



Editorial

The FOT-Net support action has been established to network Field Operational Tests (FOTs) organisers on one single strategic networking platform in order to address common issues such as practical organisation, set-up and follow-up of FOTs results.

FOT-Net depends on experts and stakeholders willing to share their experiences and knowledge, to promote FOTs, and to actively support networking. Therefore, I am very glad to welcome BAST, the City of The Hague, Connekt/ITS Netherlands, Continental, DLR – Institute for Transportation Systems, IKA, Ford, the Network of National ITS Associations, NISSAN, and VTT, joining FOT-Net as associated partners. Your commitment will make FOT-Net stronger and will help us to achieve our goals.

This autumn will see a range of important events on FOTs. The most prominent to come is the ITS World Congress in Stockholm. EuroFOT and TeleFOT, the two European FOTs, will present first results in a joint session. Other sessions will discuss motorway-related FOT or how to capitalise on FOTs results.

FOT-Net will organise two workshops in Stockholm. The 2nd FOT-Net International Workshop will gather FOT experts and stakeholders from all over the world in order to establish a global FOT network. The network will foster knowledge exchange and cooperation and discuss common FOT issues that need to be addressed on international level. This discussion will be continued in a Special Interest Session on 'International cooperation areas for FOTs'.

Find out more about the upcoming events, news from FOT projects, and FOT-Net's activities in this issue of FOT-Net newsletter. We wish you a pleasant read!

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

In the spotlight

Cooperative mobility in Japan

FOT-Net talks to Masao FUKUSHIMA from Nissan

Through the IT New Reform Strategy, the Japanese government has committed to 15 priority measures, one of which is to have the world's safest road traffic environment, reducing the number of road traffic fatalities under 5,000 by 2012. To this end, the Japanese government has been calling for a widespread deployment of "cooperative driving support systems", enabling vehicles to communicate with each other and with the infrastructure.



In Europe, research is underway and small-scale demonstrations are planned next year. However, many barriers still prevent the deployment of such technologies. Therefore, can we learn from our Japanese colleagues? What do they expect for the future of cooperative mobility? How are they using field testing to boost the market introduction of cooperative applications?

Since 2006, the ITS Promotion Council has been working together with public and private stakeholders, to deploy cooperative systems on Japanese roads by 2010. Within this context, branded as the "ITS Safety 2010" initiative, various field operational tests on cooperative systems have been carried out. We talked to Masao Fukushima from Nissan, about the results of Nissan FOTs and his views on cooperative mobility.

The ITS Safety 2010 event last February presented the results of various field tests in Tokyo. What was the specific aim of these tests? How did Nissan contribute to this programme?

The New IT Strategy of the Japanese government called for large-scale field tests in 2008 on selected regional public roads. As a consequence, five major successive regional field tests were carried out on cooperative systems in Kanagawa (Nissan), Aich (Toyota), Tochigi (Honda), Hiroshima (Mazda) and Osaka (road operators).

To bring the test results together - and ensure greater visibility - a joint test in Tokyo was prepared. This field test ended early 2009. It featured three major cooperative driving support applications:

- Vehicle to infrastructure communication on ordinary road: DSSS (Driving Safety Support Systems)
- Vehicle to infrastructure communication on highway: Smart-Way (V-I cooperative on highway)
- Vehicle to vehicle communications: ASV (Advanced Safety Vehicle)

Not only did the four leading car manufacturers participate in this trial, all Japanese automobile manufacturers were involved, including trucks manufacturers, motorbikes companies and several foreign car manufacturers. In total, more than 30 vehicles from 16 automotive manufacturers were tested.

Continued on page 3...

Stakeholder meetings



FOT-Net holds second stakeholder workshop

Building on the discussions and issues identified in its first stakeholder meeting, FOT-Net organised a second stakeholder workshop on 21 April in Brussels. The workshop aimed at:

- comparing stakeholders' expectations vs. the expected output of FOTs – are the FOTs going to deliver what is needed by the stakeholders?
- finding out how experts can meet the stakeholders' expectations
- providing an opportunity for the stakeholders to network.

To reach these aims, representatives from four categories of stakeholders were invited to express their expectations on FOT results: public authorities, industry, research and users.

