



Use Cases

Interactive Discussion



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What is meant by Use Cases?



- Use Cases are potential accident scenarios, for which detailed characteristics are defined deriving from analysis of past accident studies and accident databases, such as:
 - Type of accident (single-vehicle, rear-end, ...).
 - Type of vehicle (i.e. motorcycle-L3).
 - Type of road (urban, rural, ...).
 - Vehicles involved (moped, car, ...).
 - Speed of target and other vehicles.
 - Accident characteristics (accident cause or factor).
 - Weather (dry, rain, heavy rain, fog, snow, ...).
 - Visibility level (due to weather or environmental factors).
 - Vehicle driver/ rider type (novice, experienced, ...).



- **Objective:** Detailed Use Cases for SAFERIDER developments, to maximise their safety impact as well as their user acceptance .
- **Use of Results:** Accident Analysis, Ergonomic inspection, Experts' point of view, Riders' and manufacturers' point of view and Workshop feedback.
- **Prioritisation:** Each preliminary scenario will be ranked according to weights derived, based on each type of result.
- Ranking will be based on three priority levels:
 - 1: High Priority
 - 2: Medium Priority
 - 3: Low Priority



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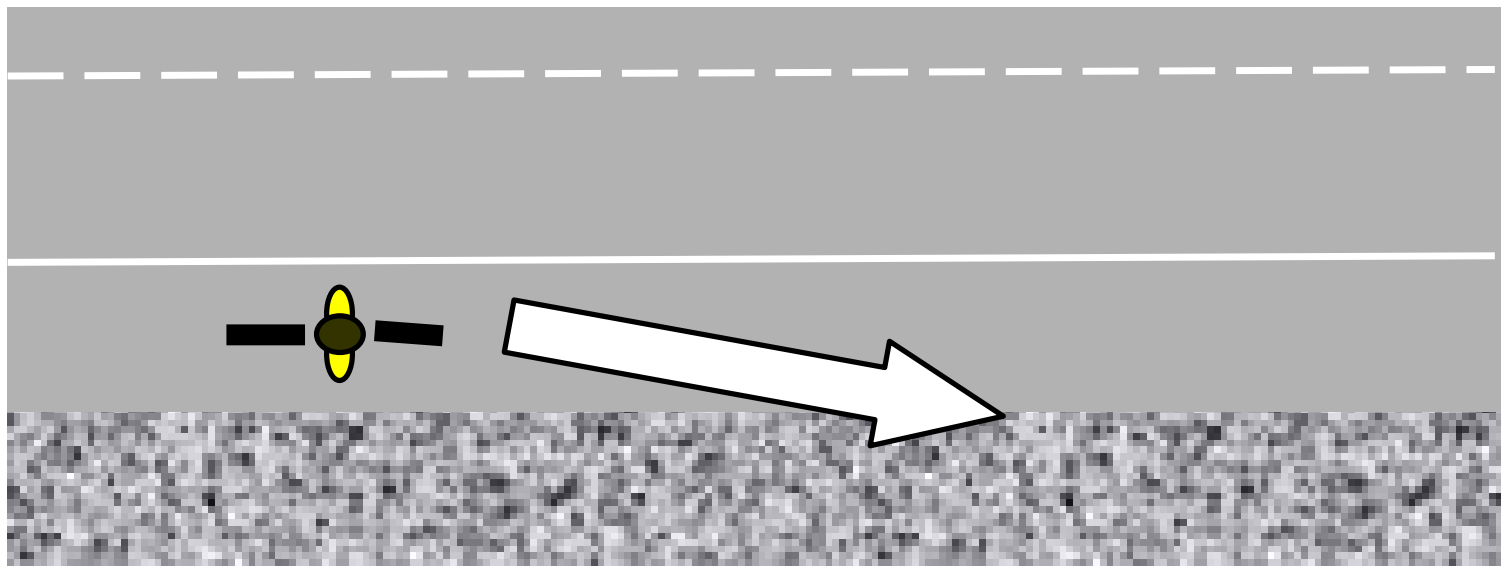
June 25, 2008

1st User Forum Meeting

Brussels, Belgium

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Use Case 1a: Urban single motorcycle accident on straight road



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Use Case 1a: Urban single motorcycle accident on straight road



CASE ID	1a	
CASE NAME	Urban single motorcycle accident on straight road	
STATUS	Draft	
GOAL	27% of all crashes	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Motorcycle (L3)	
TYPE OF OTHER INVOLVED VEHICLE	None	
ACCIDENT CAUSES	Inappropriate speed (too high), Lack of attention (28%)	
ACCIDENT CHARACTERISTICS	Running off the roadway (23% of all single vehicle accidents), Breaking side-outs (15%) and motorcycle capsized (10%)	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Urban	
RELATIVE TRAJECTORIES	67% of relevant accidents are on straight roads	
EGO-VEHICLE SPEED	Up to 50 km per hour	
OTHER VEHICLE SPEED	-	
TIME TO COLLISION	-	
TIME OF THE DAY		
WEATHER	Dry: 95-96%, Wet 3,5-4%	
VISIBILITY	Visibility problems on 40% of relevant accidents	
RIDER TYPE	31-40 years old. Still high prevalence in inexperienced riders accidents.	
SCENARIO DESCRIPTION	STEP	ACTION
	1	A motorcycle is driving straight on an urban road its own lane.
	2	The rider is in danger of losing control due to high speed for the circumstances (bad weather, low visibility...).
	3	The system effectively warns the rider to cut speed in time.
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		



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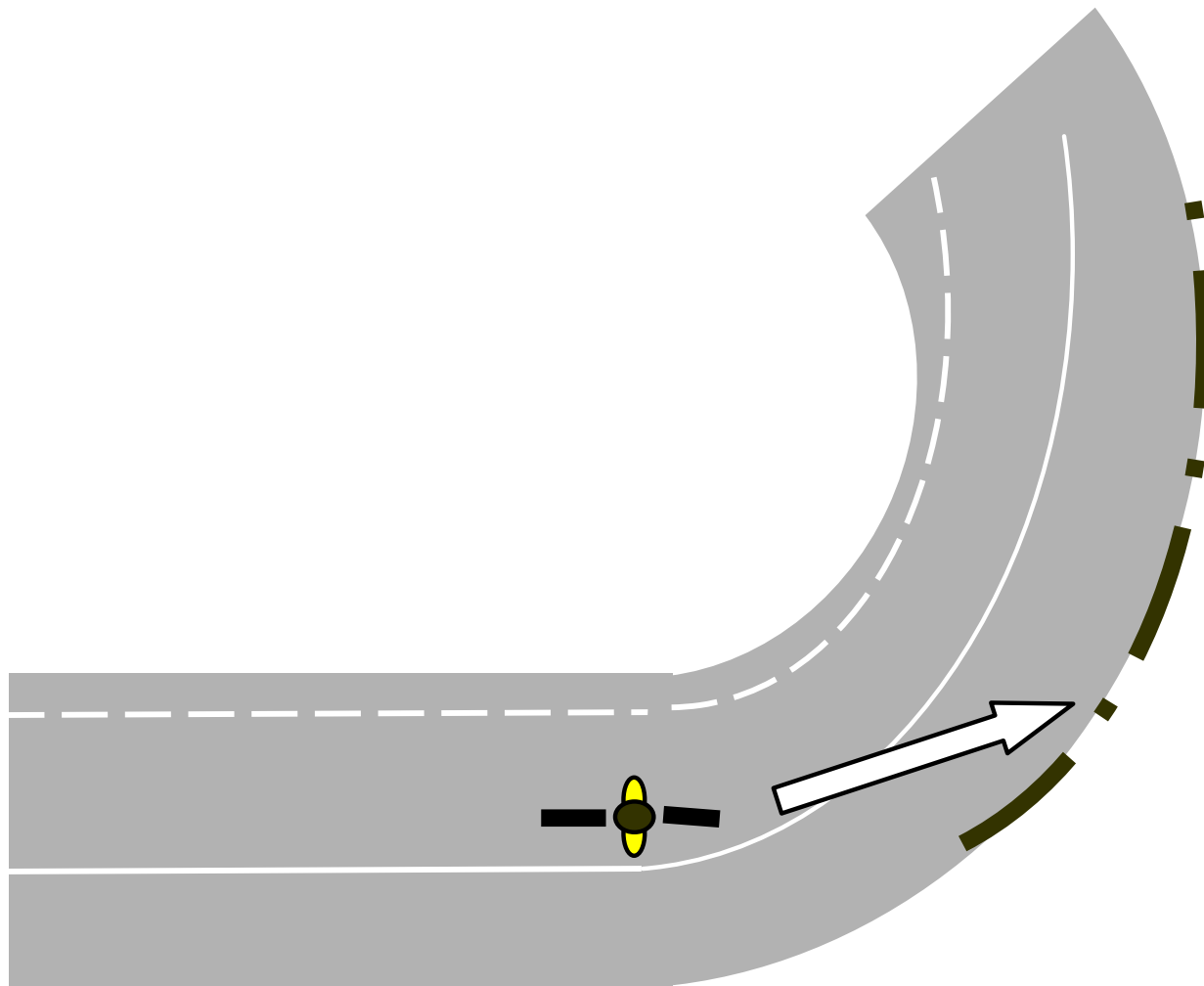
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Use Case 1b: Urban single motorcycle accident on bends



