FOT-Net NEWSLETTER

Networking for Field Operational Tests

ISSUE 8 – SEPTEMBER 2011

www.FOT-Net.eu

Editorial

FOT-Net has been supporting the FOT community for many years now. It has organised seminars and other events on topics related to the setting up and running of FOTs (drawing on the FESTA methodology). It has monitored and gathered information about the FOTs and circulated the news through the FOTWiki, newsletters and a dedicated website. In addition, it has successfully sought to raise awareness of FOTs among the wider ITS community. These ventures are going on. This autumn will see a particular peak of entries in the FOT calendar, with a number of exciting FOT-Net activities and events scheduled for the coming months. They all feature in this newsletter.

Two FOT-Net events at the end of the year are definitely worth pencilling in your diary, as they are addressing the crucial and interlinked topics of 'Exploitation of results' (Stakeholder workshop on 28 November) and 'Interpretation and dissemination of results' (Seminar on 29 November). With the first round of FOT projects in their final stages, these events are very timely. They will reflect on the types of impacts the users are interested in and how these impacts and wider FOT findings should be communicated.

Another highlight will be the upcoming release of the revised FESTA methodology. FESTA was completed some time ago, during the starting phase of the major FOT projects. Its revision now takes into account the experiences gained by FOT projects having used the FESTA methodology.

Another type of projects, which strictly speaking are not FOTs but which are crucial in running the test phase of a FOT, are Naturalistic Driving Studies (NDS). NDS are the focus of this issue of the Newsletter with two important NDS players 'in the spotlight' and an update on the progress of several NDS projects.

We wish you interesting and pleasant reading.

Myriam Coulon-Cantuer,
FOT-Net Project Officer
DG INFSO, European Commission

In the spotlight

Naturalistic Driving Studies

Rob Eenink, consortium leader of PROLOGUE - the EU FP7 feasibility study for a large scale naturalistic driving project, and Dr. Kenneth Campbell, Chief Programme Officer for the U.S. second Strategic Highway Research Programme (SHRP 2), share their insights on naturalistic driving studies on both sides of the Atlantic.

What is the purpose of naturalistic driving studies (NDS)?

Kenneth L. Campbell: The primary strength of studies such as PROLOGUE or SHRP 2 is that objective information on driver behaviour, and the context that behaviour occurs in, will be collected on a large sample of volunteer drivers during the normal use of their vehicles.

Rob Eenink: The purpose of NDS is to know how people behave in a natural way in their own car. With traditional research methods there are, for instance, instrumented cars that are driven for say a half hour or an hour with someone sitting next to the driver, with computers that are visible... In this case it is not the driver's day-to-day behaviour that is analysed, as opposed to NDS.

How can you assure that monitoring devices do not influence test drivers?

R. Eenink: First of all, you do so by ensuring that the equipment is small enough and that drivers don't have to do anything out of the ordinary to start their car. This is possible nowadays because Information and Communication Technologies have allowed for the development of small enough sensors, cameras, data strorage…

K. Campbell: What's more, previous naturalistic driving studies have demonstrated that drivers seem to quickly forget they are being monitored. It may be true that some of the worst drivers or driving behaviours are self-censored, but prior studies show that there is no shortage of high-risk behaviour to study.

What is the added value of naturalistic driving studies?

K. Campbell: Traffic safety is now focused on preventing collisions. The greatest need for collision prevention is information on the role of the driver. Only by collecting objective information during normal driving as well as situations leading to collisions can we identify the combination of circumstances and driver actions that increase collision risk.

R. Eenink: So if you know how people drive 'naturally' you can identify what they are able to do and where they would need support. Based on the information that is collected, we could imagine creating or adapting advanced driver assistance systems (ADAS) that would help minimise the risk inherent to certain types of manoeuvres.

What is the general impact of naturalistic driving studies?

