TELEFOT
Project ID: 224067
Funded under: FP7-ICT

Field Operational Tests of Aftermarket and Nomadic Devices in Vehicles
From 2008-06-01 to 2012-11-30, closed project | TELEFOT Website

Project details

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<th>Total cost:</th>
<th>Topic(s):</th>
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<tr>
<td>EUR 14 141 286</td>
<td>ICT-2007.6.2 - ICT for cooperative systems</td>
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<th>EU contribution:</th>
<th>Call for proposal:</th>
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<td>EUR 9 703 001</td>
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<th>Coordinated in:</th>
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<tr>
<td>Finland</td>
<td>CP - Collaborative project (generic)</td>
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Description

TeleFOT project will assess the impacts of functions provided by aftermarket and nomadic devices in vehicles and raise wide awareness of their traffic safety potential.

The objectives of the TeleFOT project are to assess the impacts of functions provided by aftermarket and nomadic devices in vehicles and raise wide awareness of their traffic safety potential. These devices can provide different types of driver support functions and almost nothing is known about their safety and other impacts yet. The market penetration of portable navigators and smart phones is exploding today. The timing for the project is ideal. The functions to be tested cover two broad areas: Functions promoting (i) safe driving and (ii) economic and fuel efficient driving. These are Speed information, Traffic information, Road weather information and “Green driving” support. The impacts are assessed on levels ranging from usability; behaviour and incidents; safety; Green Driving and efficiency; to the impacts on the transport system. Attention will be also paid to possible negative impacts, since especially smart phones are not originally designed for vehicle use and navigators may have problems in fixing and positioning in the cockpit. The project also aims at speeding up the penetration of systems able to “see” beyond drivers’ field of vision in conditions where good situation awareness is needed. TeleFOT provides opportunities to test the impacts of similar functions future cooperative systems will provide after their development challenges have been solved in the coming years. In fact, aftermarket and nomadic devices provide an alternative to some important cooperative driving and ADAS functions for many years ahead. The concept comprises of creating three European test communities: Northern, Central and Southern. About 3 000 drivers participate in the tests. The project has strong national support and no resources are needed for setting up the testing infrastructures. Business models are also studied. Owing to very different traffic behaviour and reactions to safety measures in Europe, it is necessary to have test communities spanning from south to north.

Objective

The objectives of the TeleFOT project are to assess the impacts of functions provided by aftermarket and nomadic devices in vehicles and raise wide awareness of their traffic safety potential. These devices can provide different types of driver support
functions and almost nothing is known about their safety and other impacts yet. The market penetration of portable navigators and smart phones is exploding today. The timing for the project is ideal. The functions to be tested cover two broad areas: Functions promoting (i) safe driving and (ii) economic and fuel efficient driving. These are Speed information, Traffic information, Road weather information and “Green driving” support. The impacts are assessed on levels ranging from usability; behaviour and incidents; safety; Green Driving and efficiency; to the impacts on the transport system. Attention will be also paid to possible negative impacts, since especially smart phones are not originally designed for vehicle use and navigators may have problems in fixing and positioning in the cockpit. The project also aims at speeding up the penetration of systems able to "see" beyond drivers' field of vision in conditions where good situation awareness is needed. TeleFOT provides opportunities to test the impacts of similar functions future cooperative systems will provide after their development challenges have been solved in the coming years. In fact, aftermarket and nomadic devices provide an alternative to some important cooperative driving and ADAS functions for many years ahead. The concept comprises of creating three European test communities: Northern, Central and Southern. About 3 000 drivers participate in the tests. The project has strong national support and no resources are needed for setting up the testing infrastructures. Business models are also studied. Owing to very different traffic behaviour and reactions to safety measures in Europe, it is necessary to have test communities spanning from south to north.

### Related information

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D4.8.1 Report on Review of earlier consumer tests and European standards
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Field Operational Tests Plans
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D4.3.4 Report on eCall Large Scale FOT
D4.3.1 Safety Data Analysis Plan
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**Coordinator**

TEKNOLOGIAN TUTKIMUSKESKUS VTT
TEKNIKANTIE 4 A
02044 VTT ESPOO
Finland

**EU contribution:** EUR 1 715 035

**Activity type:** Research Organisations
**Administrative contact:** Petri Mononen
Tel.: +358207222325
Fax: +358207222090
Contact the organisation