Issues such as the development of business cases, definition of policy goals, finding a balance between research and marketing and data availability/sharing were at the centre of the discussion during the workshop and will be taken up again at subsequent meetings.

The presentations and full report can be found on:

http://www.fot-net.eu/en/our_services/stakeholders_meetings/fot-net_second_stakeholders_workshop.htm

Second International Workshop, Stockholm, 21 September 2009

On Monday 21 September 2009, just before the Opening Ceremony of the ITS World Congress in Stockholm, FOT-Net will organise its second international workshop. The workshop objectives are to:

- contribute to the establishment of a global FOT network in order to exchange knowledge, best practices and foster cooperation for FOT activities;
- identify concrete issues which should be addressed by the international FOT network;
- strengthen the cooperation between FOT activities and their stakeholders leading to faster and effective take up of Intelligent Transport Systems and Services.

Sessions will include presentations and discussion on FOT accomplishments and challenges in Europe, Japan and US, methodology and data handling, and examples of international FOT cooperation.

Don't miss this opportunity to interact with an international panel of experts and learn from their experience in FOT organisation!

Date and Time: Monday, 21 September 2009.

Place: At the ITS World Congress in Stockholmsmässan. Meeting room K16/K17.

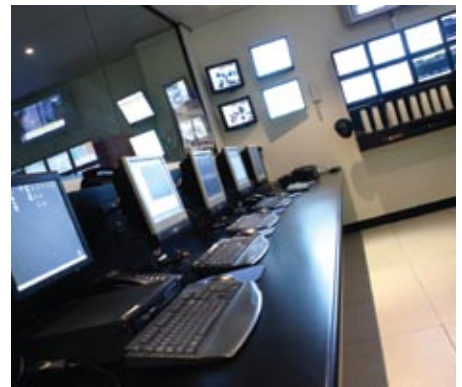
Number of participants: 50 – 90

Free of charge

For more information please contact:

E-mail: info@fot-net.eu, Tel: +32 2 400 07 30

FESTA methodology & seminars



Data gathering and handling – Feedback from the FOT-Net seminar

On 13 May, FOT-Net organised a seminar on data gathering and handling in Munich, Germany, in collaboration with Chemnitz University of Technology. During the seminar, presentations were given by people involved in FOTs in Germany, Europe, the USA and the UK. The emphasis of the presentations was on sharing the practical experiences on data gathering and handling, gained through the FOTs.

Different sensors used in gathering data were discussed, as well as methods to gather and store data, and how to prepare data for analysis. Ownership of data was discussed by the participants, as well as the issue of possibly re-using data, for other studies and for simulation models. The feedback from the 20 participants showed that they rated the seminar as interesting and informative and that they valued the sharing of experiences and learning from others involved in FOTs.

Presentations of the seminar are available at: http://www.fot-net.eu/en/news_events/events/past_fot_events/fot-net_seminar_on_data_management.htm

Next FOT-Net seminar: How to develop a FOT

On 16 October 2009, the next FOT-Net seminar will be organised in Paris in cooperation with ITS Brittany. The seminar will focus on 'how to develop a FOT'. A key issue in this respect is how to gather stakeholders around your FOT and how to keep them involved. The following topics will be addressed:

- Stakeholder analysis: who are the stakeholders of a FOT, what are their interests, which influence do they have, how to match them?
- How do branch organisations and/or pressure groups influence environment, discussion and projects, and how can they be involved in the project?
- The policy maker's perspective: how do FOTs fit in ITS policy (transport, innovation, economy)?
- How does a project leader connect the inside with the outside: manoeuvring between the stakeholders and your project?

The seminar targets policy makers, representatives from branch organisations, (future) project leaders and project members who work on customer relations management or play a role that requires contact with stakeholders.

Through the seminar you will learn:

- how to move between the stakeholders and your project;
- how to create impact;
- how to close the gap between policy advice and project results;
- how to deal with pressure groups.

The day will be highly interactive, with exercises, concrete cases and a game.

The final agenda will be made available online in due course. Register for this seminar on the FOT-Net website www.fot-net.eu.

