



Objectives for 2007-2008 ICT for Mobility

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ICT for Transport
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Content

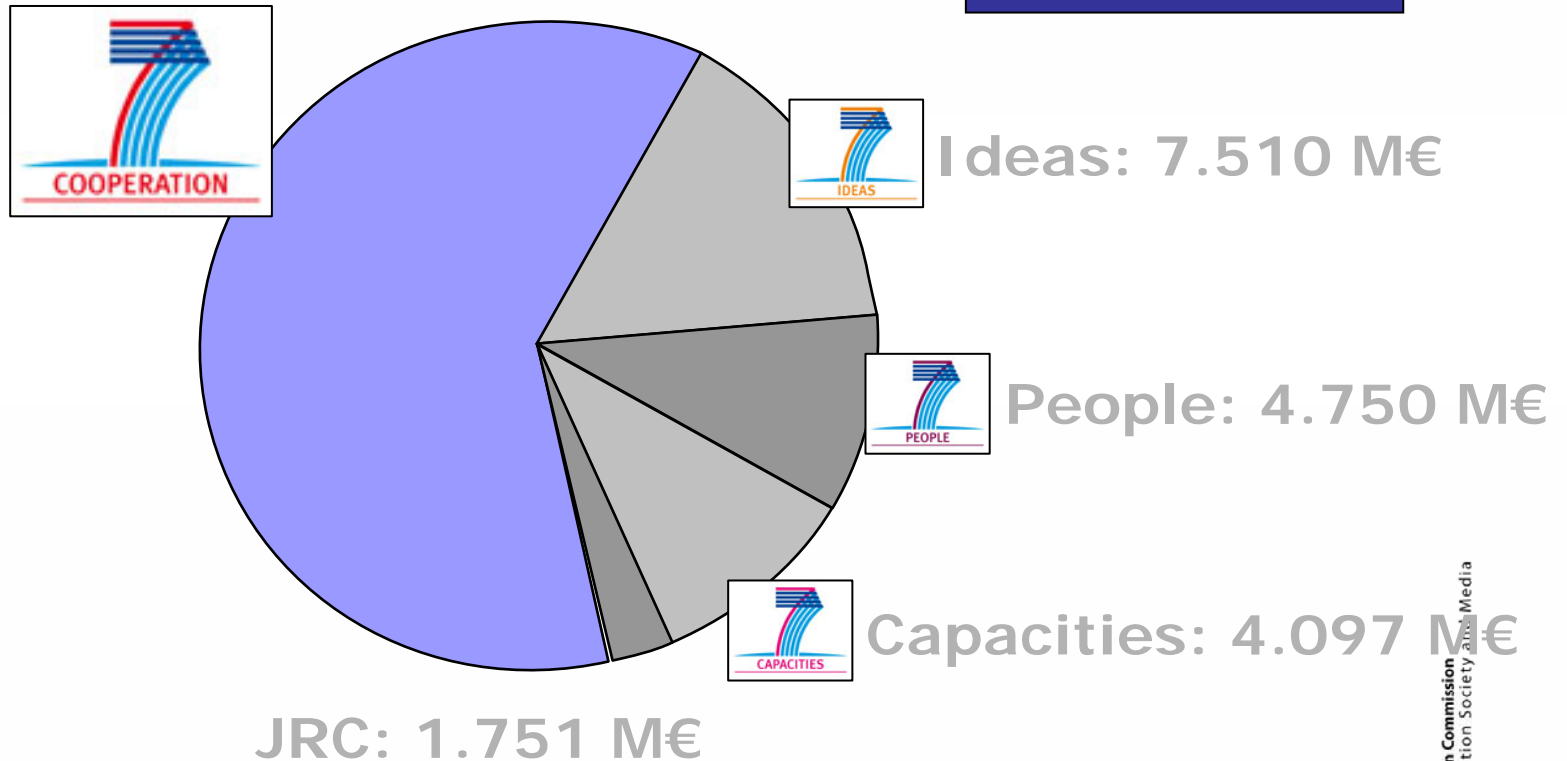
- **The Cooperation programme**
- The consultation process
- The ICT Work Programme
2007-2008
- Additional information