**Participants**
RHEINISCH-WESTFAELISCHE TECHNISCHE HOCHSCHULE AACHEN  
TEMPLERGRABEN 55  
52062 AACHEN  
Germany  
EU contribution: EUR 426 800

Activity type: Higher or Secondary Education Establishments  
Administrative contact: Christian Sahr  
Tel.: +49 241 80 25620  
Fax: +49 241 80 22147  
Contact the organisation

ALLGEMEINER DEUTSCHER AUTOMOBIL-CLUB EV (ADAC)  
AM WESTPARK 8  
81373 MUNCHEN  
Germany  
EU contribution: EUR 168 500

Activity type: Other  
Administrative contact: Christof Gauss  
Tel.: +49 8191 938 64  
Fax: +49 8191 938 63  
Contact the organisation

CARRETERA DEL PRAT POLIGONO I PARCELA 65 B  
08940 CORNELLA  
Spain  
EU contribution: EUR 96 312

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)  
Administrative contact: Jordi Razquin  
Tel.: +34 93 377 61 6  
Fax: +34 93 377 07 1  
Contact the organisation

BLOM, SISTEMAS GEOESPACIALES, S.L.U.  
CALLE ALCALA 492  
28027 MADRID  
Spain  
EU contribution: EUR 76 500

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)  
Administrative contact: PILAR MORLA TEJEDOR  
Tel.: +34 983 45 60 4  
Fax: +34 983 23 96 4  
Contact the organisation
FUNDACION CIDAUT
PLAZA VICENTE ALEIXANDRE CAMPOS 2 PQ TECNOLOGICO DE BOECILLO 209
47151 VALLADOLID
Spain
EU contribution: EUR 555 100

Activity type: Research Organisations

Administrative contact: María Teresa Fernández Peña
Tel.: +00 0 000000

Contact the organisation

TELEFONICA INVESTIGACION Y DESARROLLO SA
RONDIA DE LA COMUNICACION S/N DISTRITO C EDIFICIO OESTE I
28050 MADRID
Spain
EU contribution: EUR 190 165

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)

Administrative contact: LUIS LOPEZ DE AYALA
Tel.: +34913374385
Fax: +34915103318

Contact the organisation

ELECTRONIC TRAFIC SA
CALLE TRES FORQUES 147
46014 VALENCIA
Spain
EU contribution: EUR 325 486

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)

Administrative contact: Antonio Gallego
Tel.: +00 0 000000

Contact the organisation

DESTIA OY
KUMPULANTIE 11
00520 HELSINKI
Finland
EU contribution: EUR 17 395

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)

Administrative contact: Johanna Granbacka
Tel.: +358403518868
Fax: +358204444038

Contact the organisation
MEDIAMOBILE NORDIC OY
JAMSANKATU 2
00520 HELSINKI
Finland
EU contribution: EUR 44 759

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)
Administrative contact: Marja Vakomaa
Tel.: +358 407407152
Contact the organisation

ELEKTROBIT OY
AUTOMAATIOTIE
90460 OULUNSALO
Finland
EU contribution: EUR 0

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)
Administrative contact: Veikko Seppänen
Tel.: +358403442488
Contact the organisation

EMTELE OY
HELAKALLIONKATU 6H
33580 TAMPERE
Finland
EU contribution: EUR 375 480

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)
Administrative contact: Hannu Martikainen
Tel.: +358 400 622077
Contact the organisation

CGI SUOMI OY
GARVERIGRANDEN 2
00380 HELSINKI
Finland
EU contribution: EUR 67 808

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)
Administrative contact: Markku Luoto
Tel.: +35810302010
Fax: +35810302011
Contact the organisation
UNIVERSITE DE TECHNOLOGIE DE BELFORT - MONTBELIARD
RUE DU CHATEAU 10
90400 SEVENANS
France
See on map
Activity type: Higher or Secondary Education Establishments
Administrative contact: Maxime Wack
Tel.: +33384583038
Fax: +33384583030
Contact the organisation

ORANGE FRANCE
Avenue Nelson Mandela 1
94745 arcueil cedex
France
Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)
Administrative contact: Michel FOND
Tel.: +33608619971
Fax: +33155222145
Contact the organisation

ETHNIKO KENTRO EREVNAS KAI TECHNOLOGIKIS ANAPTYXIS
CHARILAOU THERMI ROAD 6 KM
57001 THERMI THESSALONIKI
Greece
See on map
Activity type: Research Organisations
Administrative contact: Constantinos Kiparissides
Tel.: +302310498100
Fax: +302310498180
Contact the organisation