K. Campbell: The goal of SHRP 2 was to address high-priority safety issues such as road departure, intersection safety and the role of driver behaviour. Certainly auto manufacturers will be very interested in how drivers use existing technology. Driver behaviour programmes will benefit from more accurate information on the role of inattention, fatigue and impairment. All of the results have possible implications for policy decisions.

R. Eenink: The knowledge gathered from NDS is of interest to anyone involved in road safety, environmental issues or traffic management. This includes car manufacturers, insurers and public authorities. The impact of NDS goes beyond road safety. With naturalistic driving one can assess the effectiveness of eco-driving programmes, for example, and make them more effective or envisage changing car and road design to use less fuel and reduce carbon dioxide emissions.

In the spotlight (cont…)

What are the main differences and similarities between both continents when it comes to NDS?

R. Eenink: I believe the main difference is the magnitude of the project in the U.S., not only in terms of size but also in terms of budget. What's more, in the United States they have agreed upon using certain types of equipment only. There is a lot of added value in using one type of naturalistic driving equipment, because you get comparable databases and it facilitates the analysis.

K. Campbell: As with the first Strategic Highway Research Program, it is anticipated the Congress will fund a SHRP 2 Implementation phase in the next highway bill to support the transition of research results into highway safety practice. We anticipate that the SHRP 2 implementation phase will indeed include funding for a data steward to maintain the NDS data and provide access to researchers for years to come. As for the similarities, I would say that prior to SHRP 2, the U.S. and Europe had been more focused on Field Operational Tests (FOT). FOTs use very similar instrumentation but are focused on the evaluation of specific (usually vehicle-based) technology and generally have much smaller numbers of participants. Now the U.S., Europe and other countries are moving to the broader NDS to fill an important need to support development of future safety systems.

Is a global strategic alliance on NDS foreseeable in the future?

K. Campbell: Adopting common methods, data sharing and the ability to make cross-country comparisons would greatly aid highway safety progress. It is certainly foreseeable.

R. Eenink: Definitely. And I think that is where we are headed: we have very good contacts with Australia and Japan, SHRP 2 had representation in PROLOGUE Advisory Board, and we have representation within SHRP 2 as well. Overall the most interesting situation within NDS is if you can observe a crash, which is a very rare occurrence. If we cooperate at transatlantic or even at global level, we can observe more of these events and better analyse them. That would certainly be a plus.

Find the complete interview on naturalistic driving studies on www.FOT-Net.eu and www.ertico.com

FOT-Net services

The revision of the FESTA methodology

In a previous issue of this newsletter the task of revising the FESTA handbook was presented. This task is soon going to be completed. A complete version was already distributed to the FOT-Net community in order to allow an open consultation period. Feedbacks are under review and on September 8, 2011 in a workshop in Gothenburg, the document was presented and discussed with FOT experts.

What's new in the handbook? There are no dramatic changes, but the FESTA methodology was further refined, based on recent FOT experiences and on input collected from seminars organised last year by FOT-Net. FESTA is conceived as a synthesis of experts thinking and assessed experiences; for this reason very new ideas not yet fully tested were not introduced. However, a number of subjects were revised and some new concepts not included in the previous version were added (see details below). Moreover hyperlinks in the text will be added in the final version to facilitate the handbook consultation.

Here is a short summary of the main changes:

The concept of **context** has been inserted as an upper layer to the FESTA V, which considers the motivations of a FOT and final usage of the results.

The activity flow in FESTA is represented by a V containing sequential phases. However in the practical development of a FOT, **iteration** is quite common. New text has been added to explain that iterations may happen at different levels of development.

A specific paragraph was added describing how to deal with **combination of function**, which is a realistic situation when functions are proposed in a bundle for technical reasons. In these cases, when designing the FOT, a detailed evaluation of the interactions among the functions of the bundle should be made.