FP7 Specific Programmes

Cooperation: 32.413 M€

Total: 50.521 M€
+ EURATOM 2.751 M€



Status: Compromise of 13 November 2006

FP 7 Transport Research Day, TÜV Rheinland, Köln – 07.02.2007 - WH



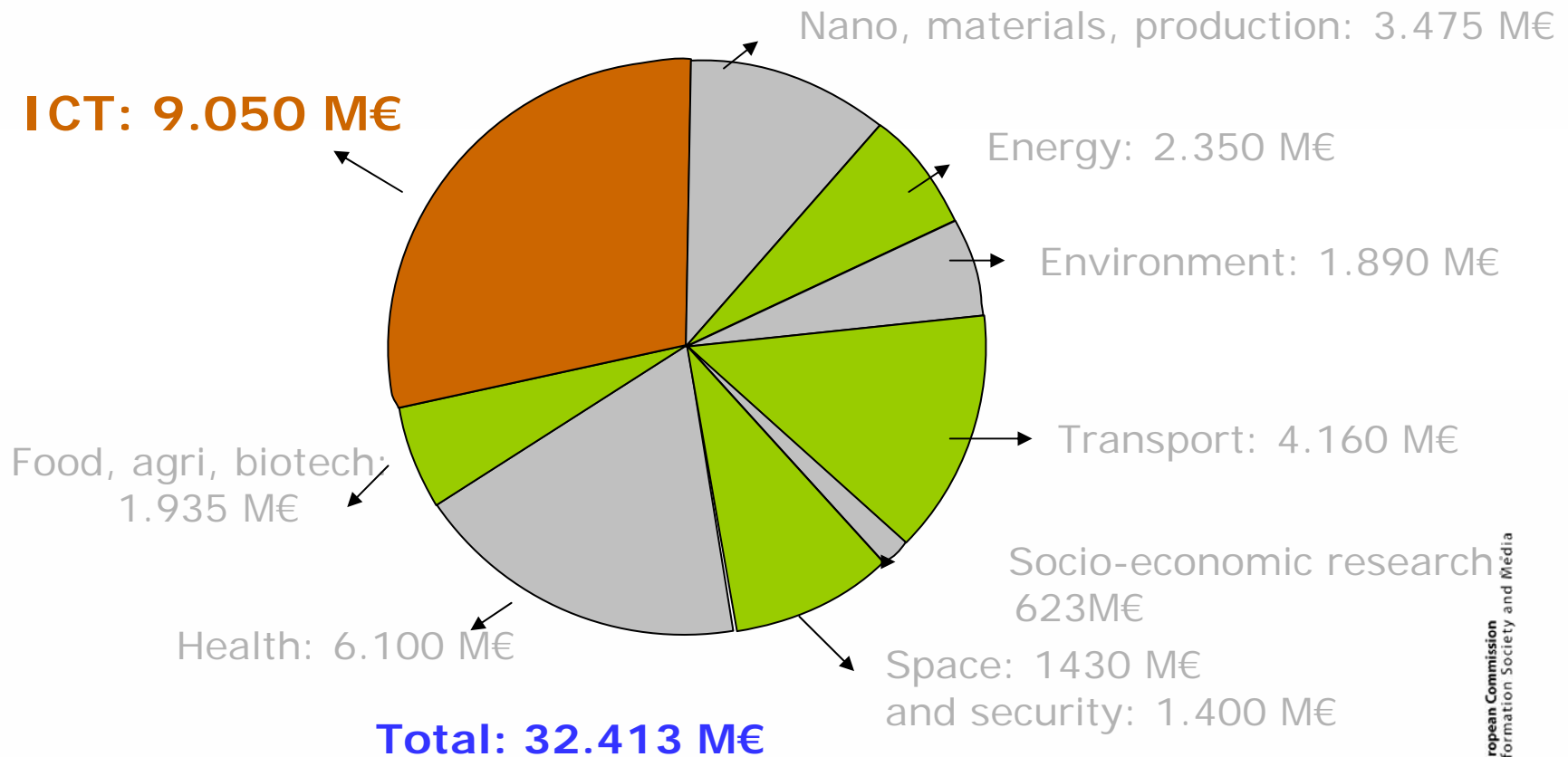
European Commission
Information Society and Media



