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AIDE PROJECT
3rd Newsletter

Inside this issue:

Comparison of Subjective Methods for Driver Mental Workload assessment—AIDE WP2.2	2
Considerations on Test Scenarios—AIDE Deliverable 2.1.3	3
DVE Model Characteristics - Subproject 1	4
AIDE Demonstrators and Virtual Prototypes—Subproject 3	5
AIDE HMI Architecture - Sub Project 3	5
Real-time DVE monitoring modules first prototypes released! - Sub Project 3	6
ITS World Conference, San Francisco, USA, November 6th-12th 2005	6
ITS 2006 Congress, London October 2006	7
AIDE Newsflashes	8
Contact Details	10

EDITORIAL

Welcome to the 3rd AIDE newsletter. This issue will guide you through the exciting world of AIDE where you can have a first glance at the new developments and of course of the latest news on the project's activities.

In this issue a variety of AIDE related issues are discussed. Turn to page 2 and find out the results of the comparison of the Subjective Methods for Driver Mental Workload assessment within the WP2.2.

At page 3 you can find a summary of the AIDE deliverable 2.1.3 on Test Scenarios definition. The report offers the basis for the evaluation and assessment of integrated adaptive HMI. Issues affecting the assessment methodology are raised while the evaluation of the methodology itself is discussed.

The Driver-Vehicle-Environment models (SP1) characteristics are described to page 4 and the generic set of boundary and initial conditions included are referenced.

The AIDE demonstrators and Virtual Prototypes (SP3) and the HMI architecture are presented at page 5.

The subproject 3 is presenting the DVE monitoring modules at page 6 while a short report on AIDE's participation to the ITS world congress of San Francisco, last November is included to the same page.

On the occasion of the 3rd AIDE newsletter the AIDE consortium would like to invite you to join the ITS Congress of London, on October 2006 and meet the AIDE partners at the European Commission stand located at the main exhibition hall. The project's consortium is scheduling a full truck demonstration of the AIDE's HMI solution including a number of demos while at the same time specially dedicated sessions are going to be included to the conference main program. More at page 7.

Lastly the AIDE consortium would like to welcome to its family three new partners, Nuance, CTAG and Telenostra. These and other short newsflashes can be found at page 8 and 9.

I hope you will enjoy reading AIDE project news. Remember that for more information you can visit the new and updated project website at: www.aide-eu.org.

The AIDE Dissemination Manager

Dr. Angelos Amditis

ICCS

IST-1-507674-IP

European Commission

Information Society Technologies

Safety

AIDE Facts:

Project Reference: IST-2002-507674
Start Date: 01/02/2004
End Date: 30/01/2008
Duration: 48 months
Contract Type: Integrated Project
AIDE develops:

A model for prediction of behavioral effects of driver assistance and information systems (Sub-project 1)

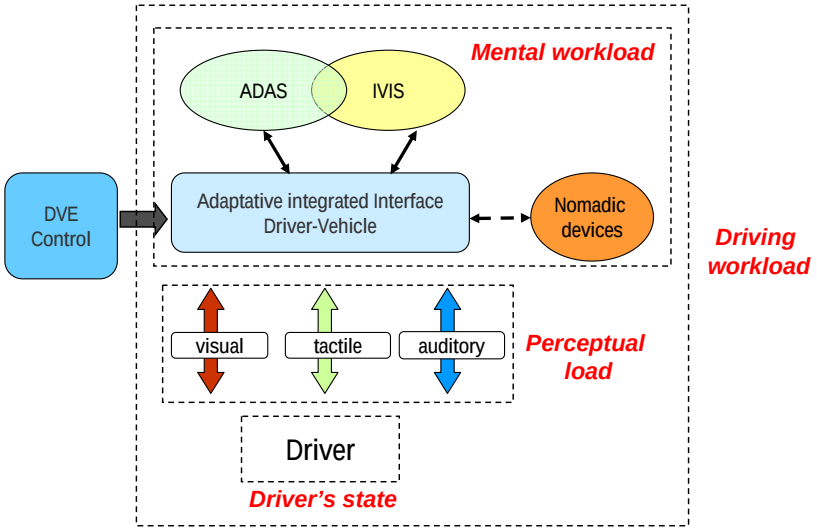
A generic, industrially applicable, methodology for the evaluation of road vehicle human-machine interfaces with respect to safety (Sub-project 2)

An adaptive integrated driver-vehicle interface implemented in three prototype vehicles, one city car, one luxury car and one heavy truck (Sub-project 3)

