviour? Are there any differences across European countries? Those are the main questions investigated by the project, which should lead to identifying the issues that may limit the adoption of IVT by drivers or induce unsafe use of them, and to the development of countermeasures to resolve them.

INTERACTION focuses on a set of four mature technologies, available on a wide range of car models and already adopted by European car

drivers: cruise control, speed limiter, navigation systems and mobile phone. INTERACTION implements a comprehensive investigation approach based on an innovative combination of well-established research methodologies and techniques: focus groups, questionnaire surveys, naturalistic observations, and in-depth observations. This offers the possibility to investigate drivers' IVT use both through self-reports and behavioural observations, using qualitative as well as quantitative analyses, which strengthen the relevance of the research.

INTERACTION has reached its mid-term. During the first two years, partners successfully implemented the two self-report methods.



In parallel, equipment, tools and methodologies for the observations were developed. The observations will now focus on intensive users of IVT and they will start in spring 2011, in seven European countries: Czech Republic, France, Finland, the Netherlands, Portugal, Spain, and UK.

More information: <http://interaction-fp7.eu>, [Corinne.Brusque@inrets.fr](mailto:Corinne.Brusque@inrets.fr)

## DaCoTA: Driver behaviour monitoring through Naturalistic Driving

DaCoTA is a project funded by the European Commission and stands for 'Road safety Data Collection, Transfer and Analysis'. It builds on the results of the SafetyNet project and is dedicated to further enhancing the European Road Safety Observatory (ERSO).

Accident data have shown to be highly informative on crashes and the circumstances of such an event. Nevertheless, there is still a substantial gap in knowledge concerning the driving decisions and actions in normal situations and those that result in a traffic collision.

The innovative observation methodology of Naturalistic Driving provides a high level of detail on the driver behaviour in the pre-crash

phase, and thus is a very useful complement to traditional accidentology approaches. In addition, it can provide important information on successful avoidance behaviour in near-crash situations and offers opportunities to quantify mobility (exposure to risk). Data from Naturalistic Driving observation therefore have a great potential for policy support.

One of DaCoTA's tasks is to develop a common methodology to record and analyse behavioural and exposure data and to propose an implementation plan for setting up Naturalistic Driving observations throughout Europe. Six partners from Austria, Belgium, France, Israel, the Netherlands and the UK are involved in this activity. Resulting benefits will be continuous data



gathering, on a large scale and for all European countries, representative for a country and comparable (harmonised) between countries. DaCoTA will particularly focus on Safety Performance Indicators (SPIs), near crashes and Risk Exposure Data (RED).

More information: [www.dacota-project.eu](http://www.dacota-project.eu)

## FOT-Net brochure: Overview of FOTs and Naturalistic Driving Studies



FOT-Net has just published the brochure 'Field Operational Tests. Evaluating ITS- applications in a real-world environment'. It provides a focussed overview of what is going on in the world of FOTs. It is mainly addressed to stakeholders who are not experts in FOTs, but are interested in their objectives, the main research questions and results of FOTs already conducted, and remaining open questions in the areas of Advanced Driver Assistant Systems (ADAS), Intelligent Speed Adaptation (ISA), Cooperative Systems, and Naturalistic Driving Studies and FOTs.

The brochure is available online: [www.fot-net.eu/en/library](http://www.fot-net.eu/en/library) A hard copy can be obtained from [info@fot-net.eu](mailto:info@fot-net.eu).

## FOT Wiki – the online catalogue of FOTs

The Wiki intends to be a resource for anyone interested in field operational tests, their organisation, their set up and their results. The Wiki is a living resource, fed by FOT stakeholders.

Share your FOT knowledge with the FOT community! Updating the Wiki is quick and easy!

[www.fot-net.eu/en/catalogue/](http://www.fot-net.eu/en/catalogue/)



## Upcoming events

### TeleFOT Stakeholder Forum

On 18 January, TeleFOT will organise its next Stakeholder Forum in Stockholm, linked to the Swedish test site.

More information: [www.telefot.eu](http://www.telefot.eu)



### PROLOGUE Workshops

On 22 February 2011, the PROLOGUE project organises a workshop in Zappeio, Athens to disseminate its Naturalistic Driving Studies' findings and the potential for larger-scale effort. The event targets national ministries, road administrators, local authorities, related research institutes in the Balkan area, and non-governmental research bodies. Working language will be Greek with English translation for foreign attendants.

In June 2011, PROLOGUE will hold its final workshop in Vienna, presenting the project's main findings, as well as the possibilities and challenges of a large scale European Naturalistic Driving study.

More information: [www.prologue-eu.eu](http://www.prologue-eu.eu)

### 8th ITS European Congress

The 8th ITS European Congress will be held from 6 to 9 June 2011 in Lyon. The main focus of the event will be "Intelligent mobility - ITS for sustainable transport of persons and goods in urban regions".

More information: <http://2011.itsineurope.com>

### 2nd International Conference on Driver Distraction and Inattention

The Second International Conference on Driver Distraction and Inattention will take place from 5 to 7 September 2011 in Gothenburg, Sweden. The conference aims to be the premier scientific arena in this area, bringing together all stakeholders.

More information: [www.chalmers.se/safer/ddi2011-en/](http://www.chalmers.se/safer/ddi2011-en/)

### ITS World Congress 2011

The 2011 ITS World Congress will take place from 16 to 20 October in Orlando, Florida. The call for papers is open until 14 January 2011. There is a long list of potential topics for technical and scientific papers, offering the opportunity to report about your FOT project achievements. You can also submit proposals for Special Interest Sessions.

More information: [www.itsa.org/worldcongress/c199/News\\_and\\_Events/Calendar/2011\\_ITS\\_World\\_Congress\\_Orlando.html](http://www.itsa.org/worldcongress/c199/News_and_Events/Calendar/2011_ITS_World_Congress_Orlando.html)

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