The Cooperation Programme



"Cooperation" – Collaborative Research – Themes



Status: Compromise of 13 November 2006

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The consultation process

Objectives

- Identification of research needs with wide coverage of the constituency
- Discussion, assessment & priorities in a transparent process
- Input to the IST work programmes development with both short and mid / long term perspective

Phases

- Five Thematic Workshops
(as per *intelligent Car Initiative COM(2006) 59 final, 15.02.2006*)
- Consolidation Workshop
- Public Consultation
- eSafety Forum RTD WG "Stakeholder's Document"
- Strategic Research Agenda for "ICT for Mobility"

Target

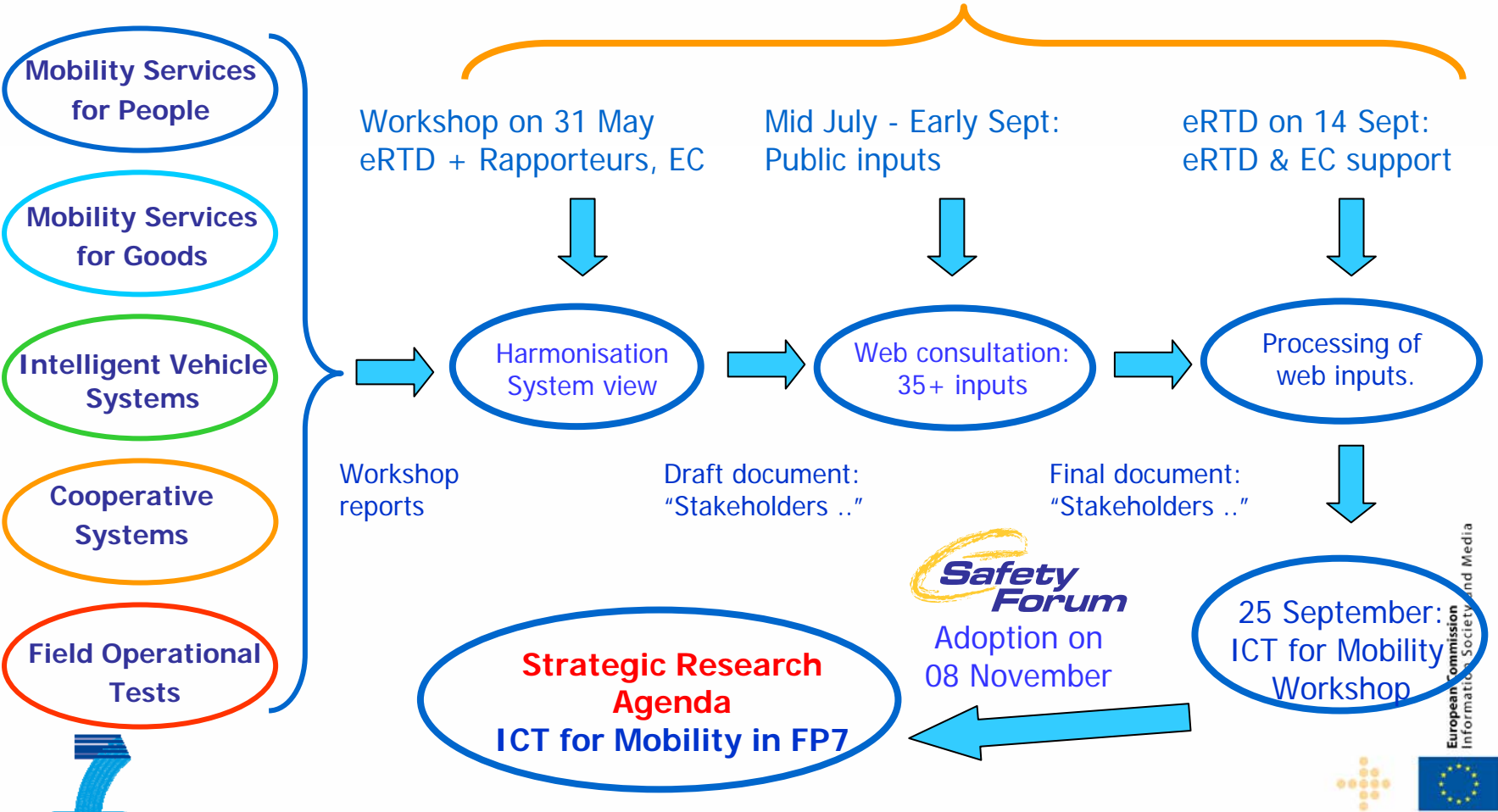
- Well justified Strategic Objectives



Consultation process: Overview

Workshops with experts:
April-May, 50+ participants

eSafety WG RTD:
20+ active members



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Work programme structure

The ICT WP 2007-2008 is structured around **7 challenges**

Each **Challenge** is

- focused on concrete goals that require effort at Community level and where collaboration is needed
- ambitious and strategic proposing a European vision on ICT for the next 10 to 15 years
- described in terms of achievements to reach and not in terms of means to realise achievements

Each challenge is addressed through a limited set of **Objectives** which form the basis of **Calls for Proposals**



Challenge 6: ICT for Mobility

The societal *challenge* ICT for Mobility, Environmental Sustainability and Energy Efficiency

- focuses on systems for safer and more efficient mobility of people and goods and on raising Europe's capacity for a more sustainable growth
- aims at achieving mobility in Europe that is virtually accident-free, efficient, adaptive, clean and comfortable
- implements the RTD pillar of the i2010 "Intelligent Car" Initiative
- is based on the Strategic Research Agenda of the eSafety Forum RTD WG, and implements part of the ERTRAC agenda

Three *objectives* address this challenge

