

COMeSafety2: A European Coordination Action Driving Cooperative Systems Realization

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THE FULLY NETWORKED CAR GENEVA MOTOR SHOW

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The Fully Networked Car
Geneva, 2-3 March 2011



- Mission
- Objectives
 - Standardisation
 - Consolidation
 - Intercontinental Cooperation
 - Promotion
- EU-US Cooperation
- Information Material and Calendar of Events



Taking Up on the Results of COMeSafety

Worldwide harmonisation of the basic radio system



Recommendation for and consolidation of work of European projects



Push forward a co-ordinated EU frequency allocation process



Support and co-ordination of standardisation

Network Header		TPDU				
Protocol Data Unit		Protocol Data Unit				
Protocol Id	Net Header	Transport Header	Safety PDU	Efficiency PDU	V.A.S services PDU #1	V.A.S services PDU #n
Destination	Forwarding	Security				Forwarder flag

Net Header : Sequence of Node Id, Node Type, Pos Confidence, Node speed, seq, Number, Time Stamp, Node Long, Node Lat, Heading, Heading confidence

Safety PDU is a mandatory field for CAM

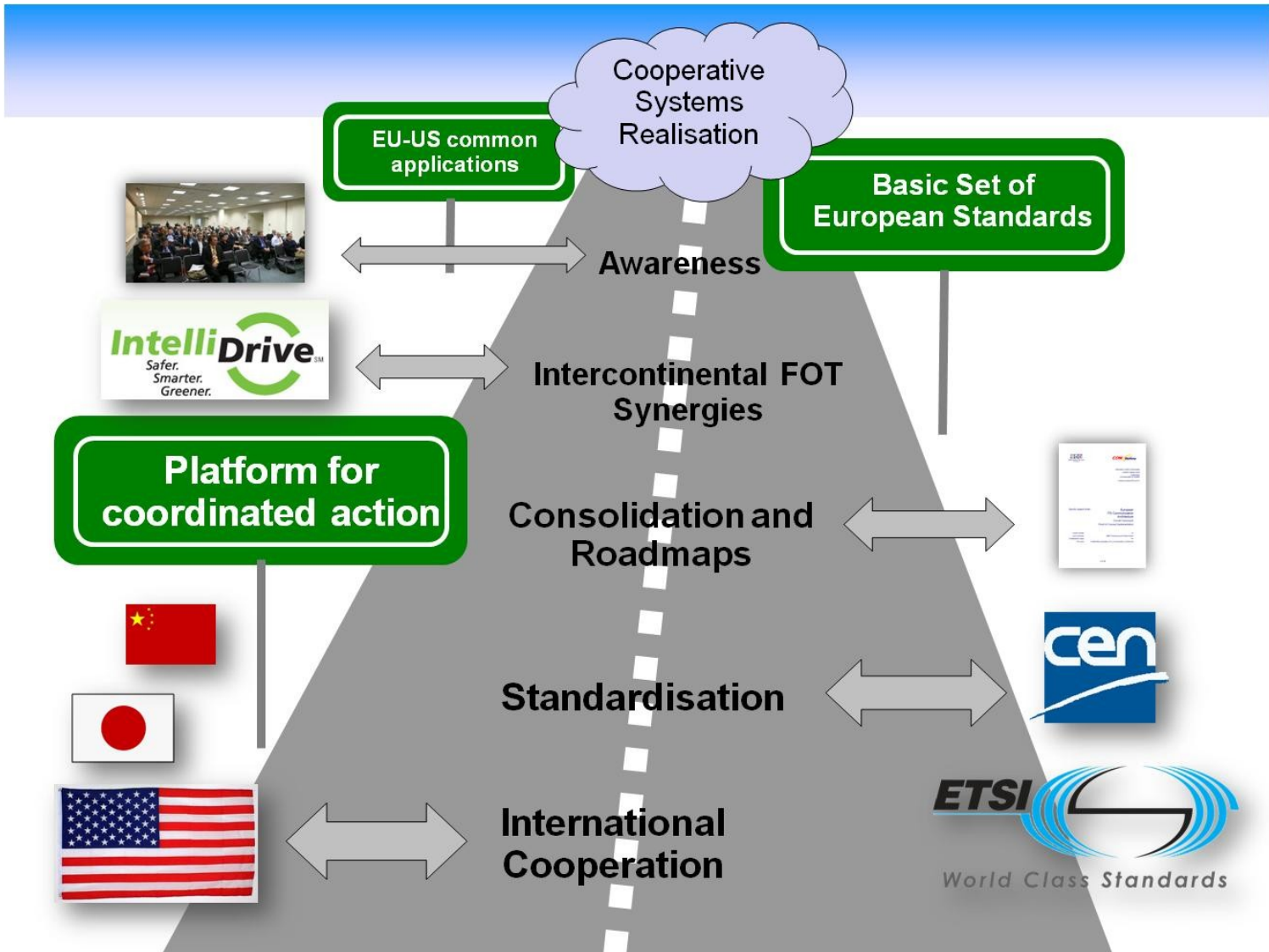
The dashed elements are optional

Support of the eSafety Forum

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Mission



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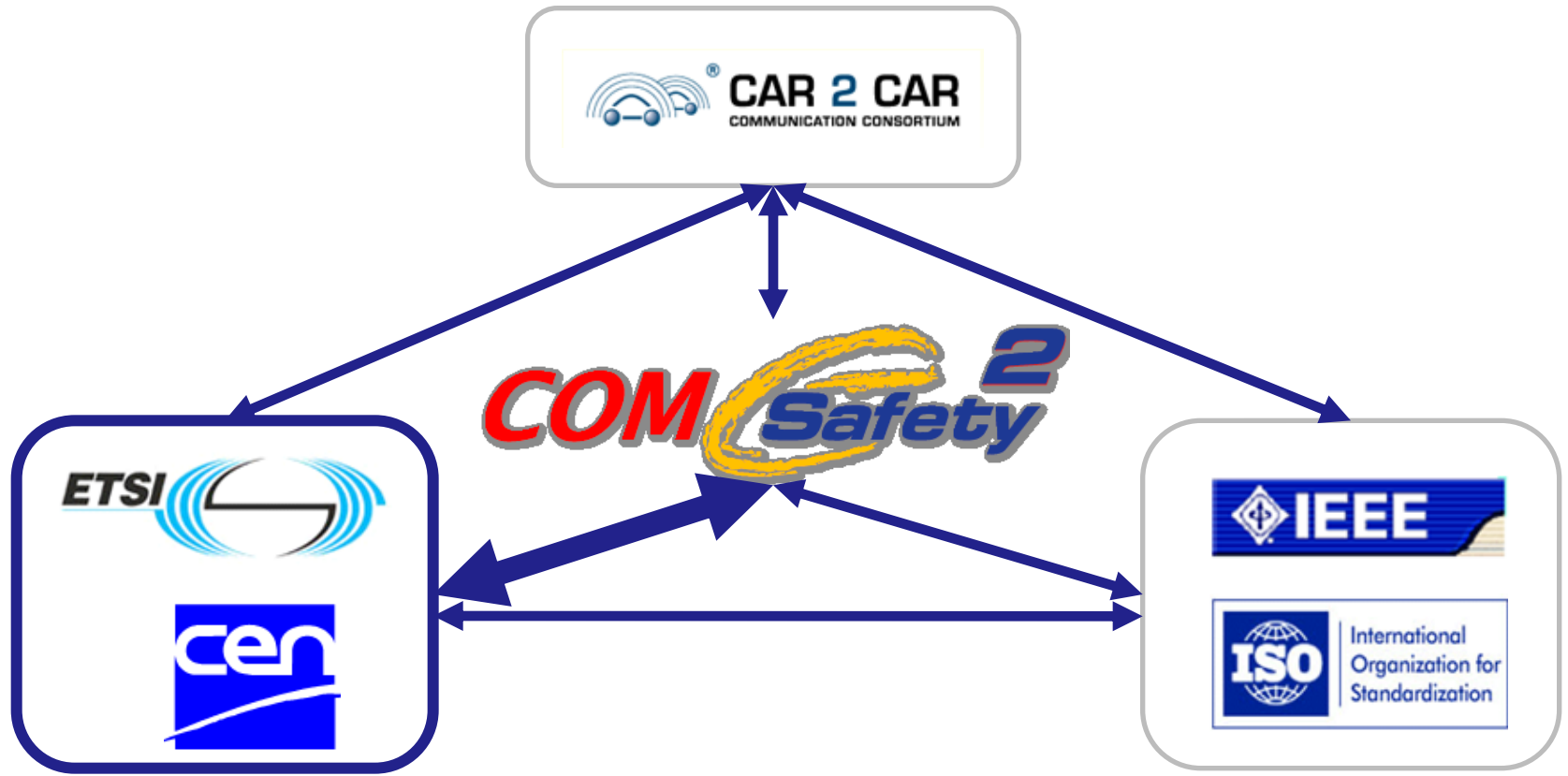


Who's behind?