Cooperative systems pose specific problems: technical, organizational, increased role of infrastructure, high number of vehicles requested,…. A number of considerations about these aspects were added. Moreover, due to these difficulties, the FOT should be designed considering both **Controlled Testing experiments** and simulation. A dedicated section, providing basic guidelines for design and implementation of these tests, was added.

The text dedicated to **nomadic devices** was extended and updated taking into account the experience of currently running and recently concluded FOTs.

Concerning the process of generation of **Research questions and Hypotheses**, a Bottom-up approach complementing the standard Top-down approach is described according to the experience of TeleFOT.

The text related to "Conducting a **pilot study** to test the evaluation process" has been expanded to stress the importance of this phase.

A section dedicated to **Large Data-set handling** was added, analysing advantages and disadvantages of the "space mission" approach (as much data as possible are collected) versus the minimal approach (only the data strictly defined in the design phase are collected). The importance of adopting a layered approach to data analysis and of using automated tools and data mining methods is highlighted.

In chapter "Socio-Economic Impact", a paragraph "**Deployment scenarios in impact analysis**", illustrating the main inputs to be taken into account when designing a deployment scenario, was added.

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/*

FOT-Net supports FOTs on dissemination activities

The first meeting of the FOT-Net Dissemination Liaison Group (DLG) took place during the ITS Congress in Lyon in June. The DLG is a new activity proposed by FOT-Net to improve coordination and cooperation on dissemination activities within the FOTs. The event, attended by representatives of FOT-Net and all existing European FOT projects (euroFOT, TeleFOT, FOTsis and DRIVEC2X), provided an opportunity for the FOTs to share their dissemination experiences, future plans and expectations from the DLG. All projects expressed support for the DLG, notably in terms of centralising information on dissemination activities and facilitating joint actions.

Stakeholder meetings

FOT-Net at ITS World Congress in Orlando

The 18th ITS World Congress, organised under the theme "Keeping the Economy Moving", will take place in Orlando, USA, from 16 to 20 October 2011. The following Special Sessions on FOTs will take place:

- SS27: V2X Cooperative System and Testbed Activities (Tuesday, 18 October, 10:30 - 12:00)
- SS70: Field Operational Tests: Moving Ahead Towards ITS Deployment (Thursday, 20 October, 08:30 - 10:00)
- SS53: Field Operational Tests as Enabler for Cooperative Mobility in Europe? (Wednesday, 19 October, 08:30 - 10:00)

In addition a number of papers related to FOTs will also be presented in technical sessions:

- TS01: Return on Investment (Monday, 17 October, 13:00 - 14:30)
- TS33: V2I Communication: Evaluation and Assessment (Tuesday, 18 October, 08:30 - 10:00)
- TS46: User Needs 2: Next Generation Travel Information (Tuesday, 18 October, 10:30 - 12:00)
- TS84: Pilots and Field Operational Tests (Wednesday, 19 October, 15:30 - 17:00)
- TS138: Testing and Assessment of the Field Test (Thursday, 20 October, 13:30 - 15:00)

For more information, consult the preliminary programme: *www.itsworldcongress.org*

4th FOT-Net International Cooperation Workshop in Orlando

A series of Round Tables will be organised at this workshop addressing FOT issues that have been identified as of high priority to the FOT community. An international panel of FOT experts will be invited to debate in each round table. Other experts and stakeholders are welcome to participate in the round tables as observers. Afterwards, recommendations from the round tables will be presented and the discussion will be open to the general FOT community. This year the following issues will be addressed:

- Cooperative Systems FOTs across the globe
- What should be harmonized at this stage and what not?
- Actions linked to Deployment; Tools for FOTs;
- Joint analysis of Past, Present & Future Naturalistic Driving Studies (NDS) and Field Operational Tests (FOTs)

The workshop is free of charge and takes place on Sunday, 16 October 2011, before the Opening Ceremony of the ITS World Congress in Orlando. More information: *info@fot-net.eu*

