FOT-Net NEWSLETTER

Networking for Field Operational Tests

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www.FOT-Net.eu

Editorial

2012 is a landmark year for the FOT community, with two of the European FOT projects coming to an end – euroFOT and TeleFOT.

The euroFOT final event in June concluded the project and revealed exciting results from a four-year study focusing on the impact of driver assistance systems in Europe. If widely deployed across the EU, the systems studied by euroFOT should reduce accidents and save resources. The two-day final event gave the floor to around 30 speakers and was very well attended with almost 300 participants.

We are now looking forward to the final event of TeleFOT. It will take place on 27 and 28 November in Brussels, and I am confident that it will be a big success as well. This issue of the newsletter presents a good opportunity to learn more about the achievements of the project, the results and findings after 4 years of hard work. The report on the project's achievements has been complemented by an interview with TeleFOT's project coordinator, Petri Mononen, in the spotlight of the newsletter.

The FOT community is already anticipating and preparing for one of the most widely attended events, the ITS World Congress, which this year is going to take place in Vienna from 22 to 26 October. In addition to the Congress, where the FOT-Net 5th International Workshop will be held, the results from FOT-related projects and insights from the FESTA methodology will be promoted at the 4th FOT-Net Seminar which will explore how to compare results from different FOTs and re-use data. The seminar will be organised in conjunction with the TeleFOT final event in order to create synergies between both events in terms of participants and discussion content.

Finally, this issue of the newsletter will open up more widely to international activities and will present, together with the European initiatives, some highlights from the US "Safety Pilot".

With all this in mind, I am persuaded that FOT-Net will continue to make a good job in supporting the networking and information exchange within the FOT community and between the different FOTs by means of seminars and events, the FOT Wiki, newsletters and a dedicated website. I am also confident that these efforts will deliver promising results.

I wish you a pleasant and inspiring reading.

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

In the spotlight

TeleFOT: In-Vehicle Aftermarket and Nomadic Devices for Safe, Smart and Clean Mobility in Europe

In November 2012, the Field Operational Test of Aftermarket and Nomadic Devices in Vehicles – TeleFOT – will come to an end and unveil its results, with the aim of enhancing the well-being of Europeans by working towards a safe, smart and clean mobility. TeleFOT's project coordinator Petri Mononen walks us through the evolution of this Integrated Project, and gives us a preview of what will be showcased at the TeleFOT Final Event.


Petri Mononen

What does TeleFOT stand for?

Petri Mononen: TeleFOT stands for "Field Operational Test of Aftermarket and Nomadic Devices in Vehicles" and is an Integrated Project under the EC FP7 that aims at assessing the impact of nomadic devices on road transportation and mobility by use of the Field Operational Test methodology. TeleFOT is the first European large scale FOT to have carried out an in-depth research on the support that nomadic devices offer in increasing driver safety, fostering greener mobility and reducing traffic congestion. The project has been running since June 2008 and will be drawing to a close this November.

What is the added-value of carrying out such a study?

P. Mononen: We all can acknowledge that nomadic devices such as portable navigators and smartphones have well and truly penetrated the market during the last decade or so. For example, hundreds of millions of smartphones that can handle GPS navigation software are sold worldwide on a yearly basis. Simultaneously, the same has also happened to thousands of services that are provided through these nomadic devices - including services directed to drivers and travellers. Even though both the device and services usually go through a thorough testing cycle in their design and production phases, up to now there still have been surprisingly small amounts of transparent unbiased scientific information available on the effects of those services on the driving task in terms of safety, efficiency and mobility. TeleFOT will eventually shed some light on these issues, based on real-life subjective and objective data – data that has been collected on millions of kilometres driven by thousands of everyday users who interacted with services such as navigation, green driving support, real-time traffic information and speed limit information.

What is the expected outcome of TeleFOT?

P. Mononen: First of all, TeleFOT's findings and recommendations will help steer policy making and investment toward increased cost-effectiveness. On the other hand, it will help the industry design better and more attractive products. Ultimately, the project outcomes will help enhance the well-being of Europe in general by working towards a smarter and more cooperative transport system. This has been the main objective of TeleFOT since the beginning, and I am proud to say that, upon closure, TeleFOT will have met its set objectives.

In the spotlight (cont…)

Are the results already available?