- **ICT for Intelligent Vehicles and Mobility Services**
- **ICT for Cooperative Systems**
- ICT for Environmental Management and Energy Efficiency



A blue ribbon-like graphic containing the text 'Call 1' in white.

Call 1

Intelligent Vehicles & Mobility Services

ICT for the Intelligent Vehicles and Mobility Services

aims at

- intelligent vehicle systems which offer a higher degree of safety through accident prevention, new generation of advanced driver assistance systems
- mobility services which make transport of people and goods safer, more secure, efficient, comfortable and environment-friendly
- ramping up of Field Operational Tests

Call 1 of 22 December 2006, **closes 8 May 2007**



Call 1

Intelligent Vehicles & Mobility Services

Expected Impact:

- **World leadership of Europe's industry** in the area of Intelligent Vehicle Systems and expansion to new emerging markets.
- **Improved safety, efficiency and competitiveness of transport systems** across Europe, with strong contribution to growth and jobs and towards the objective of reducing fatalities by 50% in EU-25 by 2010.
- New targets for **efficiency and environmental friendliness** in Europe's transport sector through new mobility services.
- **Higher mobility of people and goods across different transport modes** through the provision of accessible and reliable information services.



Call 1

Intelligent Vehicles & Mobility Services

Sub-areas:

- **Intelligent Vehicle Systems**
- **Mobility Services for People**
- **Mobility Services for Goods**
- **Coordination and Support Actions**



Target Outcome:

- accident prevention through improved driver-warning strategies, hazard detection, actuation and sensing including sensor fusion and sensor networks, as well as the integration of independent safety systems and their interaction with the driver.
- increased performance, reliable and secure operation as well as making vehicles "cleaner".
- New generation advanced driver assistance systems (ADAS) will increase vehicles' intelligence and contribute to safer and more efficient driving.