6th Stakeholders workshop, 28 November 2011, Brussels

FOT-Net stakeholders' workshops provide a forum for cooperation, discussion and information exchange, addressing FOT issues that have been identified as of high-priority to the stakeholders. This edition will focus on "Exploitation of FOT results". FOTs are a product in their own right but they are also a resource that can be used by stakeholders not directly involved in the FOT execution. Namely, FOT results will be used by policy makers to support their decisions and by industry players to make informed decisions about market introduction. In this workshop:

- Stakeholders will discuss their expectations from FOT results.
- Exploitation plans of FOTs and existing processes of transferring the results will be analysed.
- Recommendations will be drawn regarding the sustainability of FOT results and capitalisation of past experience.

The concept of innovation incubators will also be discussed, specifically the use of test beds as an environment to evaluate ITS applications and explore new ITS solutions. The new EC funded project SATIE (Support Action for Transport - ICT European large scale action) will focus on its plans for the definition of implementation schemes for pan-European test beds, incubators and services.

FESTA seminars

Practical Issues in starting up a FOT of cooperative systems

On 15 April 2011, a seminar on Practical issues in starting up a FOT of Cooperative Systems and defining research questions, hypotheses and performance indicators took place in Vigo, Spain. This seminar was organised in collaboration with CTAG, the Galician Automotive Technology Centre (*www.ctag.com*).

The focus of this seminar was on the first stage of a FOT: how to develop research questions, hypotheses and performance indicators? In addition to presentations from the three projects, the seminar provided an overview of the FOT methodology developed in the FESTA project and the recommendations coming from previous seminars. Every day practice in traffic management was explained by the traffic management centre near Vigo.

The seminar targeted people involved or interested in FOTs (especially in FOTS on cooperative systems), coming from research, industry or public authorities. Several discussions took place in small groups to share knowledge and experiences. The two new European projects on cooperative systems (DRIVEC2X and FOTsis), which started in January 2011, contributed to this seminar as well as the Spanish SISCOGA project.

To download the presentations, visit *www.fot-net.eu*

FOT-Net Seminar on Interpretation and presentation of results, 29 November, Aachen

The theme of the next FOT-Net seminar is both important and very timely given the impending completion of the euroFOT and TeleFOT projects, which are both now in the process of analysing the extensive data gathered.

The seminar will show how current FOT projects are addressing the interpretation of results, including impacts, and will also give the floor to potential users of FOT results to enable them to explain their expectations from FOTs. There will also be a panel session on how to obtain results from large and complex FOTs involving many functions and nomadic devices. Concerning presentation of results, the seminar will provide an opportunity for the FOT projects to share their experiences of dealing with the media with the aim of identifying the best approach for communicating results in the future.

Further information will be available soon on the FOT-Net website.

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.

Bringing intelligent vehicles to the road

euroFOT: The Homestretch

euroFOT is entering its final phase involving the analysis of the collected data. Over 970 vehicles have gathered huge amounts of data over the last 20 months. The terabytes of data collected are now being pre-processed at VCC and VTEC in Sweden and at IKA in Germany, while the recorded videos are being annotated at Chalmers tekniska högskola in Sweden. In Germany FFA, VW and MAN gathered CAN-only data while the Swedish VMCs, VCC and VTEC gathered CAN and video data. The data analysis will be carried out within euroFOT with the expert knowledge of research institutions such as the Data Analysis subproject leader IKA from Aachen (VMC Germany 1), IZVW from Wuerzburg (VMC Germany 2), Politecnico di Torino from Torino (VMC Italy), CEESAR from Paris (VMC France) and Chalmers Technical University in Goteborg (VMC Sweden), together with several other project partners.

What's more, the FOT operation of the project is now partially completed. However some operation sites still have active vehicles on the roads, and some of them will keep running until the very end of the project in order to maximise data collection.

The most important task now is to process the collected objective (CAN and video) and subjective (questionnaires) data to start the analysis. Moreover the operation sites are planning to set up user workshops with the drivers, such as face-to-face meetings, phone interviews etc., to get personal feedback that shall provide additional valuable details to be added to the subjective information already available.

