



Report on Seminar 1: Starting a Field Operational Test

23 October 2008, Brussels

Yvonne Barnard, ITS, University of Leeds

All materials are to be found on: <http://www.fot-net.eu/>

Agenda:

1. Introduction on FOT-Net and the FESTA handbook, Yvonne Barnard – University of Leeds
2. Practical example of a FOT: euroFOT Rino Brouwer- TNO
3. Starting a FOT: introduction to creating hypotheses, use cases and research questions: Oliver Carsten – University of Leeds
4. Working session: small groups working on hypotheses for their own FOTs
5. Plenary presentation and discussion on the results from the small groups, discussion on prioritisation of hypotheses: Oliver Carsten – University of Leeds
6. Ethical and legal issues in FOTs (such as privacy, video recording, informed consent, and responsibility): Oliver Carsten, Maxime Flament, Rino Brouwer and Yvonne Barnard
7. Conclusions Yvonne Barnard – University of Leeds

1. Introduction:

Slides are available on the website.

FOT-Net was introduced; the project sees itself as a “one-stop shop” for all FOTs, European and national ones. FOT-Net aims to collaborate with the FOT projects in order to support them, to build up a common knowledge base on how to perform FOTs, and to share the results and experiences. The FOT-Net seminars are based on the methodology developed in the FESTA project on performing FOTs. The methodology is described in the FESTA handbook; more detailed information can be found in the FESTA deliverables. All materials can be downloaded from the FESTA site: <http://www.festaproject.eu/>

2. euroFOT:

Slides are available on the website. See also the euroFOT website: <http://www.eurofot-ip.eu/>
Rino Brouwer introduced euroFOT, being one of the large European FOTs.

Challenges that were identified in the discussion are:

- How to evaluate combinations of functions? How do you assess the impact of combinations of different systems?
- How do you establish a baseline (driving without the system turned on)? It is not always possible to turn off a system, for both practical and ethical reasons. Therefore different baselines may be needed.
- How to deal with the penetration issue? Things may be different if the penetration of systems in the fleet is larger or smaller.
- Working with truck drivers and other professional drivers means that you have to take into account that they have other tasks than just driving.
- The organisational aspect is a real challenge, having to coordinate the work with other people and workpackages. Making working parties may be a solution.

3. Starting a FOT:

Slides and the hand-out are available on the website.

Oliver Carsten explained the FESTA methodology on formulating research questions, hypotheses and use cases. Two main methods may be used, which are complementary: the top-down approach, starting with the main impacts of system use on safety, efficiency and environmental impacts, and the bottom-up approach starting with use-case, situations, scenarios and events.

4. Working sessions on hypotheses

The participants worked in three small groups on formulating hypotheses for performing a FOT with three (imaginary) systems: an ADAS system, a nomadic device and a cooperative system. See the appendix for the results from the three groups. The groups used both the top-down and the bottom-up approach.

5. Plenary discussion on hypotheses:

Three general conclusions may be drawn from the groupwork:

- The bottom-up and the top-down approach are complementary, and both approaches lead to hypotheses that are not generated in a single approach.
- Group work is necessary for generating useful hypotheses and for prioritizing them. It is not work that can be done by a single person or by distant communication.
- Although we worked with imaginary systems, it was a very useful exercise, flashing out the possibilities and problems that would be encountered when working on real systems.

6. Ethical and legal issues:

Slides are available on the website.

Four topics on ethical and legal issues taken from the FESTA handbook were discussed with a panel: briefing of participants, administrative fines, data privacy and ethical principles.

Some of the problems and solutions discussed are:

- It is easier to have participants sign a letter of agreement than using a contract.
- How do you deal with testing a system that is not conform the European Statement of Principles, and/or which is not entirely safe or ergonomically optimal?
- A FOT is not the same as an experiment on the road in which an experimenter is sitting next to the driver.
- How do sales-persons position the systems?
- Who is responsible if the system can override the decision of the driver (e.g. by braking), the car manufacturer?
- Beware that equipped cars with sensors may not be allowed to enter private sites or security sensitive sites (airports, borders, military sites etc.) for security reasons. Even when turned off this may not be allowed.
- Record data near the participants' houses may be very sensitive to privacy. However, not recording them may lead to extensive loss of potentially interesting data.
- Think about presenting pictures or videos in which participants may be recognised, either arrange it in the letter of agreement, or make them unrecognisable.
- An option for dealing with privacy and data ownership is to provide participants with the possibility to delete information that is still in the car and not yet uploaded. This may be of interest when the driver is involved in an accident or non-legal action. However, this option is disputed.
- There is some consensus that data should not be given to outside parties, other than by court-order.
- Beware not to give driver data to insurance companies, in order not to harm the driver's interests. However, they may be a problem when an insurance company is part of the consortium.

- For cross-border studies it may be possible to arrange dispensations for national regulations. This should be further studied with the European Commission and with EU-Car.

Questions formulated by participants during the day are:

1. Do you have to inform participants in advance about everything that might happen?
2. How to deal with cross border experiments (different laws on privacy, different attitude regarding accidents)?
3. If accidents occur, who is "responsible" (if the system has had an influence e.g.)?
4. Who "owns" the data gathered in a FOT, e.g. video? Will the project be forced to hand it over to the police in case the driver is suspected of a traffic offence?

The discussion will continue, both in the seminars and on the web-forum (<http://www.fot-net.eu>).

7. Conclusions:

The day was interesting and highly interactive. Participants were all willing to share their experiences. Participants especially enjoyed the group work.

It will be investigated whether we can organise a separate seminar in the near future on the problem of combined systems.