Target Outcome:

- ICT for user-centred 'always-on' mobility services
- based on location-aware enhanced personalised services such as context-aware personal communications and always-available information access.



Target Outcome:

- Safer, more secure, efficient and environment-friendly ICT-based freight transport solutions in both urban and long-haul operations
- Supporting most suitable modes for consignments (co-modality)
- Closer cooperation between actors is a key issue





Call 1

Integration of advanced technologies

Research will cover integration of advanced technologies, e.g.

- low-cost GNSS receivers
- software defined radio technologies
- high-accuracy hybrid positioning systems combined with dynamic navigation services
- semantic web and multi-agent technologies
- RFID and smart tags in combination with advanced sensors
- communication and mobility management systems
- Development of business models for public private partnerships should also be addressed.

The Research will also address

- Specific needs of trucks, buses, two-wheelers and fleets e.g. in public transport and logistics operations
- Associated needs of other transport modes





Call 2

Objective 2: Cooperative Systems (1)

ICT for Cooperative Systems aims at

- advanced, reliable, fast and secure vehicle-to-vehicle and vehicle-to-infrastructure communication for new functionalities real-time traffic management and new levels of support to active safety systems in vehicles and to the driver
- large scale test programmes (field operational tests) with comprehensive assessment of the efficiency, quality, robustness and user-friendliness of IT solutions for smarter, safer and cleaner vehicles and real-time traffic management
- focusing on the sub-areas:
 - **Cooperative Systems**
 - **Field Operational Tests**
 - **Coordination and Support Activities**

Call 2 mid 2007



Objective 2: Cooperative Systems (2)

Expected Impact:

- Common pan-European architecture, standards and deployment model for co-operative systems.
- World leadership of Europe's transport industry in the emerging area of Co-operative Systems and in road and network operator's tools.
- Significant improvements in safety, security, energy efficiency, emissions reduction, comfort and sustainability of transport. This includes contribution towards the objective of reducing fatalities with 50% in EU-25 by 2010, and on longer term work towards the "zero-fatalities" scenario and a contribution to a significant reduction in the energy consumption and congestion in road transport.
- Proof-of-concept to all stakeholders through Field Operational Tests ensuring the wider take up of intelligent vehicle systems and co-operative systems.



Call 2

Objective 2: Cooperative Systems (3)

Sub-areas:

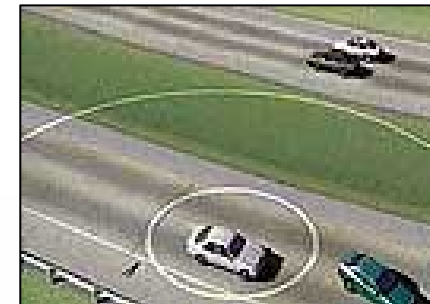
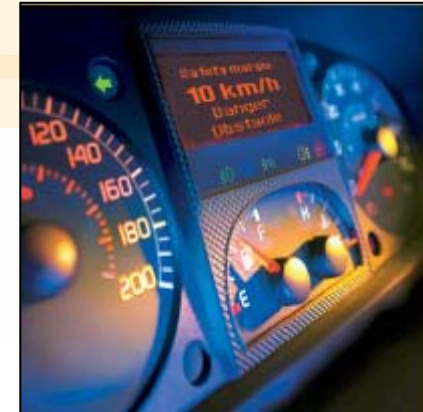
- **Cooperative Systems**
- **Field Operational Tests**
- **Coordination and Support Activities**

Objective 2

Cooperative Systems (1)