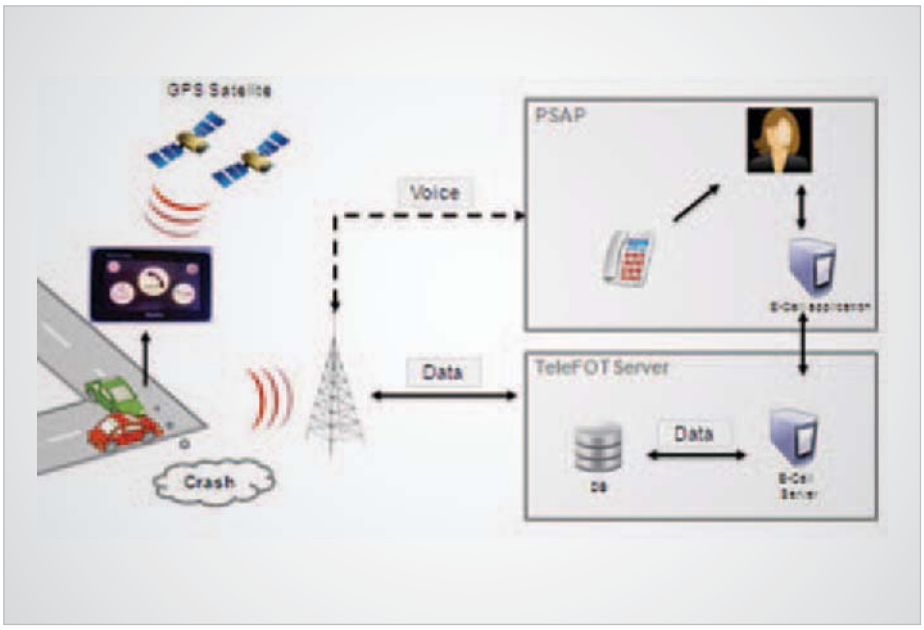
The project is expected to end in 2012 with a final event in Brussels, where the overall results will be presented and discussed in detail, giving valuable input to the industry stakeholders about the economic/safety/ecological impact of the tested ADAS functions.

News from FOT projects cont'd

TeleFOT: focus on eCall and progress in detailed FOTs analysis

Between the end of 2010 and 2011 events with local stakeholders have been held at all the TeleFOT test sites. The objective of these events was to involve those stakeholders, gain a perspective focused on local needs and features, as well as to inform them on project progress.

On 6 July 2011 in Malbouhans (a French Comte region) during the Stakeholder Forum organised by the French Large Scale FOT, UTBM, as the French FOT Manager, presented and tested the eCall platform for large scale usage and for driving assistance in the case of accident, developed and used in TeleFOT by 250 users. When an event occurs or is detected, the application embedded in the ND (Nomadic Device) allows the event information to be sent to the TeleFOT server. The operator receives the information and then contacts the emergency services to give all needed information including how to reach the event location.



TeleFOT has also made progress in the Evaluation and Assessment area. Part of this was presented during the 8th ITS European Congress held in Lyon in June.

The results mainly relate to detailed trials and to the use of eye-trackers to record head and eye movements. The eye-tracker allows a 'world model' to be constructed over the driver's measurable field of view. This in effect means that areas of the 'screen' are associated with components of the vehicle interior, including of course the windscreen. The influence of the function on the pattern of eye movements will be used as a measure of distraction in later analyses.

TeleFOT
Field Operational Tests of Aftermarket and Nomadic Devices in Vehicles

DRIVE C2X

At present, there is a general understanding of the benefits of cooperative systems, but so far they have been tried out in small scale experiments mostly on closed test tracks. There is no proof of these benefits on a European scale with many communicating vehicles used by ordinary drivers in varying road conditions.

