

SAFERIDER

ADVANCED TELEMATICS FOR ENHANCING THE **SAFETY** AND
COMFORT OF MOTORCYCLE **RIDERS**

FP7-ICT1-216355



**1st USER FORUM MEETING MINUTES
JUNE 25, 2008
BRUSSELS, BELGIUM**

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List of Participants

Surname	First name	Association
ANDERSSON	Espen	European Commission
BALDANZINI	Niccolo'	UNIFI
BERGGREN	Peter	Imaginescan Picture Agency
BERTIN	René	INRETS-MSIS
BINGLEY	Lisa	MIRA
BROZDZIAK	Frédéric	Moto Magazine
CHRISTENSEN	Jesper	FEMA - SMC
COCQUYT	Bart	FEMA - MAG BE
COLLEYE	Pierre-Yves	MS3
COSSALTER	Vittore	University of Padova
DA LIO	Mauro	UNITN
DELHAYE	Aline	FEMA
DELOYER	Alexandre	BLUE KNIGHTS
DOETS	May	Kawasaki Motors Europe
FARRELL	Steve	Motorcycle News
FIRT	Miroslav	FEMA - CMF-UAMK
FRANQUEIRA	José	Km Cero
GELAU	Christhard	BAST
GRUMMEL	Nicolas	Moto Magazine
GUILLOT	Laure	INRETS
HARDY	Elaine	FEMA
KOBES	Vaclav	FEMA - CMF-UAMK
LATTKE	Benedikt	TU Darmstadt/CARHS
LIVETT	Gerard	FEMA - MAG UK
MALDINI	Giorgio	Metasystem
MINARINI	Fabrizio	European Commission
MONTANARI	Roberto	UNIMORE
NELVA-PASQUAL	Bertrand	Assurance Mutuelle des Motards
NIGHTINGALE	Tony	FEMA - MAG UK
NIKOLAOU	Stella	CERTH/HIT
NORDQVIST	Maria	FEMA - SMC
o BYRNE	Gearoid	FEMA - MAG IRL
o LOIDEOIN	Linda	FEMA - MAG IRL
o LOIDEOIN	Marc	FEMA - MAG IRL
PAUZIE	Annie	INRETS
PERK	Nico	FEMA - MAG NL

Surname	First name	Association
RENOY	Marleen	Belgian Federal Police
STRIFELDT	Hans Petter	FEMA
TERENZIANI	Maurizio	Metasystem
THIEM	Michael	Honda Europe
VAN ELFEREN	Han	Kawasaki Motors Europe
VAN HAATTEM	Warner	Dutch Ministry of Transport
WERNER	Mike	Motorbiker's Bikes in the Fast Lane
YOUNG	Fred	FEMA - MAG UK

Agenda

1st User Forum Meeting <u>Wednesday 25th June 2008</u> Chairman: Dr Elaine Hardy, FEMA		
Timing	Topic	Speaker
13.00-13.30	Registration, Coffee and Biscuits	
13.30-13.40	Welcome and introduction to User Forum and SAFERIDER project	Hans Petter Strifeldt FEMA
13.40-14:00	Intelligent Car Initiative and ICT for traffic safety	Fabrizio Minarini European Commission
14:00-14.15	SAFERIDER objectives and targets	Roberto Montanari UNIMORE
14.15-14.30	Ergonomic inspection study results	Annie Pauzie INRETS/ LESCOT
14.30-15.00	Use Cases preliminary findings (+Q&A)	Stella Nikolaou CERTH/HIT
15.00-15.15	Coffee Break	
15.15-15.45	Initial project findings: Findings of Focus Group (+Q&A)	Niccolò Baldanzini UNIFI
15.45-16.30	Open discussion	<i>Moderators:</i> Roberto Montanari Annie Pauzie
16.30-17.00	Conclusion - Close of the Meeting	<i>Chairman</i>

1. Introduction

The 1st SAFERIDER User Forum Meeting was held on June 25, 2008 in the Autoworld Museum in Brussels, Belgium, in conjunction with the Annual MEP ride, both organised by the Federation of European Motorcyclists' Association (FEMA). More information about the Annual MEP rider is available through FEMA website (<http://www.mep-ride.eu/>).



Figure 1: FEMA MEP ride, AutoWorld Museum, Brussels

The aim of the User forum was to discuss the application of the technologies to be developed in the SAFERIDER project, as well as the current project findings with the riders and other stakeholders. The main objectives of the meeting were:

- To diffuse the aim, objectives and targeted developments of SAFERIDER to the riders;
- To provide early information on project developments and retrieve riders' feedback;
- To trigger riders' interest in order to be actively involved in the project progress and developments throughout its duration.
- To include participants in project Pilot tests with annual structure feedback (through concise and short questionnaires or templates);
- To invite participants to forthcoming project Workshops, Events and Demonstrations.

The User Forum meeting consisted of two main sessions: a) welcome speeches and presentations, and b) interactive discussion with the participants. Dr. Elaine Hardy, Research Officer of FEMA, chaired the meeting. During the open discussion session, assistant moderators to Dr. Hardy were Dr. Annie Pauzie (INRETS/LESCOT) and Dr. Roberto Montanari (UNIMORE).