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Use Case 1b: Urban single motorcycle accident on bends



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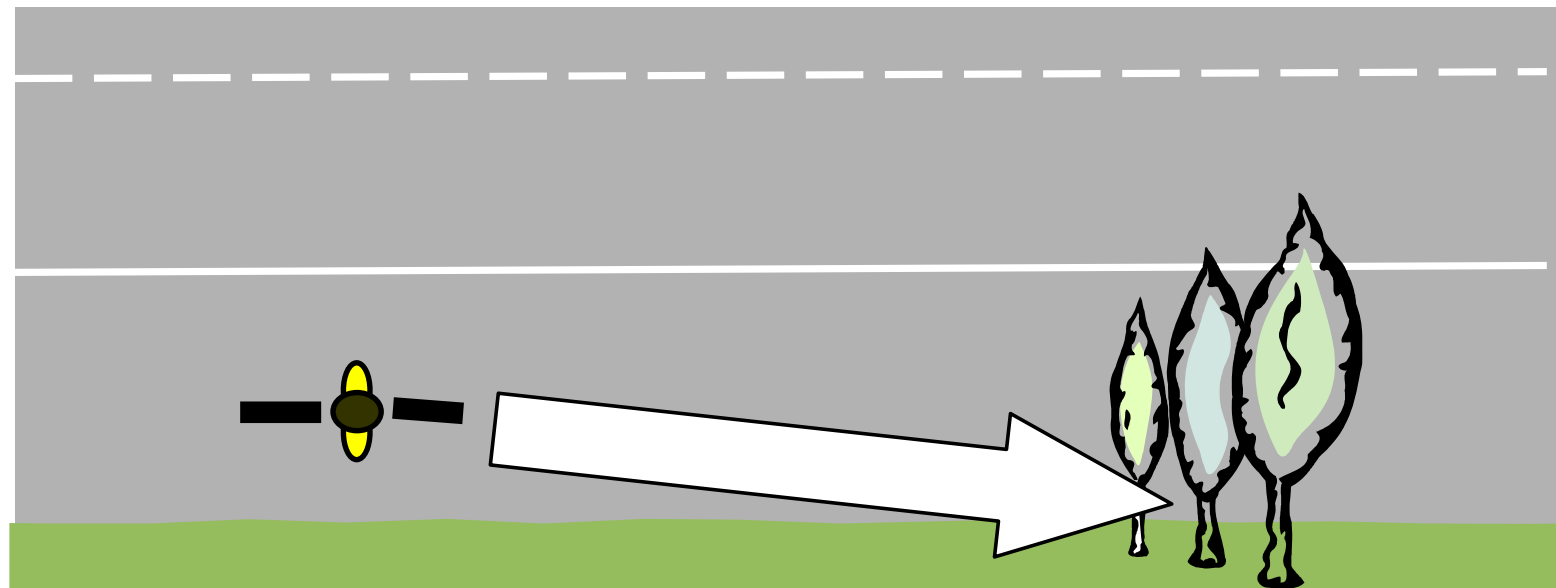
CASE ID	1b	
CASE NAME	Urban single motorcycle accident on bends	
STATUS	Draft	
GOAL	15% of all crashes	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Motorcycle L3	
TYPE OF OTHER INVOLVED VEHICLE	None	
ACCIDENT CAUSES	Inappropriate speed (too high), Lack of attention (28%)	
ACCIDENT CHARACTERISTICS	Running off the roadway (23% of all single vehicle accidents), Breaking side-outs (15%) and motorcycle capsized (10%)	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Urban	
RELATIVE TRAJECTORIES	Negotiating a bend (12%)	
EGO-VEHICLE SPEED	Up to 50 km	
OTHER VEHICLE SPEED	-	
TIME TO COLLISION	-	
TIME OF THE DAY		
WEATHER	Dry: 95-96%, Wet 3,5-4%	
VISIBILITY	Visibility problems on 40% of relevant accidents	
RIDER TYPE	31-40 years old. Still high prevalence in inexperienced riders' accidents.	
SCENARIO DESCRIPTION	STEP	ACTION
	1	A motorcycle is negotiating a bend on an urban road.
	2	The rider is in danger of losing control due to high speed for the circumstances (sharp bend, bad weather, low visibility...).
	3	The system effectively warns the rider to cut speed in time.
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		

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Use Case 1c: Rural single motorcycle accident on straight road



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Use Case 1c: Rural single motorcycle accident on straight road



CERTH/HIT

CASE ID	1c	
CASE NAME	Rural single motorcycle accident on straight road	
STATUS		
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Rural	
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED	Largest percentage between 40-70 km/h, 21% over 100 km/h.	
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY		
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	A motorcycle is driving straight on an rural road its own lane.
	2	The rider is in danger of losing control due to high speed for the circumstances (bad weather, low visibility...).
	3	The system effectively warns the rider to cut speed in time.
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		

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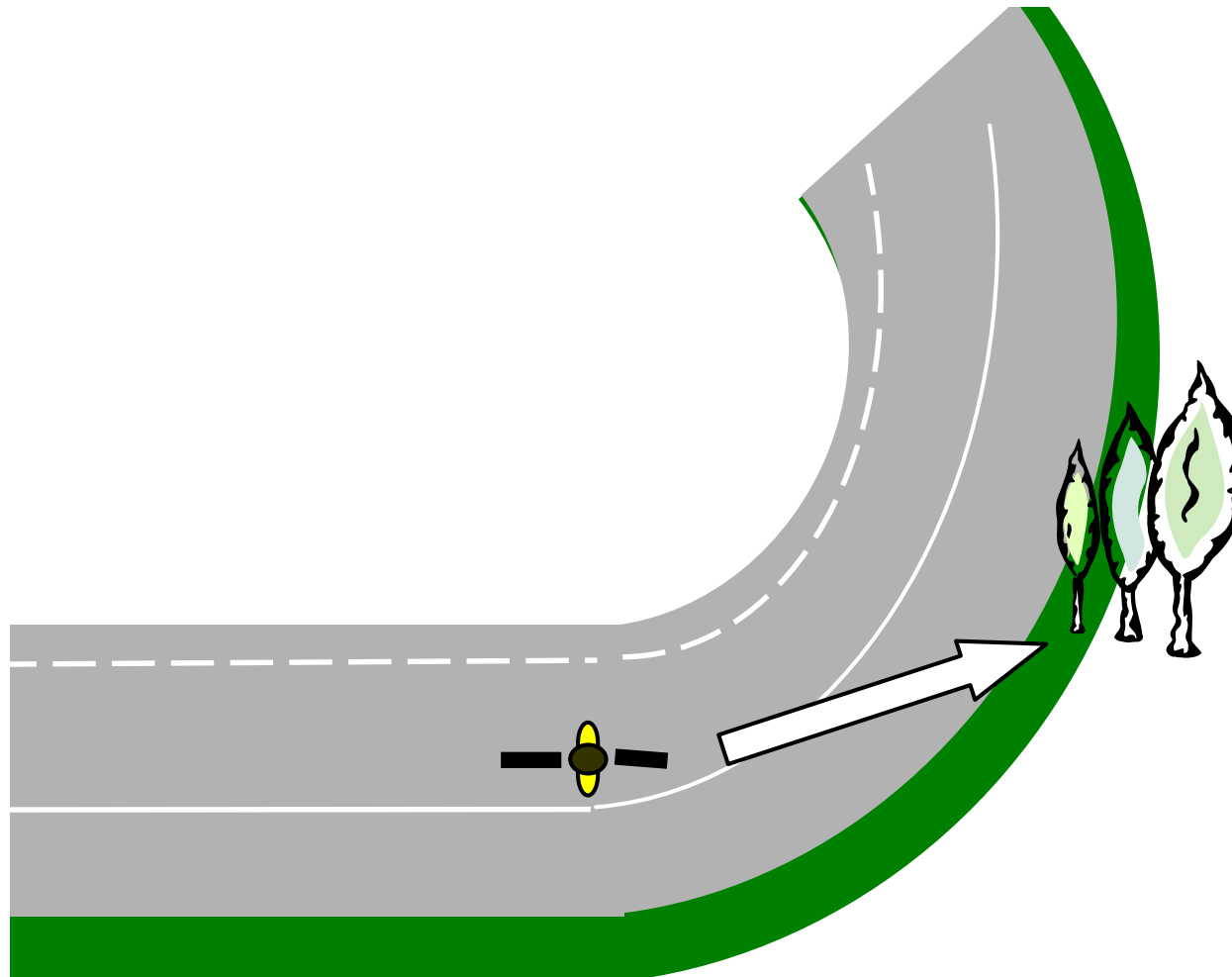
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Use Case 1d: Rural single motorcycle accident on bends