Created by AIDE Dissemination Manager ICCS

Comparison of Subjective Methods for Driver Mental Workload assessment — AIDE WP2.2

Among the methodologies investigated for the WP2.2 "Driver workload and distraction assessment methods and tools", PSA – INRETS, CRF and LESCOT : the DALI (Driving Activity Load Index) questionnaire which is an adaptation of NASA-TLX for IVIS evaluation, dedicated to estimate (frontal collision warning system, Adaptive Cruise Control): all methods have satisfactory sensitivity, but each one is dedicated to specific purpose by evaluating different components of workload of different natures and presents its own advantages, drawbacks and limits. Indeed, DALI and BMDMW are identified as the most "usable and practical" tool: sensitive on road and in simulator, not time consuming in data processing and analysis, despite few difficulties in score's interpretation. PSA-TLX designed for road, is sensitive in real conditions and proposes threshold and rejection criteria (subjective serious degradation of driving performance or subjective high effort) for the design process; despite specific training for questionnaire administration and time for data analysis are required.



KITE examined 3 existing Subjective Methods for Driver Mental Workload assessment.

One is proposed by PSA-Peugeot Citroen Research Department : the PSA-TLX (PSA-Task Load index) questionnaire is a driving task-oriented subjective method dedicated to evaluate Driving Workload through supplied Mental Effort and reached driving Performance (lateral and longitudinal control, taking into account other road users and infrastructure/ road signs, itinerary following, driving controls use, reactivity to in-vehicle status indicators) - taking into account the driver's state.

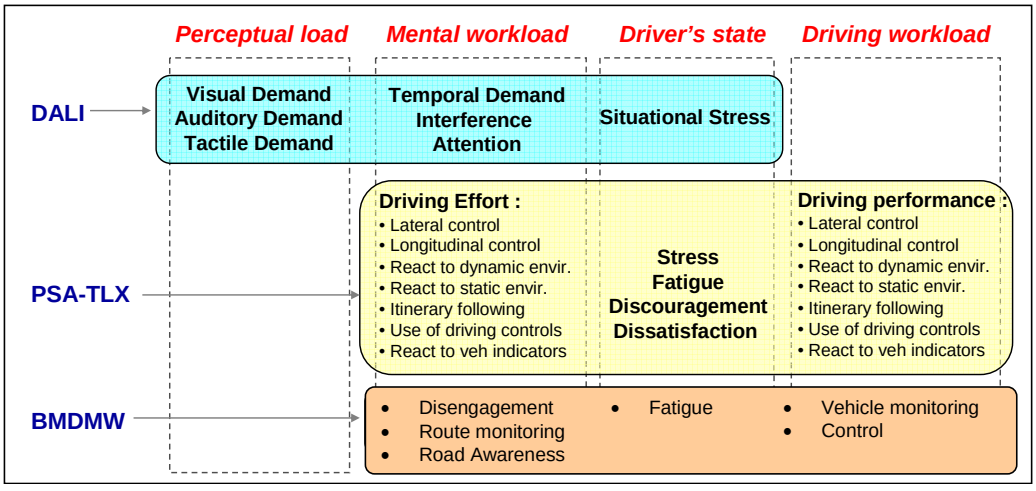
Another one is proposed by INRETS-LESCOT : the DALI (Driving Activity Load Index) questionnaire which is an adaptation of NASA-TLX for IVIS evaluation, dedicated to estimate perceptual demand (visual, auditory, tactile) and mental demand (interference, temporal demand, stress, effort of attention).

Last one, never tested before, is the BMDMW (Behavioural Markers of Driver Mental Workload) designed by University of Roma, which is a rating of 34 questions dealing with behavioural patterns related to driving task (vehicle monitoring, control) and driver's state (fatigue, disengagement etc).

Three experiments were conducted on road or in virtual reality simulator, with IVIS (route guidance, various vocal/visual information messages, radio complex adjustment) or ADAS

DALI and BMDMW are identified as the most "usable and practical" tool, while PSA-TLX designed for road, is sensitive in real conditions and proposes threshold and rejection criteria.

Final recommendations have been provided for each method taking into account type of evaluated system (IVIS or ADAS), purpose of the study, practical constraints.