When: 16 October 2009

Where: Maison de la Bretagne, Paris

In the spotlight (continued)

About Masao Fukushima



Mr. Fukushima is responsible for the technological management of autonomous ITS advanced driver assistance systems and cooperative safety support systems at Nissan. He is the Chairman of the Japan Automobile Manufacturers Association, as well as of Kanagawa Driving Safety Support System (DSSS) for the Universal Traffic Management Society of Japan (UTMS). In 2008 he earned the SAE Delco Electronics Intelligent Transportation Systems Award and this year the 2009 U.S. Government Award for Special Appreciation by U.S. DOT NHTSA.



How do you see FOTs as a tool to deploy new systems and services on the market?

The main aim of the Japanese field test is to verify the effectiveness of various ADAS systems and cooperative technologies, and to confirm the accuracy of all-in-one systems. Besides the research and testing part, field tests are also a great means to create further knowledge, understanding and support from the government and the public.

NISSAN also took part in the ITS Safety 2010 initiative, with field tests in Kanagawa. Can you explain the specific applications that were tested?

The Kanagawa DSSS tested intersection collision avoidance on ordinary drivers, including stop sign recognition enhancement, signal recognition enhancement and crossing collision prevention. Within ITS Safety 2010, the Kanagawa test was the biggest. The Aichi test recruited 200 drivers, Tochigi 30, Hiroshima 100, Osaka around 50, mainly project-related people. In Kanagawa we recruited 2,000 ordinary drivers!

We asked our customers fitted with the latest car navigation system and living in Yokohama city, to take part in this trial. In return, they were offered two incentives: a free 3 media VICS beacon antenna, very useful for receiving real-time and local traffic information and sold in Japan as an optional part, and a free and up-to-date car navigation map database.

Do you already have some results?

Our test lasted 2.5 years, from October 2006 to March 2008. Good quantitative results were gathered. Drivers tend to change their driving behaviour with such information support. There was no negative effect and drivers learned to better anticipate potential dangers.

As project leader of the SKY project, can you explain what the SKY FOT is about?

SKY is a unique field test, as our concept is to carry out the test in real traffic conditions by ordinary people. We have already started several initiatives such as intelligent speed advisory testing with 2,000 participants around primary schools, small children traffic safety using RFID with 300 participants, pedestrian traffic safety using GPS cell phone by 700 participants, hazard warning on winter roads by 150 participants, real time probe car data collection by 2,700 vehicles, etc. Many of these applications are already on the market or coming soon.

Finally, what do you expect for the future of ADAS and cooperative systems? When will we see them on Japanese roads?

Vehicle to infrastructure communications will soon be a reality in Japan. The DSSS service, lead by the National Police Agency, will start from April 2010. A number of road side units (Infra red light beacon) will be constructed - over 1,000 in the whole country in the first year. Smartway (V-to-I on highways) will also be coming soon.

Early implementation and wide deployment is very important for cooperative systems to become a reality. Field testing is crucial to investigate the effectiveness of existing hardware, systems, and functions before we deploy these.

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.

sim^{TD}: “Sichere Intelligente Mobilität – Testfeld Deutschland” – Entering Field Operational Test Phase for Cooperative Systems



The project simTD – “Sichere Intelligente Mobilität – Testfeld Deutschland” (Safe Intelligent Mobility – Test Field Germany) started in September 2008. It is funded and supported by the German Federal Ministries of Economics and Technology, Research and Education, and Transport, Building, and Urban Affairs as well as the State of Hesse. In this large scale field operational test (FOT) the automotive, supplier, and telecommunications industry investigate jointly with the public sector and scientific institutions the contribution of car-to-infrastructure and car-to-car communication (car-to-x communication) for improving traffic safety and mobility.

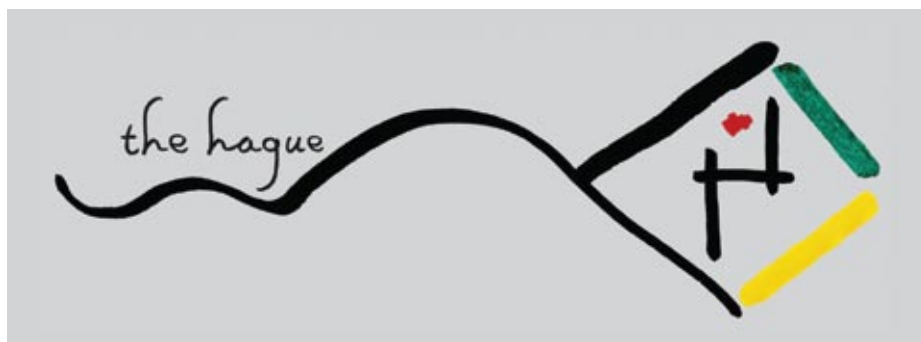
simTD’s goal is to take the development of car-to-x communication a step forward and to leverage the significant potential of car-to-x communication for improvement of traffic safety and mobility. To this end, simTD provides the world’s first testbed to investigate car-to-x technologies and applications in a close-to-the-customer environment. In particular, these applications include the timely delivery of danger warnings and traffic information, the detection of the local traffic situation as well as additional services such as infotainment applications.