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Use Case 1d: Rural single motorcycle accident on bends

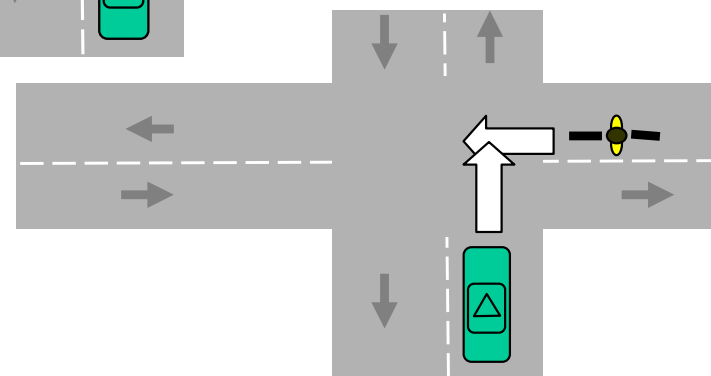
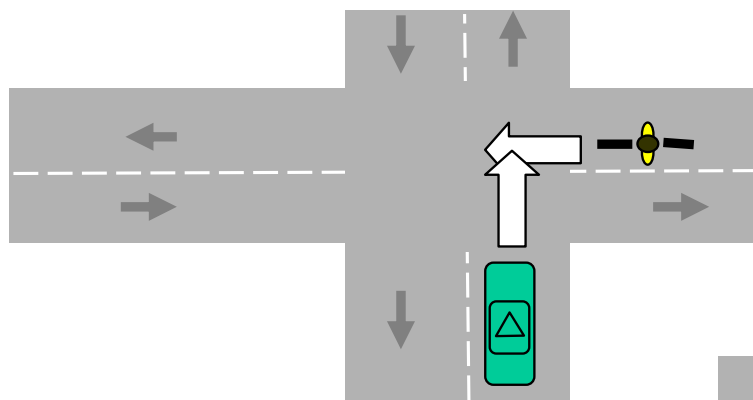
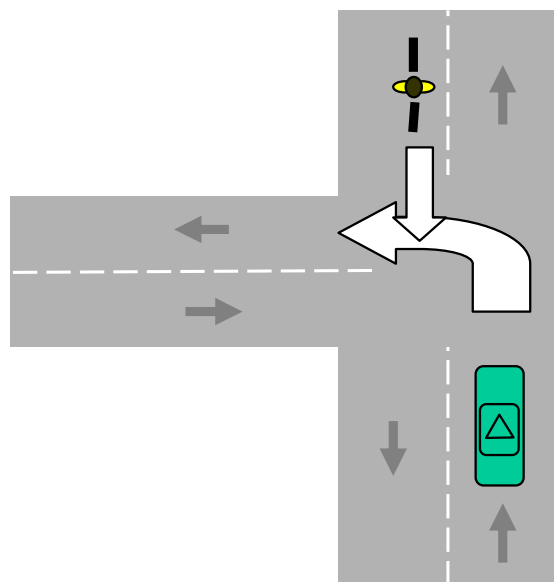
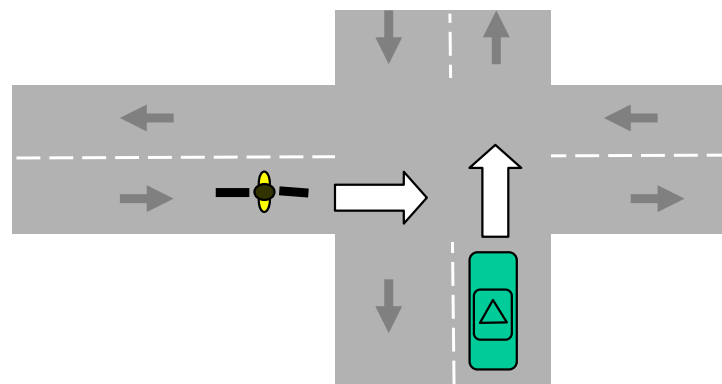
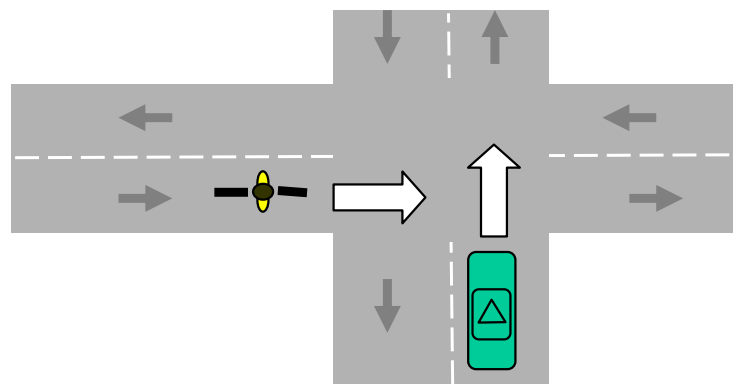


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CASE ID	1d	
CASE NAME	Rural single motorcycle accident on bends	
STATUS		
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Rural	
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED	Largest percentage between 40-70 km/h,	
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY		
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	A motorcycle is negotiating a bend on an rural road.
	2	The rider is in danger of losing control due to high speed for the circumstances (sharp bend, bad weather, low visibility...).
	3	The system effectively warns the rider to cut speed in time.
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		

Use Case 2a: Front-side urban junction accident with car



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Use Case 2a: Front-side urban junction accident with car