BMW FORSCHUNG UND TECHNIK GMBH
BUNDESANSTALT FUER STRASSENWESEN
CENTRO RICERCHE FIAT SCPA
DAIMLER AG
EUROPEAN ROAD TRANSPORT TELEMATICS IMPLEMENTATION COORDINATION ORGANISATION S.C.R.L.
SOREN HESS
ITS NIEDERSACHSEN GMBH
RENAULT s.a.s. represented by GIE REGIENOV
HANS-JOACHIM WERNER HERBERT FRIEDRICH SCHADE - TRANSPORTATION SUSTAINABILITY ENVIRONMENT
VOLVO TECHNOLOGY AB

European set of standards to support European Community wide implementation and deployment of Co-operative Intelligent Transport Systems



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o Standardisation

- Track & support the standardization process under Mandate M453 in ETSI and CEN
- Liaison between European SDOs, FP7 projects and other EC initiatives
- Liaison to non-European SDOs (ISO, SAE, IEEE, ...)
- Liaison to the European Data Protection Supervisor body (EDPS)
- Participation in the Global Standards Collaboration (GSC)
- Contribution to the ITS-CG
- Liaison with eSafety Forum
- Frequency availability

- Effective EU-US and international cooperation
 - Mutual access to tools and methodologies for FOTs in EU and US, possibly later in Japan and other regions
 - Clearly specified common applications
 - Complementary set of standards for EU and US
 - Active participation in Task Forces and Working Groups
 - Bringing the result of CVIS (EU) and VII (US) closer to each other

- Maximised Benefits of Field Operational Testing Outcomes
 - Ensure the production of comparable test data
 - Support cross-project validation of test results through platforms
 - Create European database to gather major FOT outcomes (with profile-based access mechanisms to support wider controlled access and allow data exchange with US, Japan and other interested regions)

- Deployment preparation
 - Preparation of the process for a European Agreement on a Cooperative System for implementation
 - Clarification of the roles, responsibilities and contributions of stakeholders
 - Aspects of system certification and homologation
 - Requirements for the homologation of ITS Vehicle Stations and ITS Roadside Stations
 - Widely accepted security and privacy policy
 - Definition of preconditions for deployment

- Promotion by dissemination of objectives and prospects towards general public, industrial players and authorities
 - Platform for discussions and opinion formation
 - Knowledge in general public on technologies and developments
 - Awareness at stakeholder groups and decision makers

Information of COMeSafety2

Archive for COMeSafety1 Information

COM Safety <newsletter>
Newsletter for European ITS Related Research Projects
January 2010 Issue 8

European Commission Specific Support Activity

Information Society Technologies

COMeSafety Finalisation / further steps (by Timo Kosch, BMW Group)

This is the last issue of the COMeSafety Newsletter with the project having ended in December 2009. A small, but targeted project with clearly defined objectives and measures of success, COMeSafety was able to achieve its ambitious goals. However, this was not an achievement of the project alone, but rather an accomplishment of the whole European community: a cooperative work of the European Commission, the eSafety Forum, the research projects, industry consortia like the CAR 2 CAR Communication Consortium (C2C-CC), standardisation, interest groups, network organisations and other stakeholders together. COMeSafety served as a facilitator and promoter in this process.

calls, it is important to note that interoperability of the prototypes of the projects and many of the stakeholders could already be achieved. COMeSafety supported the IPs in the early stages of the planning of their demonstrations with respect to the use cases and system components. The degree of interoperability reached by the Integrated Projects will be evident at the Cooperative Mobility Showcase in March 2010 in Amsterdam. Already in fall 2008, a set of vehicle-to-vehicle safety use cases could be experienced at the annual Forum of the C2C-CC which was already almost fully compatible with parts of the COMeSafety specifications. COMeSafety has supported the work of the eSafety Fo-



7th International Workshop on Vehicle Communications Orlando 2011

The Fully Networked Car Geneva, 2-3 March 2011



- What has been the main driver of the development of the connected vehicle - technology, customer needs, public interest?
- How well do we know the effects of the systems - on the individual, the industry, the society?
- International harmonization - how does it work and how much do we need?
- A new Coordination Action:
 - A room for Ideas
 - A marketplace for exchange
 - A case for guidance
 - A driver of developments
 - A tool to get it done