INSTITUTE OF COMMUNICATION AND COMPUTER SYSTEMS
Patission Str. 42
10682 ATHINA
Greece
See on map
Activity type: Research Organisations
Administrative contact: Angelos Amditis
Tel.: +30210 7722398
Fax: +302107722291
Contact the organisation
BROADBIT HUNGARY FEJLESZTO ES TANACSADO KFT
KOLOZSVAR UTCA
1028 BUDAPEST
Hungary

**Activity type:** Private for-profit entities (excluding Higher or Secondary Education Establishments)

**Administrative contact:** Andras Kovacs
Tel.: +36302189659
Fax: +3613768797

Contact the organisation

---

CENTRO RICERCHE FIAT SCPA
STRADA TORINO 50
10043 ORBASSANO
Italy

**Activity type:** Research Organisations

**Administrative contact:** Massimo Casali
Tel.: +39 011 9083492
Fax: +39 011 9083786

Contact the organisation

---

MAGNETI MARELLI SISTEMI ELETTRONICI S.P.A.
VIALE ALDO BORLETTI 61/63
20011 CORBETTA
Italy

**Activity type:** Private for-profit entities (excluding Higher or Secondary Education Establishments)

**Administrative contact:** Marco Manzi
Tel.: +39 02 97227075
Fax: +39 02 97227514

Contact the organisation

---

META SYSTEM S.P.A
VIA MAJAKOVSKIJ 10 BCDE
42100 REGGIO EMILIA
Italy

**Activity type:** Private for-profit entities (excluding Higher or Secondary Education Establishments)

**Administrative contact:** Paolo Barbieri
Tel.: +390522364163
Fax: +390522364122

Contact the organisation
Activity type: Higher or Secondary Education Establishments

Administrative contact: Mauro Dell'Amico
Tel.: +39 0522 522636
Fax: +39 0522 522164
Contact the organisation

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)

Administrative contact: Marco Manzi
Tel.: +39 02 97227075
Fax: +39 02 97227514
Contact the organisation

Activity type: Private for-profit entities (excluding Higher or Secondary Education Establishments)

Administrative contact: Stéphane Dreher
Tel.: +32 27157092
Fax: +32 27217257
Contact the organisation

Activity type: Higher or Secondary Education Establishments

Administrative contact: Christina Haglund
Tel.: +46 31 7723128
Fax: +46 31 7723819
Contact the organisation
EU contribution: EUR 50 262
ROEDA VAEGEN 1
781 87 BORLAENGE
Sweden

**Activity type:** Public bodies (excluding Research Organisations and Secondary or Higher Education Establishments)

**Administrative contact:** Bengt Hallström
Tel.: +46 243 75179
Contact the organisation

EU contribution: EUR 246 423
RODA VAGEN 1
781 89 BORLANGE
Sweden

**Activity type:** Public bodies (excluding Research Organisations and Secondary or Higher Education Establishments)

**Administrative contact:** Johnny Svedlund
Tel.: +46 24375079
Contact the organisation

EU contribution: EUR 358 125
TRAFIKVERKET - TRV
RODA VAGEN 1
781 89 BORLANGE
Sweden

**Activity type:** Public bodies (excluding Research Organisations and Secondary or Higher Education Establishments)

**Administrative contact:** Johnny Svedlund
Tel.: +46 24375079
Contact the organisation

EU contribution: EUR 1 230 900
Watling Street
CV10 0TU NUNEATON
United Kingdom

**Activity type:** Research Organisations

**Administrative contact:** Mark Fowkes
Tel.: +44 2476 355443
Fax: +44 2476 358443
Contact the organisation

EU contribution: EUR 358 125
MIRA LTD
Watling Street
CV10 0TU NUNEATON
United Kingdom

**Activity type:** Research Organisations

**Administrative contact:** Mark Fowkes
Tel.: +44 2476 355443
Fax: +44 2476 358443
Contact the organisation

EU contribution: EUR 1 230 900
LOUGHBOROUGH UNIVERSITY
ASHBY ROAD
LE11 3TU LOUGHBOROUGH
United Kingdom

**Activity type:** Higher or Secondary Education Establishments

**Administrative contact:** Raymond Kent
Tel.: +44 1509 222456
Fax: +44 1509 223953
Contact the organisation

**Subjects**
Coordination and Cooperation - Electronics and Microelectronics - Information Processing and Information Systems - Telecommunications