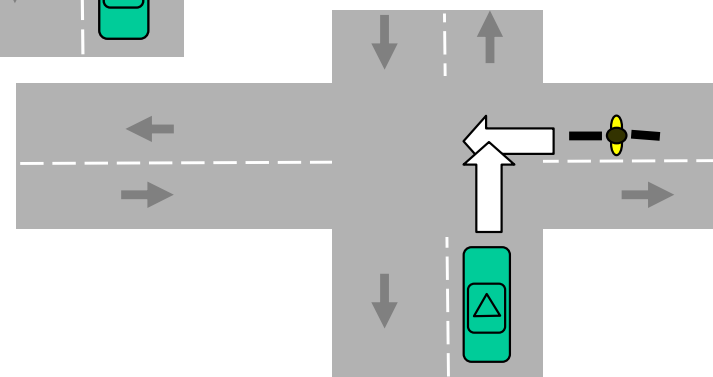
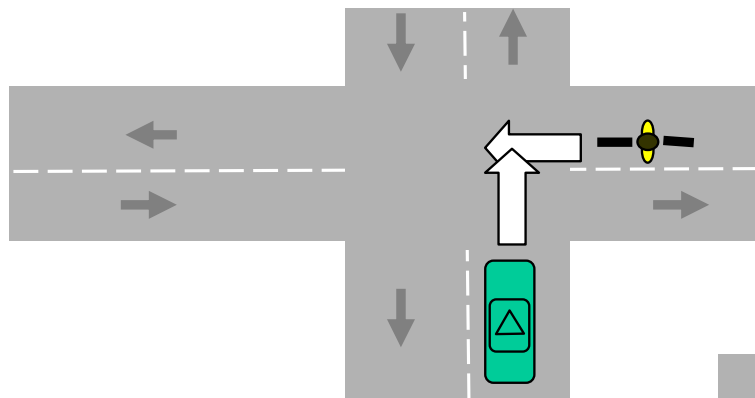
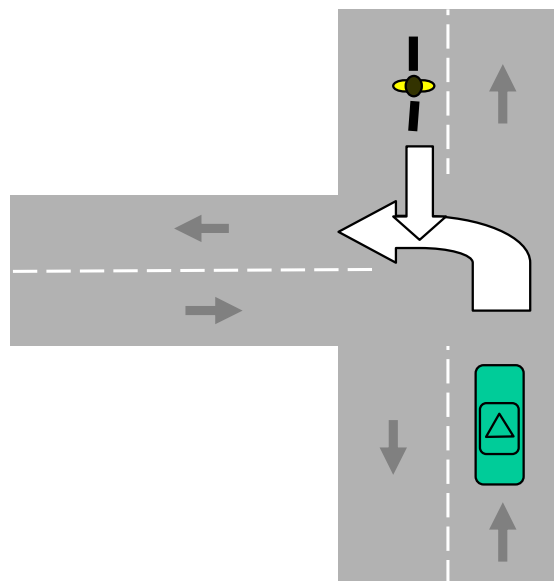
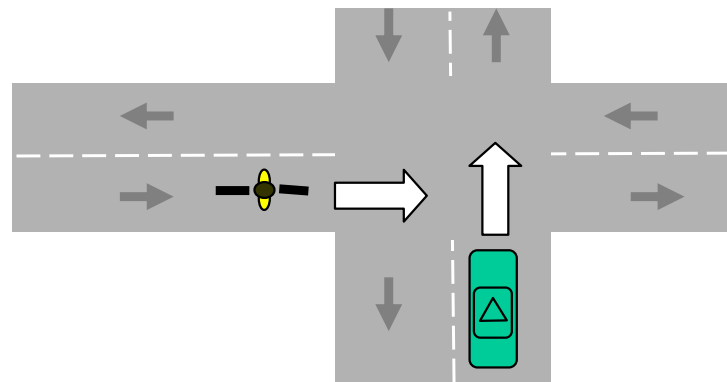
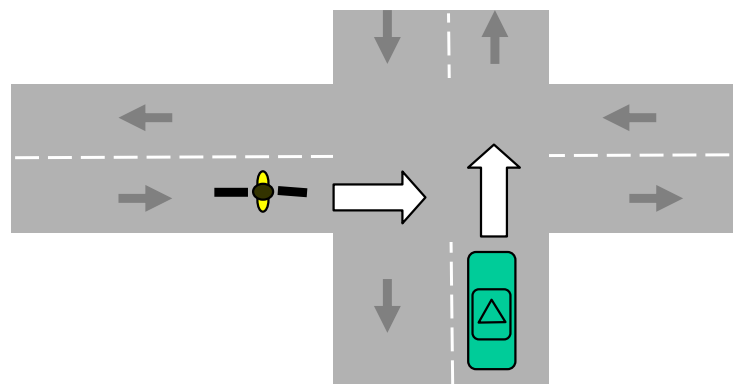


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CASE ID	2a	
CASE NAME	Front-side urban junction accident with car.	
STATUS	Draft	
GOAL	22% of all accidents	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Motorcycle (L3)	
TYPE OF OTHER INVOLVED VEHICLE	Passenger car (in the majority)	
ACCIDENT CAUSES	Inadequate speed of drivers and/or riders, Violation of right-of-way.	
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD	T or X-junction regulated by stop sign or not.	
RELATIVE TRAJECTORIES	Perpendicular	
EGO-VEHICLE SPEED	Up to 50% km/h.	
OTHER VEHICLE SPEED	Up to 50% km/h.	
TIME TO COLLISION		
TIME OF THE DAY	Majority in daylight.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	Motorcycle is near to an urban junction.
	2	A converging car is recognised as approaching without breaking.
	3	The rider is effectively warned on time.
OPEN ISSUES	Missing data on the responsibility of the car or specific infrastructure elements.	
COMMENTS		

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Use Case 2b: Front-side rural junction accident with car



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Use Case 2b: Front-side rural junction accident with car



CERTH/HIT

CASE ID	2b	
CASE NAME	Front-side rural junction accident with car.	
STATUS	Draft	
GOAL	22% of all accidents.	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Rural junctions.	
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	Majority in daylight. However, 18% at night.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	Motorcycle is near to a rural junction.
	2	A converging car is recognised as approaching without breaking.
	3	The rider is effectively warned on time.
OPEN ISSUES	Missing data on the responsibility of the car or specific infrastructure elements.	
COMMENTS		

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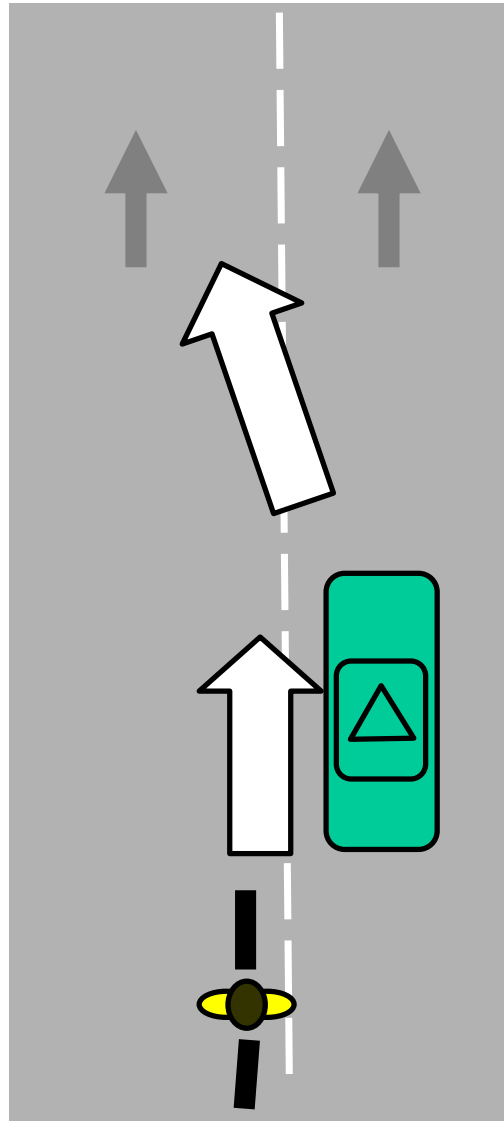
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Use Case 3a: Side-side urban non-junction accident with car



CERTH/HIT



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Use Case 3a: Side-side urban non-junction accident with car