DRIVE C2X will create and harmonise a Europe-wide testing environment for validating and deploying such cooperative systems. The project will coordinate the Field Operational Tests carried out in parallel throughout the seven DRIVE C2X test sites. Since the kick-off in January 2011, DRIVE C2X has created the methodological framework for the preparation, operation and evaluation of the pan-European FOTs. The process from system level to applications, functions, target scenarios, use cases and test scenarios was identified. The project specified the basic system architecture and identified DRIVE C2X compliant hardware platforms. Based on these results, the technical test plan was created.

Additionally, the consortium revised and specified the use cases/functions by taking all the test site requirements into account. From this solid foundation, the project can now move forward, by defining the evaluation framework. This includes identifying relevant research questions, hypotheses and performance indicators. The upcoming pilot tests in early 2012 will determine more details to further refine the methodological framework.

DRIVE C2X has developed a dedicated campaign organised around its various test sites all over Europe. DRIVE C2X@sim^{TD} is the first event in this series taking place on October 13, 2011 in Friedberg, Germany. sim^{TD} is a German large scale FOT on cooperative systems. The event will offer sessions built on the three phases of a field operational trial: preparation - the communication system and FOT framework; operation - the test management and piloting; and, evaluation - the methods and data requirements.

More information: *Tom.Rothe@eict.de*

DRIVE C2X

News from FOT projects cont'd

FOTsis

The FOTsis project kicked off officially in April. During March 2011, the EC and Iridium, as FOTsis Project Coordinator, signed the Grant Agreement 270447, starting the FOTsis Project in April 1st 2011.

FOTsis is a large-scale field test of the road infrastructure management systems needed for the operation of seven close-to-market cooperative I2V, V2I & I2I technologies. It will test the road infrastructure's capability to incorporate the latest I2V, V2I & I2I cooperative systems technology at 9 Test-Sites in four European Test-Communities (Spain, Portugal, Germany and Greece) providing the following services: Emergency Management; Safety Incident Management; Intelligent Congestion Control; Dynamic Route Planning; Special Vehicle Tracking; Advanced Enforcement; and, Infrastructure Safety Assessment.

On 4 and 5 April, FOTsis joined other projects at an EU concertation meeting in Brussels. The following week, the Project Kick Off took place providing the opportunity not only to know better all partners of the consortium, but to explain the services to be tested, the Test-Sites' characteristic, and the consortium tools for the development of the project, among others. April finished with the adhesion of the 23 project consortium members, and the submission of the first three deliverables: Administration, Quality & Risk Manual and Project Presentation.

May started with the launch of the project Intranet, followed by the FOT Design first technical meeting and ended with the WP5000 (dissemination) Kick-Off. As a consequence of these meetings, June became a month of hard work with the delivery of three new deliverables, including the FOTsis website (www.fotsis.eu). Work at the moment includes the drafting of documents for the specifications, architecture, manuals for FOTs, final test-sites definition, etc.

Naturalistic Driving Studies

Naturalistic Driving Studies (NDS) are based on the principle of Naturalistic Driving observation which uses unobtrusive observation when driving in a natural setting. Naturalistic Driving observation is a new approach among already applied traffic research methods.

Observations by means of vehicles with visible instruments or simulators do not encourage the test subjects to behave in a normal (naturalistic) way, since they are generally well aware of the experimental conditions. In NDS, the driver becomes unaware of the observation as the data collection is organised as discreetly as possible and preferably drivers use their own vehicles. The driver quickly forgets the presence of cameras and sensors, allowing the study of real-world conditions driving behaviour. The data is used to study the relationship between driver-, vehicle-, and/or environment factors with crash risk.

The naturalistic driving observation as a method requires heavy resources in terms of samples and duration (in order to assure the appearance of crashes and near crashes in the data collected). Thus, also large resources for data gathering, data storage, data reduction, and analysis are needed. Therefore, it is of crucial importance to ensure that such a study is broadly supported and that the results can serve many purposes.