Considerations on Test Scenarios— AIDE Deliverable 2.1.3

The main objective of the AIDE deliverable 2.1.3 “Scenarios description” is to present a review of issues relevant to the field of testing environments (scenarios, simulators and/or driving environments, cohorts, use cases, etc.). Several goals can be organised within this general scope:

- Support for the choice, implementation and execution of experimental trials to be carried out next (in WP 2.1.4) for the assessment and specification of the best evaluation methodologies for different IVIS/ADAS, their adaptivity and integration.
- Categorisation of analytic knowledge about scenarios, including relevance criteria and scenario building blocks.
- Build up a basis reference for the definition of the final methodology to evaluate the AIDE prototype.

It represents an organized summary of findings and knowledge from other projects (HASTE and COMUNICAR), from other WP and Deliverables within AIDE as well as original work centred on the development of test scenario, their building blocks and the requirements of the environment.

From the definition of usability (ISO 9241-11), “the extent to which a product can be used by specified users to achieve specified goals with effectiveness, efficiency and satisfaction in a specified context of use”, it follows that a major issue in the evaluation and assessment of (prototype) HMI is the choice of appropriate contexts, that is to say scenarios for testing.

In order to provide a basis for the evaluation and assessment of integrated adaptive HMI a set of different issues was addressed in this report: starting with the definition of the IVIS/ADAS categories (from WP2.1.1) the evaluation scenarios were correlated and matched with the Design Scenarios developed within SP3 and integrated with a general classification of simulators and virtual reality test environments as well as hints to different cohort selections (Chapter 2).

Core of the report is the Relevance Table of “building blocks” for the development of evaluation scenarios as developed and filled by different experts groups by each project partner (Chapter 3).

At least one concrete example for each of the 15 AIDE Design Scenarios is included, matching the given formal definition from SP3 and including as many different ADAS/IVIS systems as possible. Nevertheless it needs to be remembered that each formal AIDE Design scenario can correspond to many different evaluation scenarios (Chapter 4).

A brief review of the international research projects (HASTE and COMUNICAR) is reported in Chapter 5, stressing the relevance of their methodological findings on simulator environments, testing scenarios and self evaluating procedures.

The deliverable closes (Chapter 6) with some remarks as hints to other issues that could not be integrated but nevertheless play a key role in test design and in the development of an assessment protocols.

It is of primary importance to choose and define the relevant parameters in each test since they determine the design of test environment and scenario.

Furthermore, in the context of a European project and in general within an international context, cultural or country-based specific driving behaviours must be taken into account because it could influence the test protocol, e.g. the speed choice, the degree of subjective risk that is considered acceptable.

On top of the special focus of AIDE on adaptivity and interaction, exemplified by the conflicts in the AIDE design scenario, there are several aspects and criteria for the evaluation of IVIS/ADAS that might be addressed, each of them requiring a different approach and “baseline” to compare with and a proper definition before the experimental plan can be devised. A short list of what issues might be addressed:

- The “successful” USE of a system,
- the question of MISUSE,
- the learning curve for new systems
- the system understanding by the driver,
- the effects of the system on traffic in general (safety, density etc) according to penetration degree (e.g. dynamic navigation: what happens to alternative routes if every car is redirected?),
- the effects of the system on the individual driving behaviour,
- the portability of the use experience between different IVIS/ADAS categories,

system limitations and/or system failures.

The choice and design of experiments to be conducted in WP2.1.4 have as parallel aims of getting insight in the AIDE systems and at the same time a better assessment of the evaluation methodology itself.

Last but not least: no experiment is thoroughly designed without the accurate planning of a protocol including the subjects´ instructions. According to the different descriptions of the task and the purpose (including hidden hints) that can be given to the participants very different results can and will be obtained. The design of carefully worded instructions embedded in a controlled sets of interactions with the subject are a necessary ingredient to sound experimental design.

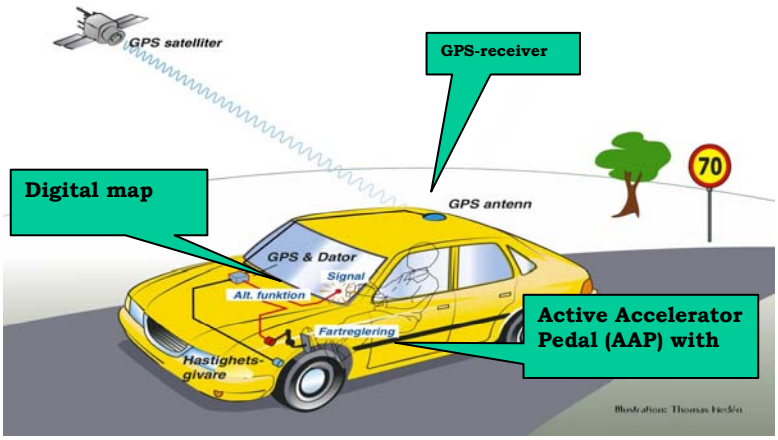
These and many other issues will guide the choice and design of experiments to be conducted in WP2.1.4 with the parallel aims of getting insight in the AIDE systems and at the same time a better assessment of the evaluation methodology itself.