P. Mononen: As I mentioned before, TeleFOT will end in November. However preliminary results are already available and published, and have been presented at various congresses worldwide. For instance, we can already state that certain types of green driving solutions for professional fleets have a permanent effect on both fuel consumption (hence on the environment) and on traffic safety. This is just an isolated example, but we can already imagine this single solution will affect future national and European policies. As for the final results, there will be a sneak preview at the upcoming 19th ITS World Congress, in Vienna, with technical and scientific presentations, as well as an overview of the general project outcome and main results in a Special Interest Session (SIS 67). Most importantly however, the TeleFOT Final event will present a very detailed walkthrough of both the final results and recommendations – including the numerous lessons learned from carrying out a major FOT. Not to forget that TeleFOT has contributed to enhancing the FOT methodology itself.

Can you tell us more about the TeleFOT Final Event?

P. Mononen: The TeleFOT Final Event will take place on 27-28 November, at Autoworld Museum (Brussels). Apart from the results and lessons learned, the event will showcase selected elements of the process of carrying out a large scale FOT. This event will be of interest to policy makers, human factor experts, ICT industry engineers and technicians involved in the development of nomadic products, automotive industry engineers and vehicle manufacturers, road infrastructure operators and authorities, traffic safety experts, transport economists, and nomadic device service developers. All of these groups will benefit from the TeleFOT results and be able to make more informed – hence better – decisions in the future with regard to the deployment of services for nomadic and aftermarket devices. So I hope you will join us, and I look forward to seeing you there!

TeleFOT
Field Operational Tests of Aftermarket and Nomadic Devices in Vehicles

Final Event

27-28 November 2012

Autoworld Museum (Brussels)

The TeleFOT project has the pleasure to invite you to join the final event, where the achievements of the past four years will be shared. This event will take place in the **Autoworld Museum (Brussels) on 27-28 November 2012.** Don't miss this event: save the date now, and visit **www.telefot.eu** for further information.

Save the Date!

FOT-Net services

FOT-Net Stakeholder survey

FOT-Net is currently carrying out a Stakeholder Consultation. Stakeholders are people and organisations that are involved in or connected to FOTs, for example by giving support to FOTs or benefitting from their results. Through this consultation, FOT-Net would like to learn more about stakeholders' experiences, opinions and attitudes towards FOTs. As part of this consultation a survey has been prepared to collect the stakeholders' views. The end goal is to evaluate how FOTs have met the stakeholders' needs and issue recommendations towards the deployment of ICT solutions towards smarter, safer and cleaner mobility.

To take part in this survey contact info@fot-net.eu

WG activities

The working groups of FOT-Net are working on enhancing and revising the FESTA methodology for FOTs. The working group on Data Analysis is currently consulting experts on a wide range of issues dealing with experimental design, data collection and storage, data processing and analysis. The first set of recommendations will become available before the end of the year. The group working on the Definition of Incidents and Events is working together with European and international experts to produce a report with improved definitions. The group on Legal and Ethical Issues has produced an extensive report, comparing the legal framework for FOTs in France, Italy, Spain and the Netherlands, in addition to the more German perspective taken in the FESTA handbook. It turns out that the legal framework is quite similar throughout the states, but there are also certain national peculiarities. The group on Impact Assessment and Scaling up has developed a questionnaire based on an inventory of topics of interest, such as approaches and methods, and use of models and tools. This questionnaire is the basis for one-to-one interviews which are being carried out by working group members. In the beginning of 2013 a document with initial insights on best practices, issues, gaps in knowledge, lessons learned, and recommendations will be produced. Finally the group on Data Sharing is working on defining the principles of sharing.

The working groups will discuss their findings and elicit new issues and solutions during the FOT-Net International workshop at the ITS World Congress in Vienna (http://2012.itsworldcongress.com)

When reports are finalised they will become available on the FOT-Net website and announced in the news-flashes. If you are interested in one of the groups, please contact info@fot-net.eu.

Stakeholder meetings

Coordination Day for Cooperative Systems FOTs

The aim of the Coordination Day for Cooperative Systems FOTs, held on 25 May, was to provide a forum for discussion for EC-funded projects working in this domain. The workshop was not restricted to FOTs. Other EC-funded projects, for instance CIP Pilots, were encouraged to attend this workshop. More specifically, the objectives were to build stronger cooperation between the projects, harmonise activities, discuss joint testing opportunities and map future cooperation.