Within a time frame of four years the project will setup its test region in Frankfurt city and the Rhine-Main area. For this purpose several hundred test vehicles will be equipped with ITS vehicle stations using a dedicated communication system based on IEEE802.11p as well as cellular technologies. The experiments will comprise both inter-vehicle communications as well as communications with ITS road-side stations at selected traffic nodes which in turn connect to the respective traffic management centres.

For more information about the project visit: www.simtd.de

Author: Dr. Christian Weiß, Daimler AG

FOT-Net Associated Partner profile: The City of The Hague



The Dutch city of The Hague recently joined the FOT-Net network as associated partner, and this is no coincidence. The Hague has got a history of involvement in ITS related activities. As from 2000, it has developed and built its own Urban Traffic Management Centre (UTMC) as well as several innovative applications, such as information systems for recreational traffic towards the Scheveningen beach resort, catering for more than 10 million visitors a year. These innovations include a new Full Colour Information Panel that is in use for many purposes, and a dynamic bus lane.

Recently, City Council also approved the next ITS deployment plan, this time related to and supporting the policy to reduce traffic in the city centre. The new ITS plan basically guides traffic from outside the city along dedicated routes to and around the city centre. The traffic guidance system will show messages how best to reach the city centre, as well as the motorway on the way back, on more than 60 Variable Message Signs (VMS) around and in the city on important and critical points in the network.

Where possible these VMS will be combined with traffic signs or parking guidance. All these measures contribute to a more liveable city centre, both for visitors and inhabitants.

The City feels that investments in roadside equipment are still necessary. To be prepared for the future and the transition to In-Car information systems, the VMS and UTMC of The Hague will be compliant with the specifications for cooperative systems. In order to establish the impacts of distributing traffic management information to in-car and handheld devices, both on technical as well as on traffic and environmental indicators, The Hague and partners in the region want to set up a Field Operational Test from 2010 together with industry and service providers.

With FOT-Net The Hague has the opportunity to implement outcomes of other FOTs into theirs and to communicate their results to the FOT-Net community.

For more information, contact:

Toine Molenschot, Senior Policy Officer, City of The Hague, Dept. for Urban Development, t.molenschot@dso.denhaag.nl

Intelligent corridor for C2X FOT in Spain



A new FOT for C2X applications will kick off in Spain in the next months. The intelligent corridor will be located in Galicia and will make use of the existing road network. CTAG (Galician Automotive Technology Centre) and DGT (Traffic Management in Spain), through the Northwest Management Traffic Centre, will use existing infrastructure (beacons, road posts...) of a road stretch to carry out the tests, equipping both in-roadside and up to 20 vehicles with the necessary hardware and software.

The Traffic Management Centre of DGT in Spain controls the field equipment installed on the roads. This equipment communicates by a fibre-optic LAN network with SDH nodes finishing. Also, these stations communicate via GSM and GPRS, which makes it possible to monitor their status continuously. Some of these stations are also connected to a weather station.



The chosen stretch along the A-52 motorway is suitable for the tests due to lower traffic density and the available equipment (remote stations, video cameras, weather stations, information panels...). Moreover, the road hard shoulders enable vehicle detention for both tests and maintenance tasks. In addition, the corridor includes a tunnel (A Cañiza tunnel) which makes it possible to analyse a critical indoor scenario.

Different applications will be considered, but mainly those related with safety systems using both C2I and C2C cooperative systems. Among the proposed cases, hazardous scenarios on a tunnel are planned as well as warnings about traffic congestion, weather conditions or road works will be part of the set of situations in the tests. Some of these applications are highlighted in the illustrations below.