CERTH/HIT

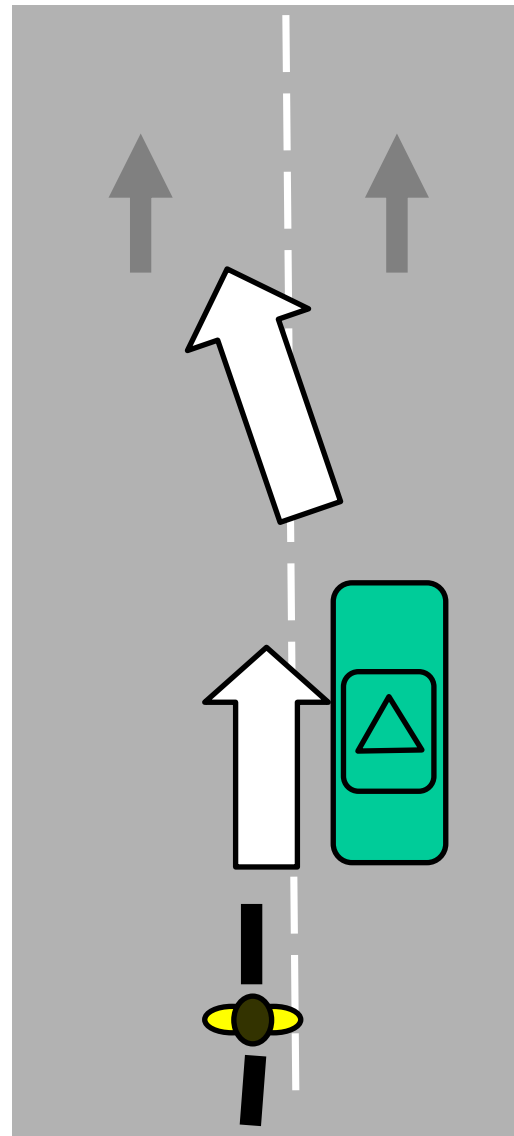
CASE ID	3a	
CASE NAME	Side-side urban non-junction accident with car.	
STATUS	Draft	
GOAL	6% of all accidents.	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Motorcycle (L3).	
TYPE OF OTHER INVOLVED VEHICLE	Passenger car	
ACCIDENT CAUSES	Running side-by-side or motorcycle overtaking from left or right with excessive speed (93%).	
ACCIDENT CHARACTERISTICS	In 50% of cases traffic violation by the rider, 10% of riders absent-minded, 10% of riders illegal overtaking, 2% of riders non-obeying on stop sign. Car driver errors ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	90% under daylight conditions.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	Motorcycle running at the side of the car or overtaking it.
	2	Car drifting towards motorcycle on the next lane.
	3	Effective warning of rider to perform escape manoeuvre.
OPEN ISSUES		
COMMENTS		

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Use Case 3b: Side-side rural non-junction accident with car



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Use Case 3b: Side-side rural non-junction accident with car



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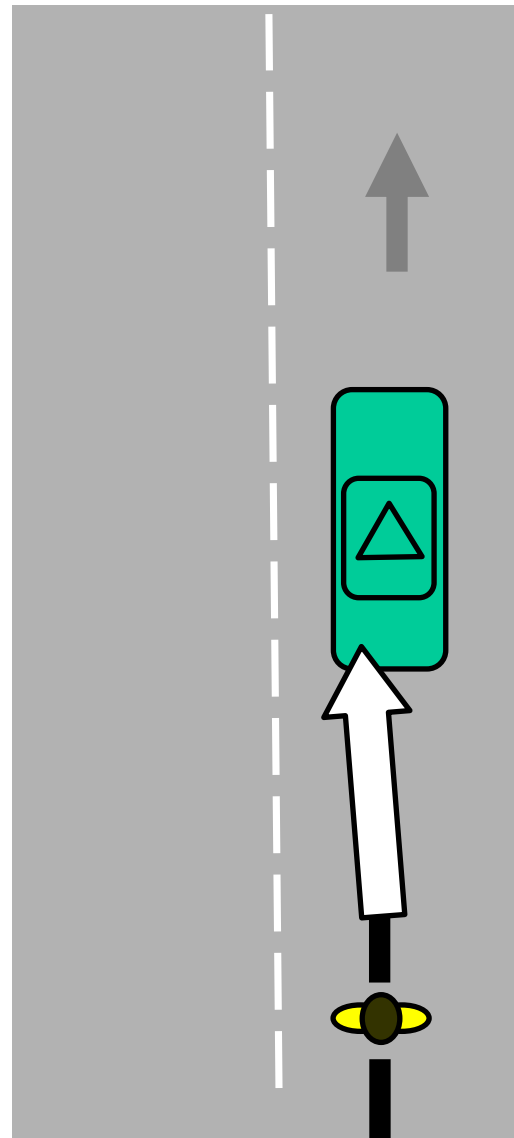
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CASE ID	3b	
CASE NAME	Side-side rural non-junction accident with car.	
STATUS	Draft	
GOAL	6% of all accidents.	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Motorcycle (L3).	
TYPE OF OTHER INVOLVED VEHICLE	Passenger car	
ACCIDENT CAUSES	Running side-by-side or motorcycle overtaking from left or right with excessive speed (93%).	
ACCIDENT CHARACTERISTICS	In 50% of cases traffic violation by the rider, 10% of riders absent-minded, 10% of riders illegal overtaking, 2% of riders non-obeying on stop sign. Car driver errors ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	90% under daylight conditions.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
OPEN ISSUES		
COMMENTS		

Use Case 4a: Rear-end accidents in urban non-junctions with cars



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Use Case 4a: Rear-end accidents in urban non-junctions with cars



CERTH/HIT

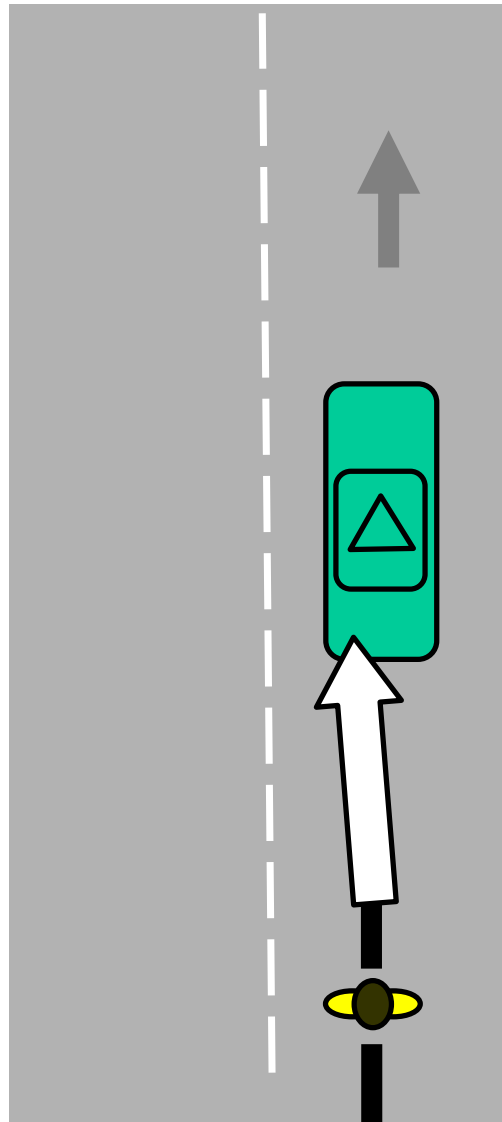
CASE ID	4a	
CASE NAME	Rear-end accidents in urban non-junctions with cars	
STATUS	Draft	
GOAL	10% of all motorcycle accidents (along with 4b).	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES	Illegal overtaking of the rider (8%), Too-short distance from vehicle ahead (17%).	
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	8% during night without luminosity.	
WEATHER	Wet surface in 3% of the cases. The rest dry.	
VISIBILITY	Restricted visibility in 5% of the cases.	
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	The rider is following a car and approaches too near to it, usually preparing an overtaking manoeuvre.
	2	The car is unexpectedly braking or performing another manoeuvre.
	3	The system should warn effectively the rider to keep a safety distance, taking into account also environmental conditions.
OPEN ISSUES		
COMMENTS		

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Use Case 4b: Rear-end accidents in rural non-junctions with cars



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Use Case 4b: Rear-end accidents in rural non-junctions with cars



CERTH/HIT

CASE ID	4b	
CASE NAME	Rear-end accidents in rural non-junctions with cars	
STATUS	Draft	
GOAL	10% of all motorcycle accidents (along with 4a).	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES	Illegal overtaking of the rider (8%), Too-short distance from vehicle ahead (17%).	
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	8% during night without luminosity.	
WEATHER	Wet surface in 3% of the cases. The rest dry.	
VISIBILITY	Restricted visibility in 5% of the cases.	
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	The rider is following a car and approaches too near to it, usually preparing an overtaking manoeuvre.
	2	The car is unexpectedly braking or performing another manoeuvre.
	3	The system should warn effectively the rider to keep a safety distance, taking into account also environmental conditions.
OPEN ISSUES		
COMMENTS		