Four key areas were identified for discussion:

- Interoperability of Cooperative Systems and feedback to standards
- Data Sharing
- Dissemination of Cooperative Systems benefits through cooperation between FOTs at EU and international level
- Deployment prospects

FOT-Net provided support to the EC - DG CONNECT in the organisation of this workshop and served as rapporteur.

The Workshop report is available online: http://fot-net.eu/en/news__events/news

Special session cooperative systems at ITS World Congress

SIS48 - Cooperative ITS Field Operational Tests in Europe, Thursday 25 October 2012, 09.00-10.30

Over the last few years, a number of European countries have invested in the assessment of FOTs on Cooperative ITS involving public and private stakeholders. This special session will bring together national FOT activities in five European member states. The aim is to present their achievements as well as their underlying deployment and exploitation plans.

FOT-Net will chair the session as it represents the strategic networking platform dedicated to the promotion of FOTs.

Organiser: Irina Silva, Project Manager, ERTICO – ITS Europe

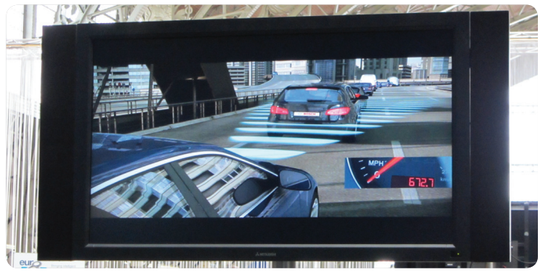
Moderator: Dr. Maxime Flament, Head of Sector SafeMobility, ERTICO – ITS Europe

Speakers:

- Francisco Sanchez, Electronics & ITS Director, CTAG, Spain
- Gérard Segarra, Engineering division, Cooperative ITS Innovations Pilot, Renault, France
- Dr. Christian Weiss, Project leader simTD, Daimler AG, Germany,
- John-Fredrik Grönvall, Manager Traffic Accident Research VCC, Sweden,

To know more about the other FOT related sessions visit: http://fot-net.eu/en/news__events/

Photo by: DRIVE C2X



International Workshop in Vienna

There is a need for the different global regions (Europe, Asia-Pacific and North America) to cooperate on common FOTs issues, such as data handling and sharing, methods and deployment. With successful events organised at the ITS Congresses in New York, Stockholm, Busan, and Orlando, FOT-Net has established an international network of FOT organisers, aiming to tackle common working issues and foster cross-regional cooperation.

The next international workshop will offer round tables targeting issues related to data analysis, impact assessment & scaling up, data sharing in the context of cooperative systems FOTs and naturalistic driving studies - events & incidents definition.

Date and time: Sunday, 21 October 2012. Round tables start at 08:00. Plenary session starts at 12:00 with lunch and concludes at 15:30.

Place: Hotel Courtyard by Marriott Wien Messe

The workshop is free of charge.

For more information, contact: Irina Silva, Project Manager, ERTICO - ITS Europe, info@fot-net.eu

To know more and to register for the workshop: http://fot-net.eu/en/our_services/international_workshops/vienna/workshop.htm

FESTA seminars

FOT-Net seminar 'How to compare results from different FOTs and re-use of data?'

The next FOT-Net seminar will be organised in Brussels on 26 November, the day before the TeleFOT project final event (27-28 November) - two good reasons to join us in Brussels!

As the FOT-Net wiki (www.fot-net.org/en/catalogue/) shows, a large number of Field Operational Tests (FOTs) have been performed or are on-going. FOTs aim to assess the efficiency, quality, robustness and acceptance of ICT solutions used for smarter, safer, cleaner and more comfortable transport solutions. These ambitions cannot be fulfilled completely by just one FOT, so in order to know more about the impact of these systems it would be a great step forward if we could use the complementary results of different FOTs to make the right choices for future transport. Two large European FOTs have either finished (euroFOT) or will finish soon (TeleFOT in November), and we look forward to learning about their outcomes. Although the first project addressed Advanced Driver Support Systems and the second project tested Nomadic Devices, it will be very interesting to discuss how they could complement each other, both in terms of results and methods used. The FOTs on cooperative systems are ongoing, but a major issue for these cooperative projects is how their combined results may answer questions about the future impact and deployment of communication between vehicles and infrastructure, and between vehicles.

FOTs generate a huge amount of data, and do not have the resources to fully analyse it. How to re-use this data, including by people other than the project partners, and to share it within the FOT community is the second topic to be addressed in the seminar. Which data could be shared on which terms, how can you access and understand the data and what are the obligations of those providing the data? These are some of the questions currently being discussed in the FOT community and will be addressed at the seminar.