SHRP 2

The objective of safety research in the second Strategic Highway Research Program (SHRP 2) is to reduce traffic injuries and fatalities by preventing or reducing the severity of collisions. Every 1 percent reduction in accidents in the United States will prevent 330 deaths and about $2 billion annually in medical expenses and other losses from these crashes. Moreover, accidents are a leading cause of congestion. Collision prevention has added benefits in terms of reduced delay, fuel consumption, and emissions.

The SHRP 2 safety research plan includes two tracks: a large naturalistic study of the driving behaviour of volunteer drivers using their personal vehicles equipped with a comprehensive data acquisition system; and a site-specific study at intersections using a roadway-based video system to record the movements of all vehicles. The SHRP 2 field studies support a safety assessment of how driver factors, including behaviour and performance, interact with roadway, environmental, and vehicular factors to affect crash risk, especially for lane departure and intersection crashes, and to identify potential methods to improve safety.

We know that driving behaviour is the primary cause of most crashes. Now for the first time, technologies can be combined to gather objective, scientific information and we will have real-world data about crashes and contributing conditions. In fact, by instrumenting more than 3000 cars over two years, we will have roughly a petabyte of data (that's the capacity of a million 1-gigabyte flash drives).

The Transportation Research Board of the National Academies administers SHRP 2 in conjunction with the Federal Highway Administration and the American Association of State Highway and Transportation Officials. Details are available on the Safety page of the SHRP 2 website: *www.TRB.org/SHRP2/Safety.* Details on the SHRP 2 Naturalistic Driving Study are on the website *www.drivingstudy.org.*

PROLOGUE - PROmoting real Life Observations for Gaining Understanding of road user behaviour in Europe

PROLOGUE was a two-year project in the 7th Framework Programme and co-financed by DG Research, which was completed at the end of July 2011. It aimed to assess the feasibility and usefulness of a large-scale Naturalistic Driving (ND) study in Europe and formulate recommendations for such a large-scale study.

Based on the experiences in the USA, in field operational tests, and based on discussions and workshops with all sorts of stakeholders and potential users as well as a series of small-scale field trials, it was concluded that indeed a large-scale effort in Europe would be possible and worthwhile. The project showed that there are many interested stakeholders not only in the area of road safety, but also in the area of eco-driving and traffic management, both with the aim of research and knowledge development, and with the aim of developing practical applications for the car industry, insurance companies, national policy makers, and so on. The Commission's recent call for proposals for such a large-scale study fits in very well with the findings of the project.

PROLOGUE's recommendations deal with general and specific issues in the areas of research questions, study design, data acquisition and data analysis. The main recommendations were summarised in "PROLOGUE's 11" and were recently published in the project's final newsletter. This newsletter as well as all other public Deliverables, including the full recommendation report and the final report, are downloadable from *www.prologue-eu.eu*

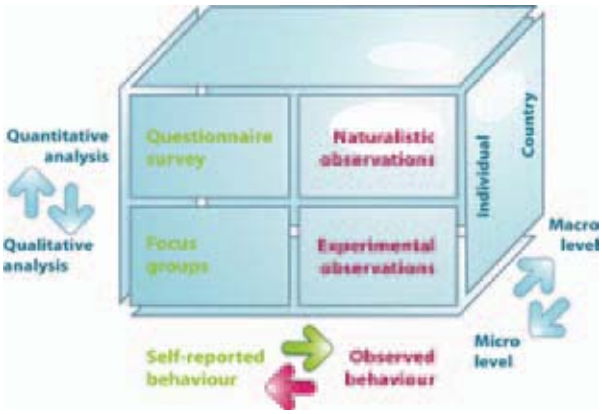
INTERACTION

INTERACTION aims to understand driver interactions with In-Vehicle Technologies (IVT). The originality of this project comes from the complementary methodologies it uses. Indeed, the naturalistic driving study (NDS) is combined with an in-depth behaviour observation (IDO) and with 2 self-report methods, which highlight never approached individual and cross-country differences.