TeleFOT: progress on the field



Started in June 2008 with the aim to assess the impacts to safety, efficiency, environment and user acceptance of functions provided by in-vehicle aftermarket and nomadic devices, TeleFOT is in full progress towards the goal of smarter, safer and cleaner driving.

The major outcome of its first year of work is the selection of functions to be tested and the associated complex framework from the functions to the research hypothesis, through research questions and performance indicators, up to the data logger specifications.

Also, huge steps have been taken in the planning and practical preparations for the numerous national test sites, whose correct implementation and success form the absolute core of TeleFOT. Detailed test plans were prepared and the needs, gaps and issues to be solved before the implementation of the actual tests have been identified.

Just recently, all the related tools needed for the performance and the monitoring of the FOTs were specified and designed. The vehicle architecture to be used for the different tests has been designed and a data specifications group was created to discuss all the data interfaces, data format and data handling issues.

First results achieved in the project will be presented on 24 September, at the ITS World Congress 2009 Stockholm, together with euroFOT in a joint Special Interest Session entitled "European large-scale Field Operational Tests on active safety systems (euroFOT and TeleFOT): first results".

For more information, contact the project coordinator: Petri Mononen, petri.mononen@vtt.fi or visit www.telefot.eu

Associated partners

FOT-Net welcomes new Associated Partners

A number of stakeholders have responded to FOT-Net's invitation for Associated Partnership. These include:

- BAST - Federal Highway Research Institute
- City of The Hague, Department for Urban Development
- Connekt/ITS Netherlands
- Continental (ADC Automotive Distance Control Systems GmbH)
- DLR – German Aerospace Center, Institute for Transportation Systems
- IKA, RWTH Aachen University
- Ford, representing the euroFOT project
- Network of National ITS Associations
- NISSAN
- VTT, representing the TeleFOT project

These are partners who actively contribute to the FOT Network by sharing knowledge, taking part in promotional activities and networking.

Would you like to increase the international exposure of your FOT activities? Then join FOT-Net's Associate Partnership and:

- commit to using and referring to FOT-Net as a central European networking platform for National, European and Global FOTs where all experts and stakeholders from public and private sectors are represented.
- guarantee comparability of results by using, promoting and improving the implementation of a common FOT methodology.

In return, FOT-Net keeps you informed about all FOT developments in Europe and beyond and offers the opportunity to increase the visibility of your FOT activities and results through its informational tools.

For more details on how to become an Associated Partner, contact info@fot-net.eu

News from FOT projects

Adaptive and Cooperative Technologies for Intelligent Traffic (AKTIV)

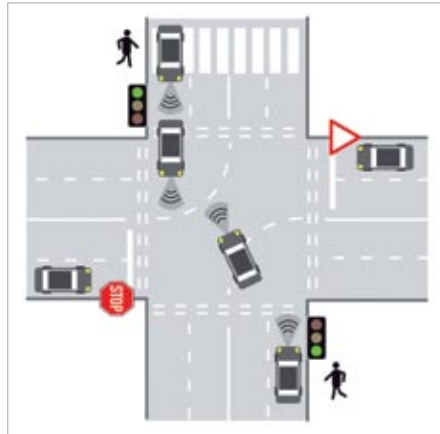


In 2006, a consortium of 28 partners of the automobile, electronics and telecommunications industries, software companies, research institutions and transport authorities launched the AKTIV research initiative in Germany, which will run until mid 2010. The initiative comprises three main projects: Traffic Management, Active Safety and Cooperative Cars. This article focuses on the advanced driver assistance systems, developed within the Active Safety project, which includes five subprojects. Four of these are developing assistance systems for proactive emergency braking, integrated lateral assistance, intersection assistance, and safety for pedestrians and cyclists. The fifth, horizontal subproject concentrates on driver attention and safety issues.

In a wider context, the EU aims to halve the number of accident fatalities by 2010 compared to 2000. The assistance systems of the Active Safety research project aim to contribute to this goal. "In the project, we are working on both existing and novel driver assistance systems that support the driver in hazardous situations", explains project leader Dr. Ulrich Kressel of Daimler AG. "The applications are designed to reduce the burden on the driver, and improve safety for all traffic participants, which will eventually lead to a significant reduction in traffic accidents."