Figure 2: Dr. Elaine Hardy, FEMA (middle), Dr. Annie Pauzie, INRETS/LESCOT (left) and Dr. Roberto Montanari, UNIMORE (right), moderators of the interactive discussion of the User Forum Meeting.

In total, 44 participants attended the User Forum meeting and actively participated in the round table discussion with high interactivity between project representatives, riders, media, insurances' representatives and manufacturers' representatives.

SAFERIDER achieved to fulfil its main initial task, which is to promote riders' awareness and opinion in the project research and development stages and underlined that SAFERIDER is not a technology but rather a rider-oriented project, which main objective is to enhance riders' safety and comfort.



Figure 3: Discussions between SAFERIDER representatives and User Forum participants during breaks

2. Presentations

2.1 Welcome and introduction to User Forum and SAFERIDER project (FEMA)

Hans Petter Strifeldt, President of FEMA, welcomed the participants and presented FEMA's participation within SAFERIDER.

“By actively participating in projects like SAFERIDER, we, the representatives of European motorcyclists, are ensuring that our wants and needs are taken into account and that tomorrow's transport policies will respect the identity of motorcycling. It puts us in a position to define and determine the future of motorcycling, our future, not only as an organization, but as the representative of motorcyclists in Europe.”



Figure 4: Hans Peter Strifeldt (FEMA)

2.2 Intelligent Car Initiative and ICT for traffic safety (European Commission)

Fabrizio Minarini, Head of Sector in the ICT for Transport Unit of the DG Information Society & Media of the European Commission, underlined that SAFERIDER is the first European project based on ADAS/IVIS integration and, therefore, the Commission is highly interested in its research achievements and results.

Following, Fabrizio Minarini presented the past and current actions of the Intelligent Car initiative, focusing on the future research challenges. The relevant presentation is available in **Annex 1**.



Figure 5: Fabrizio Minarini (DG-INFSO)

2.3 SAFERIDER objectives and targets (UNIMORE)

Roberto Montanari, head of the Human-Machine Interaction (HMI) group of the University of Modena & Reggio Emilia (UNIMORE), presented the objectives and targets of the SAFERIDER project, underlining that riders' interests and needs are highly considered in the project. The relevant presentation follows in **Annex 2**.



Figure 6: Roberto Montanari (UNIMORE)

2.4 Ergonomic inspection study results (INRETS/LESCOT)

Annie Pausie, Research Director in the Laboratory of Ergonomic and Cognitive sciences applied to Transport of INRETS/LESCOT, presented the results of the ergonomic inspection study that has been performed in SAFERIDER, on the current existing and under development technologies applied for powered-two-wheelers. Following, Laure Guillot (INRETS/LESCOT) presented the benchmarking database including all the identified products, that is also available online through the SAFERIDER web-site (<http://www.saferider-eu.org/benchmark>). The relevant presentation follows in **Annex 3**.



Figure 7: Annie Pausie (INRETS-LESCOT)

2.5 Use Cases preliminary findings (CERTH/HIT)

Stella Nikolaou, Researcher in the Driver & Vehicle Sector of CERTH/HIT, presented the preliminary findings of the use case study performed in SAFERIDER, which aims to identify the most crucial accident scenarios for which project developed systems may have a positive to road safety impact. The relevant findings were discussed with the automotive community during the ITS Geneva Congress on June 5, 2008 and relevant feedback was retrieved. The purpose is to discuss the findings to enable a decision of both automotive experts and users during the final selection of the project use case scenarios. The relevant presentation follows in **Annex 4**.



Figure 8: Stella Nikolaou (CERTH/HIT)

2.6 Initial project findings: Findings of Focus Group (UNIFI)

Niccolò Baldanzini, Assistant Professor of Machine Design in the University of Florence, presented the findings of the focus group interviews with 6 experienced motorcycle trainers. The major point underlined was about the views of the trainers as well as the reservations that they had of some of the proposed functionalities. The relevant presentation follows in **Annex 5**. Niccolò Baldanzini, informed the audience that the riders' needs survey would be carried out publicly through an on-line questionnaire survey that has been launched and is available through FEMA web-site and all European riders are welcomed to provide their feedback.



Figure 9: Niccolò Baldanzini (UNIFI)

3. Open discussion

Following the presentation the forum opened the discussion for the participants to ask questions to the presenters.