The seminar will consist of presentations, discussions, and small group exercises. We look forward to an active and interactive event. If you have questions, please let us know. The agenda may be found on the website, where you can also register.

Registration and more information: http://www.fot-net.eu/en/our_services/seminars/

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 on the objectives and results of ongoing FOTs.

euroFOT

The study demonstrates how driver assistance systems can increase safety and fuel efficiency across Europe.

On 26 June 2012, the euroFOT consortium published the findings of a four-year study focused on the impact of driver assistance systems in Europe: the study revealed the link between these systems and improvements in driver behaviour, fuel efficiency and traffic safety, as well as overall cost savings.

For over twelve months, one thousand cars and trucks equipped with advanced driver assistance systems travelled European roads, and, for most of them, at each turn, acceleration, and lane change, their movements were tracked and recorded. The Field Operational Test focused on eight distinct vehicle functions: Adaptive Cruise Control (ACC), Forward Collision Warning (FCW), Speed Regulation System (SRS), Blind Spot Information System (BLIS), Lane Departure Warning (LDW), Curve Speed Warning (CSW), safe human/machine interface and Fuel Efficiency Advisor (FEA). More than hundred terabytes of data were collected and analysed, providing the basis for the euroFOT consortium to assess the impact of these systems on European roads.

Some Key Results

Adaptive Cruise Control (ACC) and Forward Collision Warning (FCW) – Cars equipped with both systems could potentially affect up to 5.7 percent of the injury accidents on motorways, while trucks could affect up to 0.6 percent of these accidents. Additionally, the environmental impact, which was measured in terms of fuel consumption, showed a reduction of about three percent for passenger cars and two percent for trucks, without considering the benefits from changes in traffic efficiency.

Speed Regulation System (SRS = Speed Limiter (SL) + Cruise Control (CC)) - It was observed that over-speeding and harsh braking events were reduced when SL is active. The effect of CC on over-speeding was a strong increase while strong jerk, critical time gap, and harsh braking occurrences were reduced.

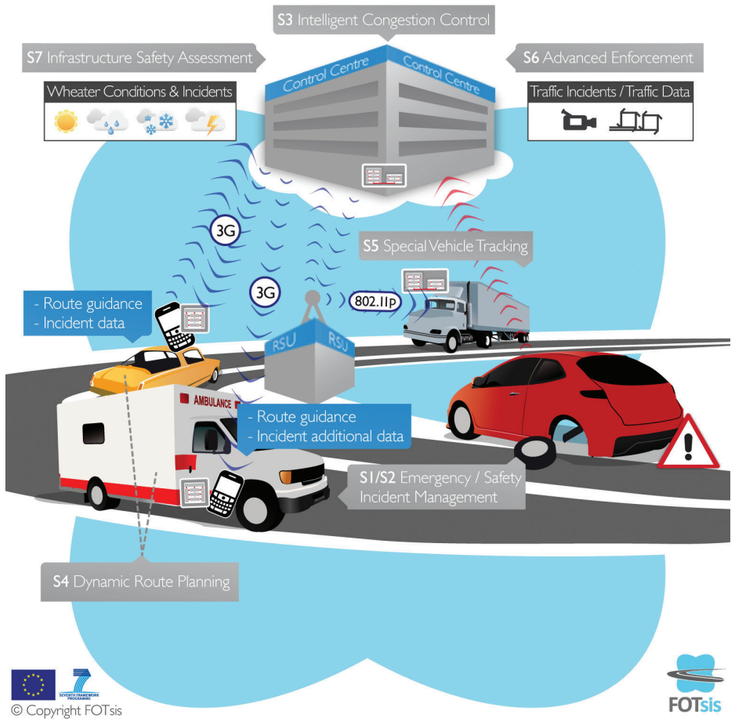
Curve Speed Warning (CSW) – Around 75 percent of the drivers felt that safety was increased thanks to CSW. Some participants stated that they used CSW as an indicator or for practicing a more defensive driving.

FOTsis

During the last six months, the main achievement of the FOTsis project has been the finalisation of the ITS communications architecture which will be used for testing seven FOTsis services in nine test-sites. The tests are expected to begin in October. They will offer a unique showcase for the interoperability of different entities in a complex but realistic ITS deployment scenario, comprising control centres, service providers, the relevant ITS entities in the road operator infrastructure (namely, the Road Side Units) and finally the vehicle's on-board units.