The initiative will offer a glimpse of innovative technologies with 20 experimental vehicles demonstrating how assistance systems will lead to improved safety and driving comfort in traffic flows.

All the systems will be developed and adjusted to real road conditions and further presented during the final "road show" at the Federal Road Authority in summer 2010. Technical experts, decision makers of the partner companies, representatives of funding agencies and the general public will be able to take test drives with the demonstrative vehicles and get a first hand experience of safety assistance of the future.



Pictures: AKTIV project

Looking ahead, it is important to take into consideration possible obstacles from the first idea to vehicle implementation. Technological innovation and development of new standards for vehicles and road traffic are closely interconnected. Most often, considerable discrepancies between existing legal regulations and emerging technologies have to be adjusted. Programme coordinator, Eberhard Hipp, head of development at MAN Nutzfahrzeuge AG, considers that "successful introduction of novel traffic technologies requires a parallel, concerted effort to evolve the current legal and regulatory framework so that it will encompass research results representing the future state of art".

In order to harvest the economic benefits of these researches in the international context, the project is closely cooperating with political and scientific representatives through committees and conferences. An amount of €7 million is allocated to the Active Safety project, in majority provided by the Federal Ministry of Economics and Technology.

AKTIV's research partners include Allianz, Audi, BMW, Bosch, BaSt (Bundesanstalt für Straßenwesen), Continental, DaimlerChrysler, DDG, Ericsson Eurolab R&D Germany, Ford, Verkehrszentrale Hessen, HTW Saarland, IBEO, IFAK Magdeburg, MAN Nutzfahrzeuge, Opel, PTV, Siemens, TU München, Teleatlas, Transver, Uni Hannover, Uni Kassel, Vodafone Group R&D Germany and Volkswagen. Numerous university institutes and small to medium-sized companies are also contributing to the projects as subcontractors. Further information is available at www.aktiv-online.org

Be part of the FOT-Net Forum

Curious about the outcomes of FOT-Net seminars?

Want to talk about FOT baselines?

Expert on data acquisition?

Visit the FOT-Net forum and talk with the FOT community about these and other issues!

www.fot-net.eu/en/forum



Nissan hits European roads with eco-Field Test

NISSAN

The Nissan Intelligent Driver Project (NIDP) will show European motorists how to drive more economically in a unique project designed to help reduce fuel bills and lower CO2 emissions.

The eight-month study of drivers in the UK kicked off in July. The field test uses satellite navigation systems, mobile phone technology and advanced vehicle telematics to analyse driving habits and suggest ways of improving fuel economy. Reduction in fuel consumption and CO2 are the two main targets behind the project.

In a similar trial in Japan, drivers reduced fuel usage by an average of 18 percent, with comparable reductions in CO2 emissions. It led to savings at the pump of an estimated €50 per year. If similar improvements can be realised in Europe, the results would make a significant contribution to the development of these features in next generation Information Technology (IT) & Telematics systems.

Along with real-time fuel economy updates displayed to the driver via the vehicle's satellite navigation screen, data from every trip are transmitted daily to the Nissan Global Data Centre for analysis. This information is then published on a password-protected website that can be accessed by the drivers participating in the trial. The site allows drivers to compare their performance to other motorists driving similar vehicles, along with monitoring progress of their individual eco-driving techniques. Drivers are rewarded with Bronze, Silver or Gold status, with the most fuel-efficient drivers awarded the Platinum ranking.

Methodology

Methods for impact assessment



The iCars Network, coordinated by the FIA - International Automobile Federation, is a two-year project (July 2008 to July 2010) financed by the EC DG Information Society and Media. The project will contribute to the deployment of Intelligent Transport Systems (ITS) by exchanging knowledge and experience on these technologies among a wide variety of stakeholders on a number of specific topics.

The network is divided in four thematic groups:

- TG1 – The exchange of information between the world of ITS development and the world of public procurement;
- TG2 – The exchange of good practices between organisations who deal with dissemination of information and awareness actions among authorities, businesses and end-users;

- TG3 – The exchange of methods and evaluations of impact assessment methods;
- TG4 – The exchange on ITS technologies having a possible positive effect on energy efficiency in road transport.