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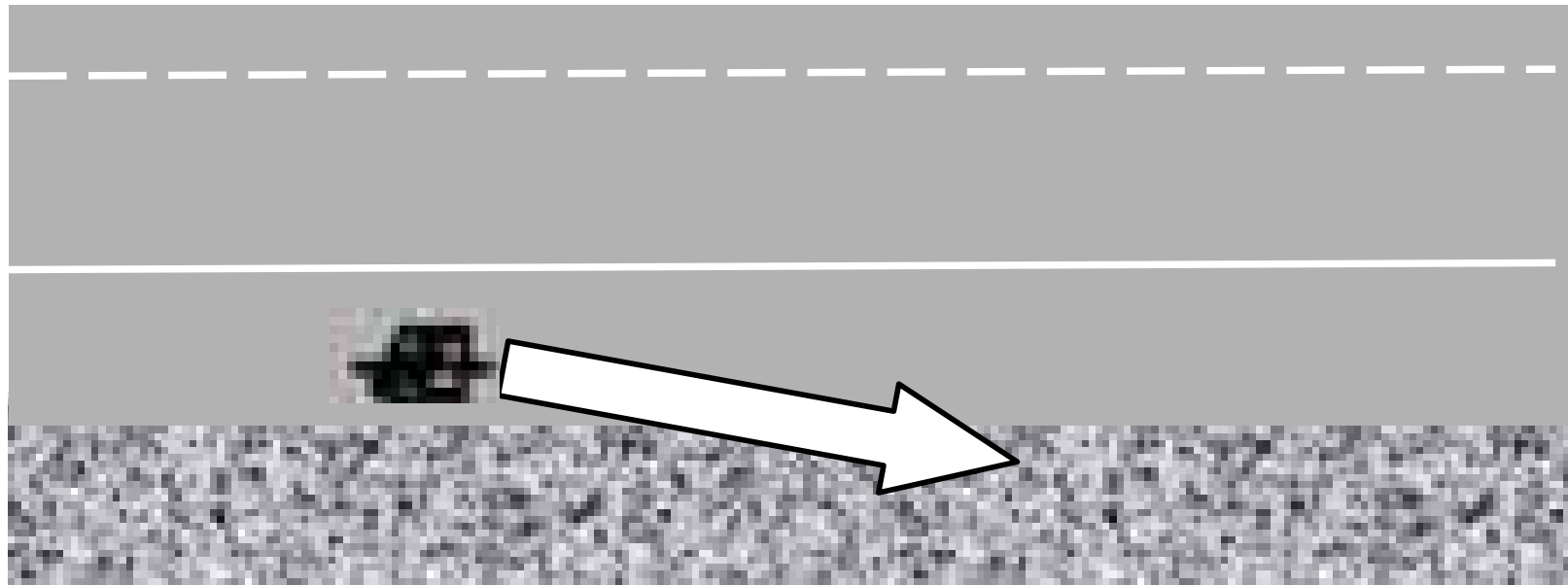
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Use Case 5a: Mopeds single urban accident



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Use Case 5a: Mopeds single urban accident

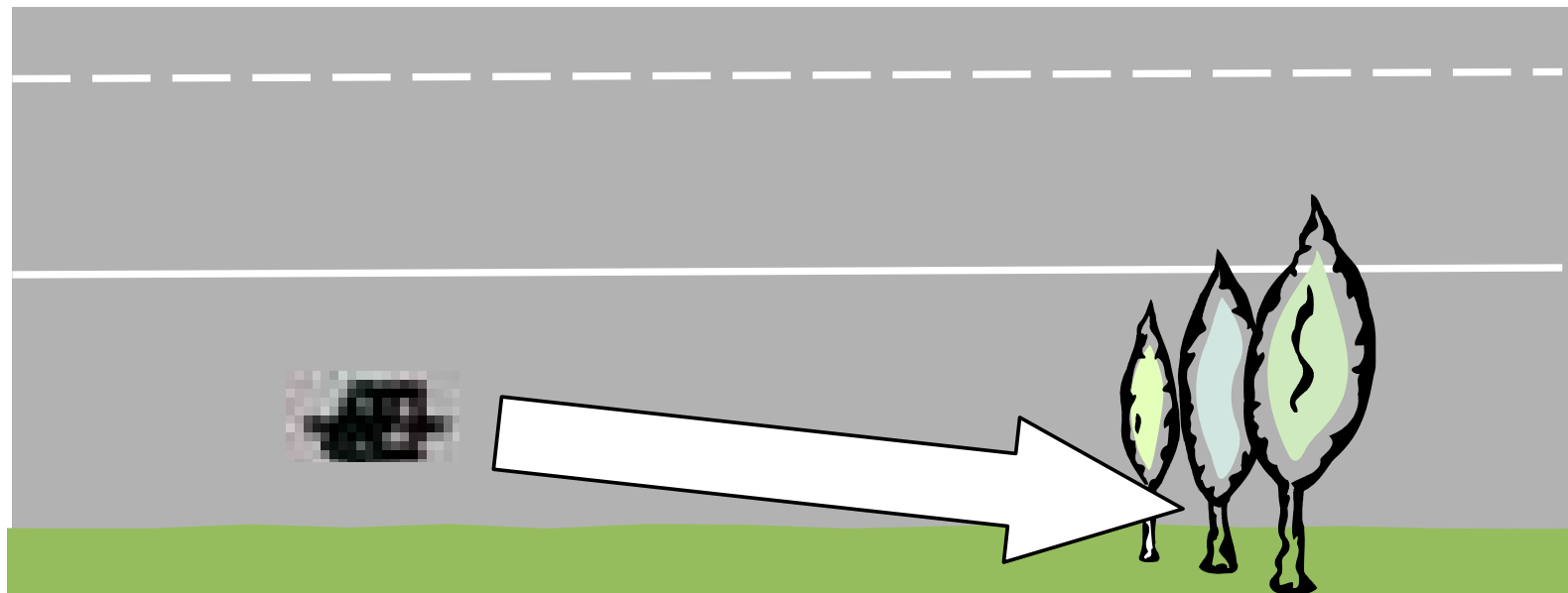


CERTH/HIT

CASE ID	5a	
CASE NAME	Mopeds single urban accident (including run-offs, rollover on the carriageway and collisions with road restraint systems).	
STATUS	Draft	
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Moped (L1)	
TYPE OF OTHER INVOLVED VEHICLE	-	
ACCIDENT CAUSES	Inadequate speed in 80% as a contributing factor.	
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY		
WEATHER		
VISIBILITY	Visibility was a problem in 20% of relevant accidents, most related to terrain profile (15%).	
RIDER TYPE	Inexperience has been considered as a direct causation in more than 95%.	
SCENARIO DESCRIPTION	STEP	ACTION
	1	A moped is driving straight on an urban road its own lane.
	2	The rider is in danger of losing control due to high speed for the circumstances (bad weather, low visibility...).
	3	The system effectively warns the rider to cut speed in time.
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		

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Use Case 5b: Mopeds single rural accident



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Use Case 5b: Mopeds single rural accident