The next step will involve a choice of examples to be assessed and validated within WP2.1.4. These outlines will just as well serve as general guidelines for the investigation of the AIDE system prototype as a whole (WP2.4), after integration with the appropriate definition of risk (WP2.3) and of subjective rating (WP2.2).

Driver - Vehicle - Environment (DVE) Model Characteristics - Subproject 1

It is known that the DVE model is very complex and difficult to develop. Consequently, in a preliminary step of application, the model will have only *qualitative nature*. This qualitative model will enable the representation of DVE interactions by means of "paper and pencil" analyses. In a second stage, the model will be developed in a numerical and logical *quantitative simulation* that will run on a computer for further application.

The first step of the application and analysis will focus on the major conditions influencing driver performance. These derive from the vehicle and environment, as well as from driver's individual characteristics. The behaviour of the driver may be affected by five, Subjective or Objective, conditions:



- Risk Taking (RT_D)
- Complacency (C_D)
- Situation awareness (SA_D)
- Risk Level (RL_D)
- Driver Impairment Level (DIL_D)

These five conditions, or *SP1-parameters* , can be further elaborated according to the modelling characteristics. However, they represent the critical mechanisms governing the whole DVE interaction and AIDE intervention.

There is a strict correlation between these five *SP1-parameters* and the equivalent conditions identified in the activity of WP 3.1 (see "Work paper on T3.1.2 Scenarios and use cases", Document AIDE-ICCS-WP3_1-R1-V2-AIDE design Scenarios). The SP3-parameters identified in that document are:

- Driving Availability,
- Distraction,
- Driver ability,
- Driver intent,
- Traffic and environmental risk.

A further detailed analysis of these parameters and their dependence on Vehicle and Environment factors is necessary.

This activity is the core subject of the entire research carried out in the Subproject SP1. Consequently it is not surprising that the set of parameters that govern the overall behaviour of the Driver and depend on the dynamic DVE interaction is treated as a "*living vector*" of independent variables. Hopefully, this vector will be better structured and consolidated at the end of the research.

In any case, in order to support the work of Subproject SP3, it is essential that the guidelines for the designer of the AIDE system make an explicit reference to the SP3-parameters that are being utilised for developing the system.

The generic set of boundary and initial conditions that will be initially defined are as follows.

Vehicle state and response:

The Vehicle that will be simulated (qualitatively) will be equipped with a certain number of ADAS and IVIS. The vehicle will inform the driver through the interface present on board about the functioning of ADAS and IVIS selected

The first step of the application and analysis will focus on the major conditions influencing driver performance. These derive from the vehicle and environment, as well as from driver's individual characteristics.

Environment state:

- Normal weather - rainy weather – fog
- Urban and extra urban roads (with traffic lights, dual and single carriage way), and motorway
- Condition of normal and heavy traffic

Driver state:

A variety of driver typologies will be considered setting *static initial* conditions, namely: age, driving experience, expertise etc. These will not change during the dynamic interaction, i.e. the Journey A-B (JAB)

A variety of *initial* subjective conditions in terms of $RT_D(t=0)$, $SA_D(t=0)$, $C_D(t=0)$ will be chosen. These parameters will change during the JAB.

A variety of *initial* objective conditions, in terms of $RL_D(t=0)$, and $DIL_D(t=0)$, depending on the Vehicle and Environment data will be defined. These parameters will change during the JAB.

ADAS	FCW (Frontal Collision Warning); LDW (Line Departure Warning); CW (Curve Warning)
IVIS	Navigator Telephone Radio

AIDE Demonstrators and Virtual Prototypes—Sub Project 3

Within the AIDE project (SP3) three demonstrator vehicles have been chosen as platforms for the AIDE functionalities:

- a Volvo FH12 as truck demonstrator,
- a Fiat Chroma as a luxury car and
- a Seat Leon as a city car demonstrator.

All vehicles will be able to show integrated and adaptive HMI solutions based on different ADAS and IVIS. During the final phase of the project these demonstrators will be used to generally evaluate the AIDE concept. In addition, these vehicles will be used in different combinations, depending on the event, to major conferences and exhibitions around Europe. In this way, the results of the project can be displayed and the interest for the project will be increased as people will gain a clear picture of the project's achievements.