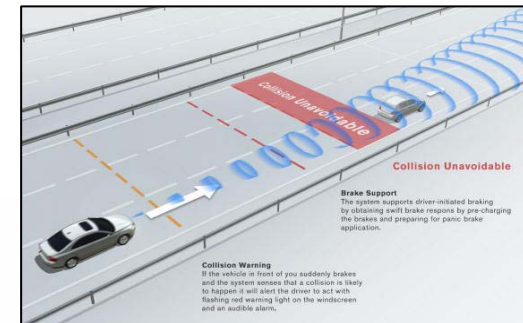
Target Outcome:

- advanced, reliable, fast and secure vehicle-to-vehicle and vehicle-to-infrastructure communication for new functionalities, real-time traffic management and new levels of support to active safety systems in vehicles and to the driver.
- Use and combination of technologies such as accurate positioning and improved sensor networking,
- Research leading towards “zero-accident” scenarios
- An increasing number of vehicles with ICT-links to the transport infrastructure will make it possible to optimise traffic management and traffic safety at large scale.



Target Outcome:

- large-scale test programmes aiming at a comprehensive assessment of the efficiency, quality, robustness and user-friendliness of ICT solutions
- Aiming for smarter, safer and cleaner vehicles and real-time network management.
- Testing of existing, technically mature systems



Coordination and Support Activities

Aiming at

Horizontal issues common to several applications or generic pre-requisite for successful deployment of functions and services

Target outcome



- Preparation of standards and agreed specifications
- Ramping up of Field Operational Test



- In the framework of Intelligent Car Initiative
- International Cooperation
- Standardisation
- Training activities
- Assessment of socio-economic impact



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Budget & Call Information

- **Objective ICT-2007.6.1: ICT for Intelligent Vehicles and Mobility Services**
 - Funding schemes: CP for IVS; CP & CSA for others
 - Indicative budget distribution: 57 M€:
 - CP 54 M€ of which a minimum of 16 M€ for IP and a minimum of 22 M€ for STREP; CSA 3 M€
 - Call: _FP7-ICT-2007-1
- **Objective ICT-2007.6.2: ICT for Cooperative Systems**
 - Funding schemes: CP, NoE, CSA; CP; CSA
 - Indicative budget distribution: 48 M€:
 - CP 43M€ of which a minimum of 19 M€ for IPs and a minimum of 12 M€ for STREP; NoE 2.5 M€; CSA 2.5 M€
 - Call: FP7-ICT-2007-2



Points for attention

Beyond the scientific / technical objectives of the project...

- **Socio / economic RTD** should be part of the project (try to quantify the benefits..., what if...)
- Carefully consider **ethical and privacy issues**
- **SME participation** important, as a motor for innovation
- Supporting **European competitiveness** through research partnership **with third countries** within projects through and through specific targeted actions

Instruments --> "Funding Schemes"

Basic "Funding Schemes":

- **Collaborative projects (CP)** - 3 types:
 - Small or medium-scale focused research projects (STREP)
 - Large-scale integrating projects (IP)
- **Networks of Excellence (NoE)**
 - Joint programme of activities of a number of research organisations
- **Coordination and support actions (CSA)** - 2 types:
 - Coordination or networking actions (CA)
 - Support actions (SA)

Maximum funding rates

- **Research and technological activities: 50% of eligible costs except for:**
 - Public bodies: 75%
 - Secondary and higher education establishments: 75%
 - Research organisations: 75%
 - SMEs: 75%
 - Security related research: 75%
 - **Demonstration activities: 50% of eligible costs for all**
 - **Other activities: 100% including e.g. Management**
- **Coordination and support actions: 100% (Overheads 7%)**
- **Frontier research actions: 100%**
- **Training and career development of researchers: 100%**



... more information

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http://ec.europa.eu/information_society/activities/esafety/index_en.htm

eSafety on CORDIS website:

<http://cordis.europa.eu/fp7/ist>

eSafetySupport website

www.eSafetySupport.org



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*Thank you
for your attention*