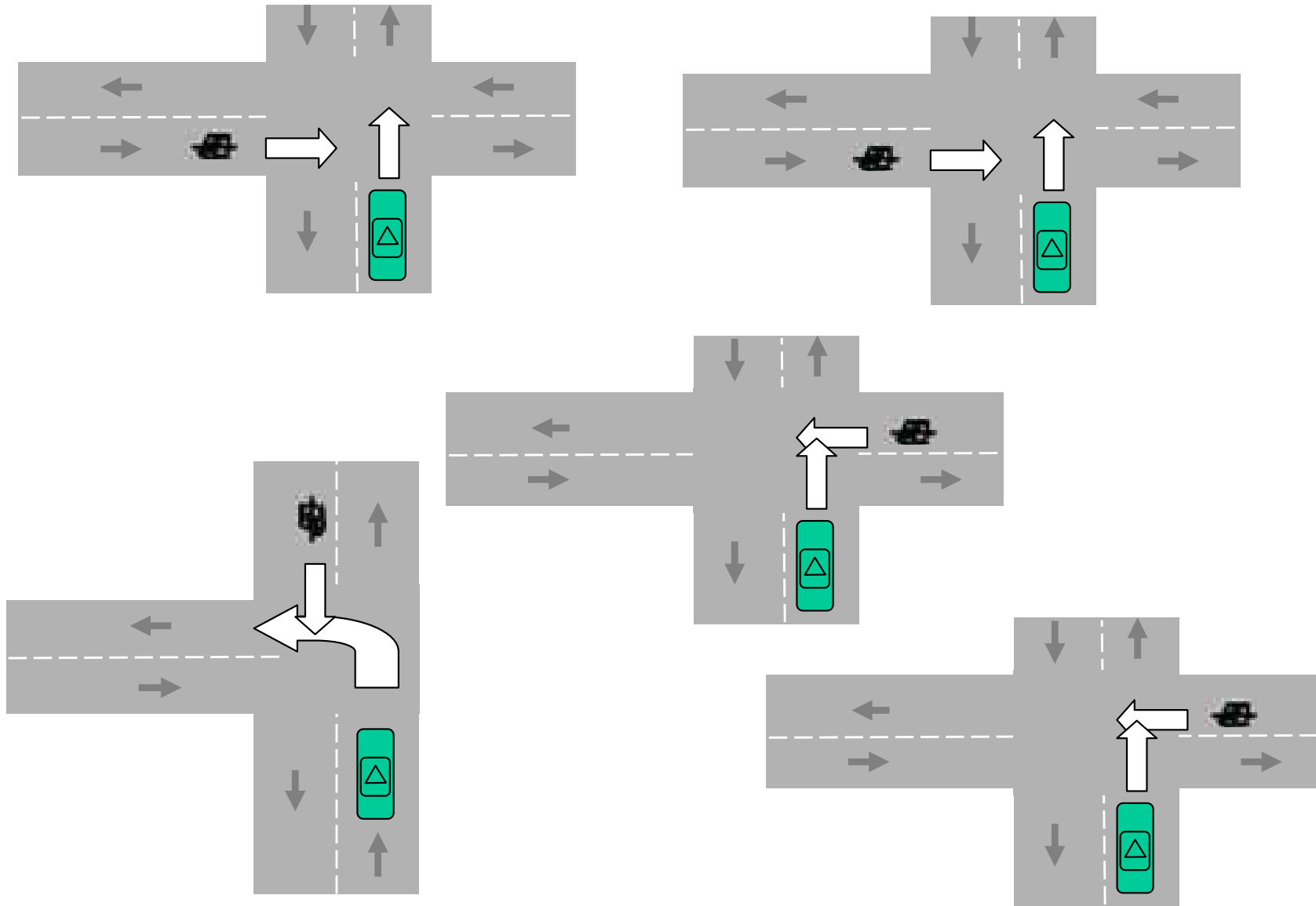


CASE ID	5b	
CASE NAME	Mopeds single rural accident (including run-offs, rollover on the carriageway and collisions with road restraint systems).	
STATUS	Draft	
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Moped (L1)	
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS		
EGO NO OF OCCUPANTS		
TYPE OF ROAD		
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY		
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
OPEN ISSUES	Missing data on the responsibility of other road participants or specific infrastructure elements.	
COMMENTS		

Use Case 6a: Urban front-side accidents of mopeds with cars



CERTH/HIT



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Use Case 6a: Urban front-side accidents of mopeds with cars



CERTH/HIT

CASE ID	6a	
CASE NAME	Urban front-side accidents of mopeds with cars.	
STATUS	Draft	
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Moped (L1).	
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS	Priority violation of traffic lights (28%), stop sign (24%), yield sign (19%) or no sign (22%). Violations by cars ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Urban junctions most common in 'X' or '+' (60%) following by 'T' or 'Y' (30%).	
RELATIVE TRAJECTORIES	Perpendicular or converging.	
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	70% during daylight, 25% at night with enough luminosity.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	Moped is near to an urban junction.
	2	A converging car is recognised as approaching without breaking.
	3	The rider is effectively warned on time.
OPEN ISSUES		
COMMENTS		

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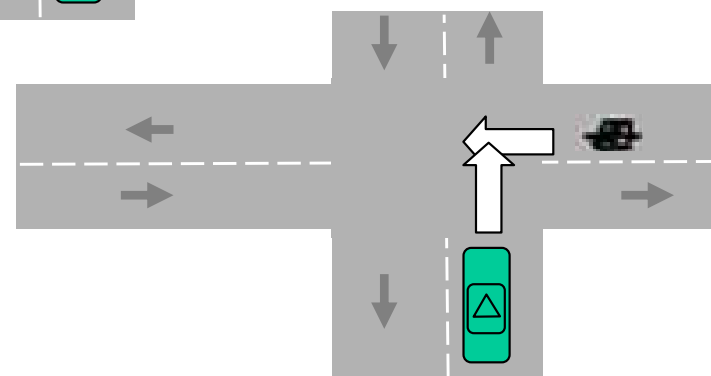
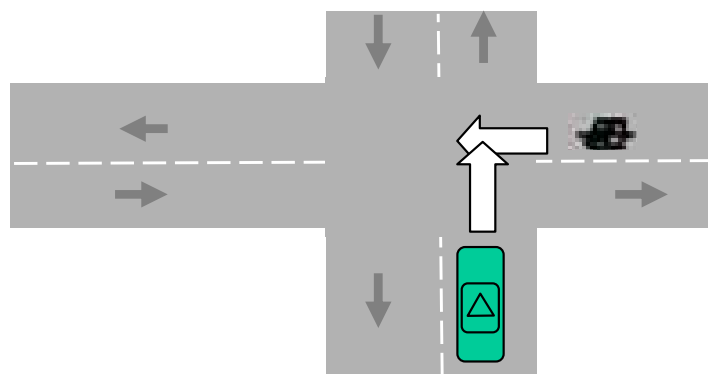
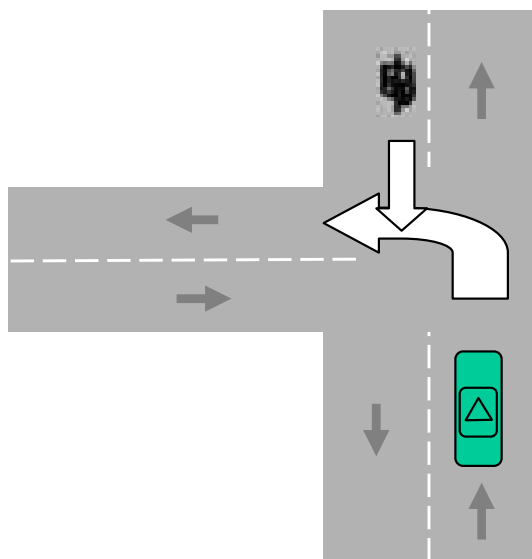
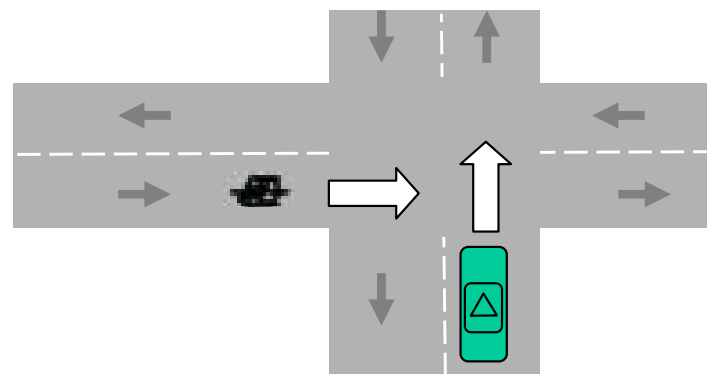
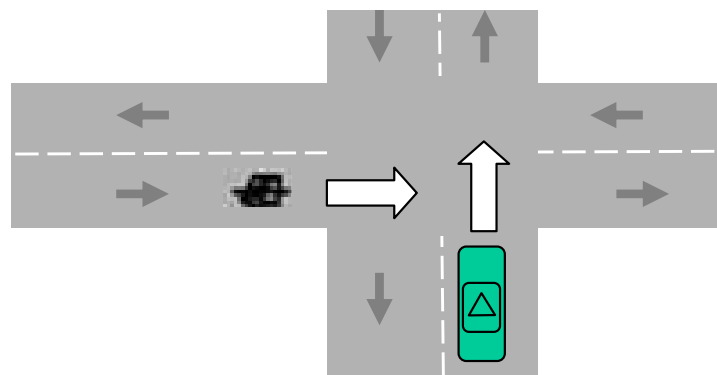
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Use Case 6b: Rural front-side accidents of mopeds with cars