Virtual Prototypes—SEAT HMI

Based on the defined HMI concepts for each demonstrator, virtual prototypes have also been produced. Expert and user evaluation sessions are being carried out to ensure usability and acceptance of all different HMI solutions.

Prototypes are now available for the

- Graphical HMI concepts (Fiat, SEAT and VOLVO).
- Speech dialogue system (Nuance).
- Haptic Barrel Key (Telenostra).
- Haptic Seat (University of Stuttgart).

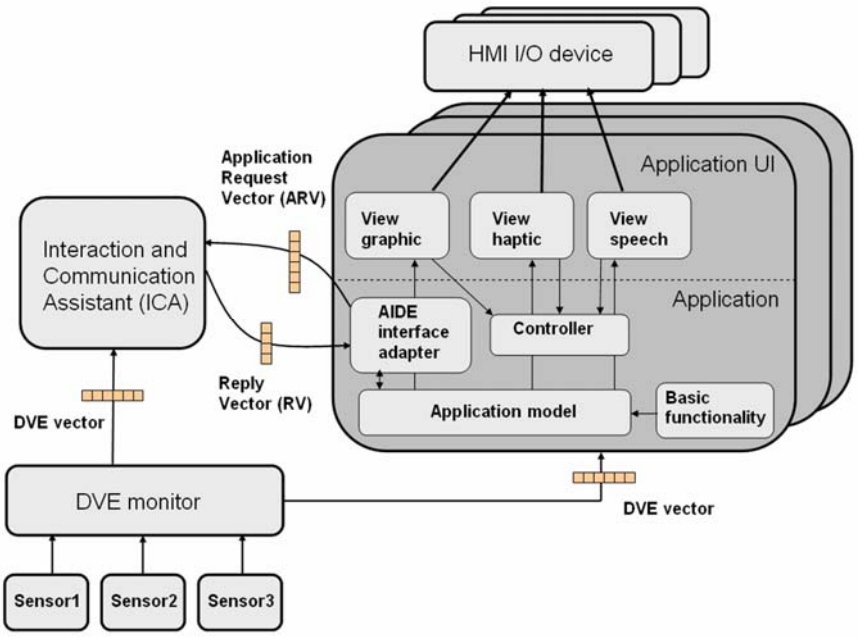
AIDE Demonstrator vehicles

AIDE HMI architecture

AIDE SP3 is proud to announce the finalisation of its Architecture work at least at the level of functional architecture.

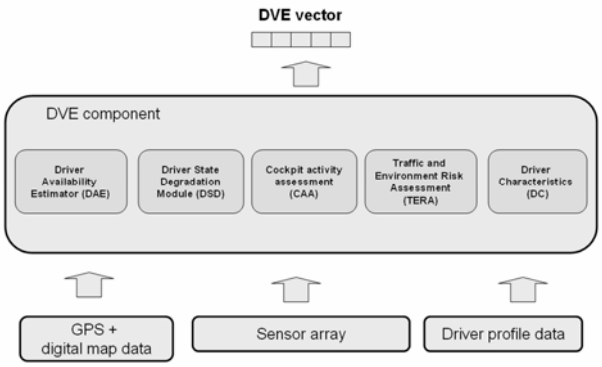
Based on the design scenarios and requirements, the general software architecture for the AIDE system has been developed. AIDE provides a flexible and modular architecture which should be able to match to arbitrary implementations. Thus, it could be the basis for a future standardisation work.

The design principles are chosen in such way that ordinary components like applications or I/O devices do not have to be changed principally but only extended by encapsulated AIDE specific functionalities. The straight object orientated approach and the use of well known design pattern and as well standardised technologies hopefully leads to a widely accepted approach also outside of AIDE. For more information visit the AIDE website www.aide-eu.org or contact the SP3 leader.



Real-time DVE monitoring modules first prototypes released! - Sub Project 3

The purpose of the DVE monitoring is to provide a real-time assessment of the Driver-Vehicle-Environment state that can be used by the ICA, or directly by the applications, to enable the adaptive HMI functionality defined by the AIDE design scenarios and use cases.



The architecture of the Driver-Vehicle-Environment mod-

All DVE modules have access to a shared sensor array. This includes driver sensors (e.g. eye-/head-/eyelid tracking), vehicle sensors (e.g. steering wheel angle sensor, pedal sensors, gyros etc.) and environment sensors (e.g. radar, laser, video). Moreover, a digital map database plus global position data is used. Other input data includes static driver profile data entered by e.g. a smart card.