The NDS objective is to observe drivers during their usual journeys in order to identify where, when and how they use IVT and the associated effects on their driving. In addition, the IDO enables behavioural changes to be measured and complex behaviours, such as interpersonal communication process between road users, to be analysed.

INTERACTION focuses on a set of four mature technologies: cruise control, speed limiter, navigation systems and mobile phone, and on a population of drivers that use these technologies regularly and frequently while driving in order to investigate the long term effects of IVT use on drivers' behaviour.

The equipment, tools and methodologies for the behavioural observations have been purposely prepared. For the NDS, a data acquisition system that records 4 video streams, GPS data and IVT handling triggers, and its associated software were built and deployed at each partner institute, in seven European countries: Czech Republic, France, Finland, The Netherlands, Portugal, Spain, and United Kingdom. Cars are currently on the road, with the objective to collect around 3000 hours of driving data.



For the IDO, a standardised test route has been selected and drivers are observed in real conditions of traffic, by experts using the "Wiener Fahrprobe" behaviour observation method.

Contact: Corinne.Brusque@ifsttar.frm
www.interaction-fp7.eu

Associated partners

A number of stakeholders have responded to FOT-Net's invitation for Associated Partnership. In this issue we introduce the Center for Traffic Sciences/IZVW (University of Wuerzburg). If you would like to become an Associated Partner, please contact ***info@fot-net.eu.***

FOT-Net Associated Partner Profile: Center for Traffic Sciences/ IZVW (University of Wuerzburg)

FOTs call for methodological approaches on how to conduct and evaluate them properly. Particularly, the implementation and usage of a harmonised, common FOT methodology is of major importance for the success and the comparability of the achieved results of a FOT. FESTA is an important step to achieve this goal. However, a few methodological questions remain open which have to be cleared up.

This is why the Center for Traffic Sciences at the University of Wuerzburg (IZVW) joined FOT-Net as an associated partner. The Center is an institution within the university working on all kinds of traffic-related research projects. It employs about 30 researchers from different faculties (e.g. psychology, computer sciences, medicine, legal sciences, engineering).

Currently, the IZVW fosters and develops a FOT methodology in the EU-funded project euroFOT as well as in the German funded projects simTD and Ko-Per. These projects aim at evaluating car-to-X (car-to-car and car-to-infrastructure) communication and its effect on drivers' behaviour. The IZVW focuses on how the drivers react to these messages as their accuracy and appropriateness often cannot be evaluated by the driver immediately. Therefore, aspects of trust, undertrust and overtrust are of major importance for the drivers' interaction with car-2-X. With FOT-Net the IZVW follows a multi-method/multi-technique approach in these projects.

For more information please contact:
Prof. Dr. Hans-Peter Krüger, Head of *Center for Traffic Sciences (IZVW) at the University of Wuerzburg, krueger@psychologie.uni-wuerzburg.de*

Upcoming events

DRIVE C2X@ simTD - joint event, Friedberg, Germany, 13 October 2011

To promote cooperative driving DRIVE C2X has developed a dedicated campaign focusing on its various test sites all over Europe. DRIVE C2X@ simTD is the first event in this series taking place on October 13, 2011 in Friedberg, Germany. simTD is a large scale German FOT on cooperative systems. More information at: http://www.drive-c2x.eu/news-item/items/simtd-and-drive-c2x-joint-event

ITS World Congress 2011

- Orlando, USA, 16-20 October 2011

FOT-Net 4th International Workshop,

- Orlando, 16 October 2011

FOT-Net 6th Stakeholders Workshop

- Brussels, 28 November 2011

FOT-Net Seminar on Interpretation and presentation of results

- Aachen, 29 November 2011

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SEVENTH FRAMEWORK PROGRAMME