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Use Case 6b: Rural front-side accidents of mopeds with cars

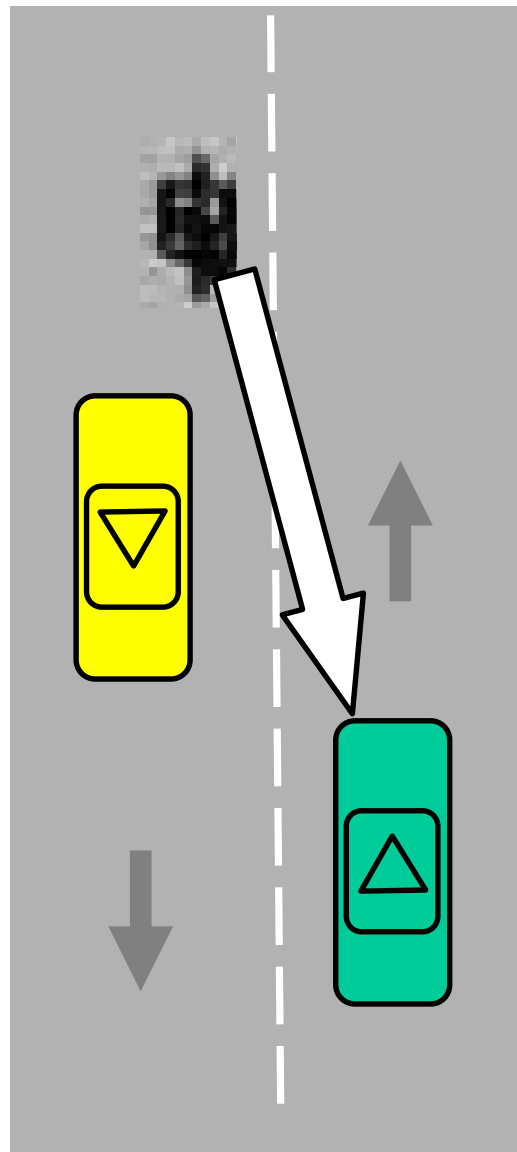


CASE ID	6b	
CASE NAME	Rural front-side accidents of mopeds with cars.	
STATUS	Draft	
GOAL		
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)	Moped (L1).	
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS	Not obeying traffic signs indications (8%), absent-minded driving (6%) and overtaking illegally (5%). Violations by cars ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Rural junctions most common in 'X' or '+' (60%) following by 'T' or 'Y' (30%).	
RELATIVE TRAJECTORIES	Perpendicular or converging.	
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	70% during daylight, 25% at night with enough luminosity.	
WEATHER		
VISIBILITY		
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
	1	Moped is near to a rural junction.
	2	A converging car is recognised as approaching without breaking.
	3	The rider is effectively warned on time.
OPEN ISSUES		
COMMENTS		

Use Case 7a: Head-on accidents in urban areas, between mopeds and cars



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Use Case 7a: Head-on accidents in urban areas, between mopeds and cars



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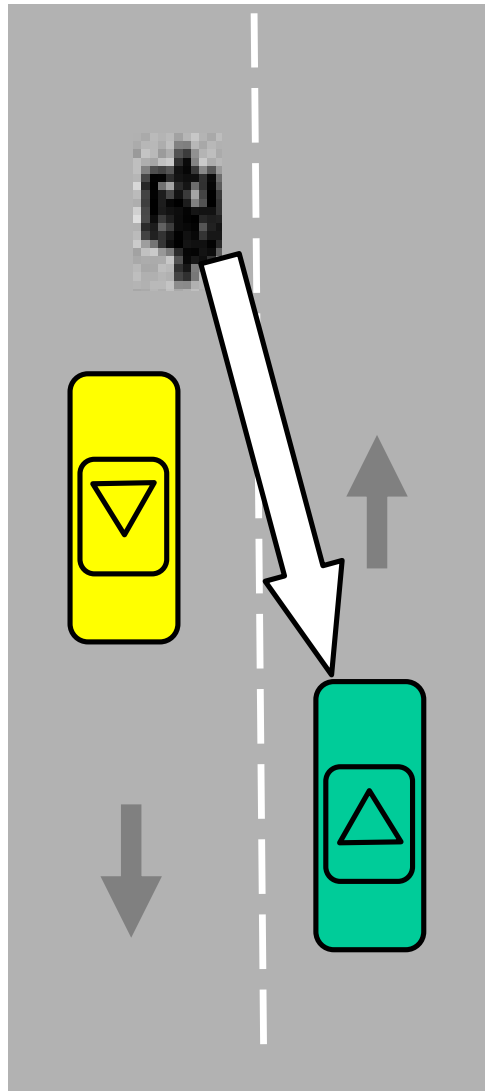
CASE ID	7a	
CASE NAME	Head-on accidents in urban areas, between mopeds and passenger cars.	
STATUS		
GOAL	21% of the moped accidents (along with 7b).	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS	Rider entering the opposite lane (18%), absent-minded driving (9%), driving in a forbidden direction (6) and overtaking illegally (4%). Car driver errors ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	Most relevant accidents happen in urban roads (67%). In 60% of the urban cases the collisions occurred in 'T' or 'Y' junctions.	
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	60% during daylight, 25% at night.	
WEATHER		
VISIBILITY	Visibility problems in 40%.	
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
OPEN ISSUES		
COMMENTS		

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Use Case 7b: Head-on accidents in rural areas, between mopeds and cars



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Use Case 7b: Head-on accidents in rural areas, between mopeds and cars



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CASE ID	7b	
CASE NAME	Head-on accidents in rural areas, between mopeds and passenger cars.	
STATUS		
GOAL	21% of the moped accidents (along with 7a).	
TYPE OF EGO-VEHICLE (MOPED, MOTORCYCLE)		
TYPE OF OTHER INVOLVED VEHICLE		
ACCIDENT CAUSES		
ACCIDENT CHARACTERISTICS	Rider entering the opposite lane (18%), absent-minded driving (9%), driving in a forbidden direction (6) and overtaking illegally (4%). Car driver errors ???	
EGO NO OF OCCUPANTS		
TYPE OF ROAD	33% of relevant accidents in rural areas. Of them more than 50% were in a straight section.	
RELATIVE TRAJECTORIES		
EGO-VEHICLE SPEED		
OTHER VEHICLE SPEED		
TIME TO COLLISION		
TIME OF THE DAY	60% during daylight, 25% at night.	
WEATHER		
VISIBILITY	Visibility problems in 40%.	
RIDER TYPE		
SCENARIO DESCRIPTION	STEP	ACTION
OPEN ISSUES		
COMMENTS		

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Use Cases Prioritisation (1/3)



UC No	Use Case Description	Geneva Workshop consensus Priority level	User Forum consensus Priority Level
UC 1a	Urban single motorcycle accident on straight road	1	
UC 1b	Urban single motorcycle accident on bends	1	
UC 1c	Rural single motorcycle accident on straight road	1	
UC 1d	Rural single motorcycle accident on bends	1	
UC 2a	Front-side urban junction accident with car	1	
UC 2b	Front-side rural junction accident with car	1	
UC 3a	Side-side urban non-junction accident with car	2	
UC 3b	Side-side rural non-junction accident with car	2	

1: High Priority
2: Medium Priority
3: Low Priority

Use Cases Prioritisation (2/3)



UC No	Use Case Description	Geneva Workshop consensus Priority level	User Forum consensus Priority Level
UC 4a	Rear-end accidents in urban non-junctions with cars	2	
UC 4b	Rear-end accidents in rural non-junctions with cars	2	
UC 5a	Mopeds single urban accident	1	
UC 5b	Mopeds single rural accident	1	
UC 6a	Urban front-side accidents of mopeds with cars	1	
UC 6b	Rural front-side accidents of mopeds with cars	1	
UC 7a	Head-on accidents in urban areas, betw. mopeds & cars	1	
UC 7b	Head-on accidents in rural areas, betw, mopeds & cars	1	

1: High Priority
2: Medium Priority
3: Low Priority

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Other Use Cases to consider?



UC No	Use Case Description	1 st Workshop consensus Priority level	1 st User Forum Meeting consensus Priority Level

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- 1: High Priority
- 2: Medium Priority
- 3: Low Priority



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