Moreover, the project has started elaborating a strategy for the recruitment of the drivers. In this task, it has been in close contact with RACE, the Spanish motorists association, which has extensive experience in this field.

Concerning dissemination, the FOTsis project will be strongly represented in the ITS World Congress on Vienna. In addition to the participation of FOTsis speakers in various panels, the project will be holding a joint demo together with the project ITSSv6. The idea is to show how the ITS IPv6 stack can be integrated in a control centre provided by FOTsis, and also how 802.11p communications could be used in road side units. Lastly, FOTsis is starting to set-up and prepare the first meeting of the FOTsis Club, which is expected to convene in November. The Club will serve as a platform for privileged two-way relations with key representatives of Transport Ministries, national and regional road authorities, road network operators, logistics operators, equipment manufacturers, road construction organisations, ITS & telecomm application suppliers and technology providers, vehicle manufacturers, and of course the final end user.



DRIVE C2X

The European reference for cooperative driving

DRIVE C2X aims to accelerate the deployment of cooperative mobility systems by creating a reference system, designing use cases and establishing a harmonised testing environment throughout Europe.

After the development and validation of the DRIVE C2X reference system, the project is entering an important phase where the system is being deployed in the test sites for piloting and eventually for field operational tests. To demonstrate the reference system in action, DRIVE C2X, jointly with DITCM and TNO, organised its second test site event in July 2012 at the DRIVE C2X system test site in Helmond. The demonstration on public roads unveiled numerous new safety and efficiency applications on a specially designed user interface. The vehicles exchanged warnings of approaching motorcycles, emergency vehicles, obstacles, construction sites and adverse weather conditions and received green light optimised speed advisories and in-vehicle signage. At the Test Management Centre, 150 guests observed the data processing including traffic management and real-time data logging and analysis.

The next opportunity to experience DRIVE C2X in action will arise in October at the ITS World Congress in Vienna, where DRIVE C2X was invited to exhibit at the European Commission stand, and consortium members will present project results in two special sessions and eight presentations. DRIVE C2X technology will also power the cooperative mobility demonstration organised by the CAR 2 CAR Communications Consortium and Testfeld Telematik.

For up-to-date information on DRIVE C2X please visit http://www.drive-c2x.eu/news

Bike FOT projects: Collection of naturalistic bicycling data is now ongoing

Nowadays, collection of naturalistic driving data is the most credited method to improve traffic safety. In fact, naturalistic driving data promises cutting edge insights into vehicle accident and driver behavior. However, drivers are not the only victims of the road. For example, in Göteborg (Sweden), while the number of injured drivers has decreased by approximately 30% in the last five years, the number of injured bicyclists has been nearly constant. In the beginning of 2012, the project preBikeSAFE, leveraging on the experience at SAFER (Vehicle and Traffic Safety Center at Chalmers) from projects such as euroFOT and SeMiFOT, adapted and piloted the naturalistic methodology to bicycles.

Now, collection of naturalistic bicycling data is ongoing in Göteborg. Equipped bicycles are ridden by bicyclists in real-traffic during daily activities and collect data from cameras, inertial measurement units, GPS, as well as brake force and speed sensors (see Figure below). Collection starts automatically when the bicyclist begins to ride the bike and stops once the trip ends. The collected data is intended to serve several analyses addressing bicyclist behavior, bicycle accident causation, and interaction among different road users in the project BikeSAFE and BikeSAFER (sponsored by Trafikverket and Vinnova).

Bicycle Equipment

- Camera
- Simple HMI
- GPS
- Wireless Modem
- Inertial Measurement Unit
- Brake Force Sensor
- Speed Sensor
- Rider Sensor for Auto-matic Start-Stop
- Recording and Processing Unit

TeleFOT

TeleFOT: what's behind the kilometers driven?