- Tony Nightingale from MAG UK asked about 'information overload' and expressed his concerns about distracting riders with the systems. Roberto Montanari (UNIMORE) replied that there is very little information but that he was confident that overload should be limited. Further information came from Lisa Bingley MIRA who mentioned that the vehicles will be tested first.
Annie Pauzie (INRETS/LESCOT) answered that there is a specific task in SAFERIDER dealing with the development of a concrete methodology to evaluate the usability and impacts of the developed systems, including evaluation of the rider workload. Taking into account the fact that the task of riding is very different from the task of driving, and that we have insufficient knowledge in this domain, it is highly relevant to identify what can cause distraction to the rider.
Stella Nikolaou (CERTH/HIT) underlined that SAFERIDER is a research project, and that at this preliminary stage, there is no push to have these functions implemented, as the project studies their potential adaptation and integration which might not be successful for all functions or valid only to selected PTW types, at the end of the project.
- Gerard Livett (MAG UK) asked the partners to consider that there might be a problem regarding Risk compensation, i.e. that the rider would become dependent on the devices and as a result, would be less careful.
- Maria Nordqvist (SMC Sweden) asked if the project would include a system to detect alcohol as Sweden had a serious problem with drink driving. Stella Nikolaou (CERTH/HIT) and Elaine Hardy (FEMA) replied: this Use Case isn't significant since there is a rather low percentage on PTW accidents with drunk riders and therefore it not a high priority to SAFERIDER.
- Bertrand Nelva-Pasqual from Assurance Mutuelle des Motards, France, offered to provide insurance data from his company (database of 200,000 riders insured) and gave the example of their data - e.g. 75% of accidents not the fault of the rider. Stella Nikolaou (CERTH/HIT) responded that such the analysis of this database would be of great value to SAFERIDER and warmly welcomed this contribution.
- Nico Perks (MAG Netherlands) asked about possible legislation and whether these devices would become mandatory. This question was based on the comment by Fabrizio Minarini (European Commission) which was "We want to help the market create the conditions for this system to be adopted. Legislation is the last resort if it doesn't happen in the market." Espen Anderson, (European Commission) replied to the question about the threat of legislation, with the following: "maybe legislation will be applied in the future, in several years".



Figure 10: Snapshot from the User Forum meeting

3.1 Further Comments

- A participant posed a question on the reason to spend money in developing sophisticated technology and not for training programmes that would actually assist riders. Annie Pauzie (INRETS) responded that both approaches are complementary and necessary; it is not because technology is available to support the rider that training programmes have to be reduced, on the contrary. Furthermore, some systems do not need money to be developed, as they are already on the market. So the task of SAFERIDER is not only to create prototypes of integrated functions for PTWs that could have positive consequences on safety, but also to identify functions and/or interfaces that could have a negative impact.
- Another question from the audience: Which technologies do you expect to utilize? Roberto Montanari (UNIMORE) replied that the strategies which utilize the rider workload are the most effective modalities (haptic and head up).
- Another question from the audience: How will this sub-system be available on market? Roberto Montanari (UNIMORE) replied that it will not be with modular strategies, but major (or all) sub-system integrated together.

3.2 General Comments

- Riders mentioned that assistance mustn't exempt to learn safety good practices, (for instance a driving instructor highlighted that when a rider is used to ride a motorcycle with ABS, has difficulties to break on a motorcycle without ABS).
- It could be interesting to have a use case on highway because of its specificity.
- The question of ITS for motorcycles is not only technical, but also about consumers acceptance.

The final comment from the Open Discussion came from Marc O'Loideoin, MAG Ireland (Motorcycle Trainer) who stated that:

"There are some of us that will not want to use the systems that are being developed in the SAFERIDER project, but that is our choice. However there will be people, for example, commuters: the type of person who would perhaps prefer to ride an MP3, who may really want to buy these systems. If it makes them feel safer, if it means more people riding motorcycles and scooters, then that can only be a good thing for motorcycling".

4. Conclusions

The objective of the User Forum to include relevant stakeholders in a constructive discussion about the SAFERIDER project was successful.

Fabrizio Minarini from the European Commission started the presentations with an introduction about ICT transport and funds for projects. This SAFERIDER project was not about cars which is why the EU funded it. He explained about the “Intelligent Car” initiative and results of projects to go into the market and mentioned about the big problems to overcome. He also spoke about a Pan European system required to cover technology but that must make sense in socio-economic terms and must be commercially competitive. He stated that this technology must stimulate user demand and that ICT tools are useful to contribute to better vehicle and traffic management by providing the right information at the right time.

Mr Minarini’s presentation set the agenda for the User forum which was then followed by the presentations from the partners as mentioned in this report.

The open discussion in the second half of the User forum was a lively debate. Riders expressed their concerns about the project and about the technology. It enabled the partners from the consortium to understand that there are many riders who are sceptical about the use of technology to ‘reduce casualties’ and worried about information overload. These concerns were expressed and the partners responded to each question by giving explanations of how the project aimed to use the ADAS/IVIS technology to assist the riders, not to take away any control from their vehicles.

The result of this dialogue gave both the Consortium partners the possibility of meeting with motorcyclists to have a clearer understanding of their needs and wants and at the same time gave motorcyclists an insight into the development of the ADAS/IVIS systems that are being developed by the SAFERIDER project.

Annexes: Presentations

Annex 1: Intelligent Car Initiative and ICT for traffic safety (Fabrizio Minarini, European Commission)

Annex 2: SAFERIDER objectives and targets (Roberto Montanari, UNIMORE)

Annex 3: Ergonomic inspection study results (Annie Pautie & Laure Guillot, INRETS/LESCOT)

Annex 4: Use Cases preliminary findings (Stella Nikolaou, CERTH/HIT)

Annex 5: Initial project findings: Findings of Focus Group (Niccolò Baldanzini, UNIFI)