TG3, coordinated by VTT, focuses on the identification and evaluation of different impact assessment methods (including FOTs) in order to draw up a catalogue of assessment methods for future reference by any interested party.

During the first year of the project, this group worked on an inventory of methods. They were compared for different uses, following a list of criteria defined within the group and validated by experts. Taking into account the results of the comparison of the methods identified, the thematic group is now proceeding with the elaboration of a catalogue of impact assessment methods and the promotion and validation of this catalogue.

For more information about the iCars Network, visit <http://www.icarsnetwork.eu>

Contact us

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News service

If you wish to subscribe to this newsletter, please visit www.fot-net.eu/en/news_events/newsletter

News about your FOT

Please send your information on FOT-projects to info@fot-net.eu

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Visit our website!

Further information on FOT-Net activities is available on: www.FOT-Net.eu





Second International FOT-Net Workshop

Stockholm, 21 September 2009, 9.00-14.00 – just before the Opening Ceremony of the ITS World Congress

Sessions will include presentations and discussion on FOT accomplishments and challenges in Europe, Japan and US, methodology and data handling, and examples of international FOT cooperation.

For more information, see inside.

Next FOT-Net seminar: How to develop a FOT

16 October 2009 in Paris

On the agenda:

- Stakeholder analysis: who are the stakeholders of a FOT, what are their interests, which influence do they have, how to match them?
- How do branch organisations and/or pressure groups influence environment, discussion and projects, and how can they be involved in the project?
- The policy maker's perspective: how do FOTs fit in ITS policy (transport, innovation, economy)?
- And more ...

Find out more inside.

Towards and beyond the 2010 road safety targets

The International Co-operation on Theories and Concepts in Traffic Safety will organise its 22nd ICTCT Workshop under the heading 'Towards and beyond the 2010 road safety targets - identifying the stubborn issues and their solutions'. The workshop takes place in Leeds, UK on October 22-23 2009.

Of particular interest for the FOT community is the 'Special Session on Incident Definition for Field Operational Tests and Naturalistic Driving Studies'. The session will see the following presentations:

- Behaviour observation in order to explain automatically collected data (Ralf Risser, Austria)
- Incidents in FOTs and Naturalistic Driving Studies: What Can We Learn from the Traffic Conflict Technique? (Oliver Carsten, United Kingdom)
- Incidents in SeMiFOT (Magnus Hjalmdahl, Sweden)

For more information go to <http://www.ictct.org/> (navigate to workshops/next)



16th ITS WORLD CONGRESS
STOCKHOLM 2009

ITS World Congress in Stockholm

The 16th ITS World Congress is taking place between 21 and 25 September 2009. This is the opportunity to take part in (executive and special) sessions and workshops organised on FOT activities as well as to visit the different showcases in the exhibition area. Here are some highlights:

- European Large-Scale Field Operational Tests on Active Safety Systems (euroFOT & TeleFOT): first results (SIS29, Thursday, September 24, 16.00-17.30)
- International cooperation areas for Field Operational Tests - FOT-Net (SIS30, Wednesday, September 23, 09.00-10.30)
- Capitalizing on Field Operational Tests - the next steps (ES13, Friday, September 25, 11.00-12.30)

Besides this some technical and interactive sessions will discuss FOT issues (e.g. FOT Highway ITS (TS082), FOT approaches (TS092), and ADAS/LDW (IS28)).

More information on <http://www.itsworldcongress.com/>

Driver Distraction and Inattention Conference 2009

Distraction and inattention are significant road safety problems, around the world. The contribution of distraction as a factor in road trauma is likely to increase as more distractions, inside and outside the vehicle, compete for driver attention. Simultaneously as the role of distraction and inattention in traffic safety is becoming clearer, there is an intensified development of countermeasures, and an intensified focus on the fundamental science of attention in modern neuroscience research.

The conference aims to bring participants up to date on recent developments in the field, to bring into the spotlight developments in research from neighbouring disciplines that have an important bearing on the problem, and to showcase new and emerging technologies, products and other countermeasures which have significant potential to prevent or mitigate distraction and inattention.

The conference takes place at Lindholmen Science Park, Gothenburg, Sweden, on September 28-29, 2009.

More information: <http://www.chalmers.se/safer/driverdistraction-en>