The TeleFOT project conducted large-scale FOTs (LFOTs) at 8 individual test-sites within the southern, central and northern regions of Europe. Millions of kilometres were driven by the FOT participants within the project during 12 months of data collection. As can be expected with a study of this size, an enormous amount of data was collected using data-loggers, questionnaires, travel diaries and focus-groups. In order to target the results towards policy issues, data collection was targeted to address key research questions and associated hypotheses that were carefully formulated within individual impact assessments. This was based on a unique and systematic "top-down" and "bottom-up" approach. The target impact assessments within TeleFOT included 'safety', 'mobility', 'efficiency' and 'environment'. The TeleFOT project studied 'user uptake' aspects of nomadic and after-market devices and also involved a special FOT at the French test-site dedicated to evaluating a 'nomadic eCall' device. Piloting of the data analysis was conducted at an interim stage within the project to ensure that the data collection process would generate results that were capable of addressing the individual research questions and associated hypotheses. Where necessary, the data analysis was augmented with data collected from detailed FOTs (DFOTs). These were conducted in situations whereby the research questions could only be answered using sophisticated data acquisition techniques to collect more detailed data.

Whilst the data analysis will be continuing until the end of the project (November 2012), some key results are already emerging. Within the Safety impact assessment domain, the TeleFOT project has shown that an aftermarket green driving application encouraged professional drivers to drive within the speed limit and that it was statistically significantly beneficial in reducing speeding in areas with low-speed limits and at night-time - and therefore the benefits in terms of reducing pedestrian casualties in such areas is immediately clear. Within the Mobility impact assessment domain, an early analysis has shown that participants drove shorter average distances and drove for shorter duration when using a green driving application suggesting that such applications potentially affect journey lengths and times. Within the Environment impact assessment, data analysis within the TeleFOT project has found that using a green driving advisory system resulted in lower fuel consumption with initial findings suggesting a 4.1% reduction which has overall implications for Efficiency as well. Within the User Uptake analysis, the initial results suggest that there was overall a perceived trust in the devices tested and that subjects were willing to pay for them on the whole.

By the end of the project, a vast amount of data will have been analysed and this will be reported and disseminated as widely as possible.

The TeleFOT project has the pleasure to invite you to join the final event, where the achievements of the past four years will be shared. This will take place at the Autoworld Museum in Brussels on 27-28 November 2012.

For further information please visit www.telefot.eu.

Associated initiatives

PRESERVE

It is generally acknowledged that security and privacy protection are two strong requirements of cooperative ITS. The goal of the PRESERVE project is to design, implement, and test a secure and scalable V2X Security Subsystem (VSS) for realistic deployment scenarios. To achieve this, PRESERVE will (i) integrate results from projects such as SeVeCom, Preciosa and EVITA, (ii) produce a dedicated V2X Hardware-Security-Module ASIC, and (iii) conduct extensive field operational testing. The Hardware Security Module will provide functions like secure key storage, cryptographic acceleration, and a physically unclonable function.

The testing activities consist of four phases: (1) a small-scale internal validation test, (2) a small-scale external test integrated in vehicles (in collaboration with the Score@F project), (3) a large-scale external test based on a partially static testbed, and (4) a large-scale external test integrated in vehicles (with a FOT partner project).

The goals of those tests are to analyse the behaviour of the VSS in different load scenarios and to assess the overhead and scalability under realistic conditions. PRESERVE collaborates with other FOT projects like Score@F, FOTsis, and DRIVE C2X to investigate and implement integration of the VSS into their systems.

The PRESERVE testing approach basically follows the FESTA methodology. However, one has to note that security testing differs significantly from regular FOTs. Security functions should not require active involvement of users. Instead, the focus is on providing security while minimising impact on regular system operation.

Phase (1) testing is now concluded. Between July 2012 and October 2012, PRESERVE is conducting the joint tests with Score@F where first results already show a smooth integration of the VSS into the Score@F system.

For more information, visit http://www.preserve-project.eu/

contact the coordinator Frank Kargl (University of Twente) at contact@preserve-project.eu.

Safety Pilot, US

The Safety Pilot, a major U.S. research initiative managed by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the Research and Innovative Technologies Administration (RITA) launched its second phase of a two-phase program. The Safety Pilot is the largest road test or model deployment to date of connected vehicle crash warning technology. Nearly 3 000 cars, trucks and buses equipped with "connected" Wi-Fi technology to enable vehicles and infrastructure to "talk" to each other in real time began traversing Ann Arbor, Michigan streets on August 21 as part of a year-long safety pilot project. Conducted by University of Michigan's Transportation Research Institute (UMTRI), the model deployment is a first-of-its-kind test of connected vehicle technology for safety in the real world. The test cars, trucks and buses are equipped with vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication devices that will gather extensive data about system operability and effectiveness at reducing crashes.

According to NHTSA, V2V safety technology could help drivers avoid or reduce the severity of four out of five vehicle crash scenarios. To accomplish this, the model deployment vehicles will send electronic data messages, receive messages from other equipped vehicles, and translate the data into a warning to the driver during specific hazardous traffic scenarios. Such hazards include an impending collision at a blind intersection, a vehicle changing lanes in another vehicle's blind spot, or a rear collision with a vehicle stopped ahead, among others.

Earlier this year, DOT released data from a series of "driver acceptance clinics" conducted during the first phase of the Safety Pilot. The study revealed that an overwhelming majority of drivers (9 out of 10) who have experienced V2V technology have a highly favourable opinion of its safety benefits and would like to have V2V safety features on their personal vehicle.

The information collected from both phases of the Safety Pilot, and other key research projects, will be used by NHTSA to determine by 2013 whether to proceed with additional activities involving connected vehicle technology, including possible rulemaking.

U.S. Department of Transportation

SAFETYPILOT

CONNECTED VEHICLE TECHNOLOGY

For more information on DOT's connected vehicle research, visit www.safercar.gov/connectedvehicles or www.its.dot.gov/safety_pilot/index.htm

FOT-Net Associated Partners

A number of stakeholders have responded to FOT-Net's invitation for Associated Partnership. In this issue we introduce Ifsttar.

If you would like to become an Associated Partner, please contact info@fot-net.eu.

FOT-Net Associated Partner Profile: Ifsttar

The French institute of science and technology for transport, development and networks (Ifsttar, founded in 2011) enjoys the status of a public scientific and technological institution and is overseen by France's Ministry of ecology, sustainable development, transport and housing on one hand and the Ministry of higher education and research on the other.

Recognised as a new reference organisation in the international arena, Ifsttar conducts applied research and expert appraisals in the fields of transport, infrastructure, natural hazards and urban issues. Helped by 1200 workers, Ifsttar promotes a systemic and multidisciplinary approach that combines the engineering sciences, life sciences and humanities and social sciences; such an approach ensures that adequate attention is paid to the full array of technical, economic, social, health, energy, environmental and human aspects.

Ifsttar has therefore a clear interest in conducting research which results in more precise impact evaluation of in-vehicle embedded systems or public policies. FOTs allow for large scale data collection from probe vehicles, and this relatively new approach is complementary to the usual driving safety research based on accident databases. The multidisciplinary needs of naturalistic driving studies make Ifsttar the perfect context for researchers from different fields to collaborate within the same framework.

Ifsttar started with FOTs in 2001 with the LAVIA project (French ISA), and was involved in the development of the FESTA methodology. More recently, Ifsttar was part of euroFOT as the leader of the pilot tests, and in charge of analysing the speed limiter and cruise control systems. Ifsttar is also coordinating the INTERACTION project aiming to understand better driver interaction with in-vehicle technologies and designed a data acquisition system for the naturalistic observation of these interactions. Within the DaCoTA project, aiming to enhance road safety monitoring, Ifsttar is in charge of designing new and relevant safety performance indicators using naturalistic data. The FOT methodology is currently applied at Ifsttar in various ongoing projects (DRIVE-C2X, ecoDriver or Score@f and SVrai as national projects). In the near future, Ifsttar will be part of the UDRIVE project.

Upcoming events

FOT-Net 5th International Workshop
21 October 2012, Vienna

This workshop will target issues related to data analysis, impact assessment & scaling up, data sharing in the context of cooperative systems FOTs and naturalistic driving studies – events and incidents definition.

ITS World Congress
22-26 October 2012, Vienna

Under the theme Smarter on the way, the Congress will hold several Special Sessions such as: Cooperative ITS FOTs in Europe, From large-scale FOTs to deployment, Global deployment of Car-2-Xcommunication technology.

8th International Workshop on Vehicle Communications
27 October 2012, Vienna

5th EasyWay Annual Forum
20-22 November 2012, London

DaCoTA project conference
22-23 November 2012, Athens

FOT-Net Seminar 4 "How to compare results from different FOTs and re-use of data"
26 November 2012, Brussels

TeleFOT Final Event
27-28 November 2012, Brussels

Annual Polis Conference
29-30 November 2012, Perugia

5th IEEE International Symposium on Wireless Vehicular Communications (WiVEC)
2-3 June 2013, Dresden

Contact us

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SEVENTH FRAMEWORK PROGRAMME