Each of the DVE monitoring modules is responsible for a specific dimension of the DVE space. The main roles of the respective modules are:

Driver Availability Estimation (DAE) module: Computes an estimation of the availability of the driver to receive information, as determined by the demand of the primary driving task. This is based on vehicle sensor as well as digital map data.

Driver state degradation (DSD) module: Computes an estimation of the current drowsiness state, based on a combination of physiological and behavioural sensor data.

Cockpit activity assessment module (CAA): Computes an online estimation of the driver's secondary task activity and (visual and cognitive) distraction level. The main input is eye/head tracking data, although other information sources such as lane tracking data and in-vehicle button presses are used as well.

Traffic and environment risk assessment (TERA) module: Computes estimates of traffic and environment risk mainly based on environment sensing, but also digital map data. This also includes estimation of drivers' intent to perform driving manoeuvres, partly based on input from the CAA module.

Driver Characteristics (DC) module: Maintains a static record of driver characteristics and preference, based on driver identification (e.g. by means of smart card) but also computes a dynamic profile of driver characteristics (e.g. reaction time, preferred following distance etc.) computed from sensor data.

For more information you can download the executive summary of deliverable 3.3.1 "DVE monitoring modules design and development" from http://www.aide-eu.org/res_sp3.html or contact the SP3 leader.

ITS World Conference, San Francisco, USA, November 6th-12th 2005

SAN FRANCISCO 2005

fore limited ability to address to. The project was presented to two special sessions as follows:

- Special Session: "ITS HMI Evaluation Methodologies - Research and Applications; Region: Europe"

Presentations by

Dr. Annie Pauzié, INRETS, France

Mr. Johan Engström, Volvo Technology, Sweden

Dr. Alan Stevens, TRL, United Kingdom

Dr. Christhard Gelau, BASt, Germany

Enabling Choices in Transportation

Ms. Luisa Andreone, Fiat Research Centre (CRF), Italy

Dr. Angelos Amditis, Institute of Communication & Computer Science (ICCS), Greece

- Special Session organised by EC commonly for HUMANIST and AIDE: ITS HMI Evaluation Methodologies – Research and Applications

- Luisa Andreone (CRF), Enrica Derigebus (CRF), Angelos Amditis (ICCS)

"Application to formative and summative evaluation in AIDE SP3"

Wiel Janssen (TNO), ıus Bengler (BMW), E. Joɔsson (VOLVO)

orkload/distraction assessɪnt methods and tools"

In addition to the special sessions, the Scientific Paper "Stochastic reconstruction of the traffic scenario and applications for situation adaptive interfaces" by Aris Polychronopoulos (ICCS), Angelos Amditis (ICCS), Luisa Andreone (CRF) was presented to the main program of the Congress. Finally, at the same time a parallel demonstration of Visual Distraction Monitoring (VDM) tools was presented to the European Commission stand located at the main exhibition hall.

ITS 2006 Congress, London October 2006

The ITS Congresses are important events for all E-SAFETY related projects and they provide good opportunities for presenting results, discussing them with all major stakeholders and providing valuable feedback to the presented concepts and results. Since for the year 2006 the ITS World Congress is going to be organized at London (the last time to be organized in Europe for the duration of AIDE), it is obvious that AIDE is planning a multidisciplinary participation to this event.

AIDE's involvement to ITS London 2006 will include technical papers presentation, Special Sessions organization and demonstrations at the exhibition hall. The plans are not finalized yet; however a draft planning is available. In more details, the following activities are planned:

Technical Papers

The AIDE consortium has submitted a number of papers to the ITS World Congress where specific technical results will be presented provided they are accepted. Indicatively, one can mention papers on the AIDE HMI Architecture, and on the AIDE Interaction and Communication Assistant (ICA).

The purpose of these papers is to communicate with experts both from Academia and from Industry by presenting key technical results of AIDE work.

Special Sessions

AIDE is organizing a Special Session in cooperation with the European Commission (as an EC session), where key developments and concepts of AIDE for the future automotive HMI will be presented. Special Sessions have a more strategic flavor aiming at people on key positions which influence the developments in the areas of AIDE's interest. The specific Special Session entitled "The AIDE Integrated Project: towards the automotive Human – Machine Interface of the future" will discuss key AIDE results and will present concepts and ideas for the future of HMI development. The presented material will hopefully begin a discussion among the participants and will provide AIDE with feedback and valuable comments. Finally, the related NoE HUMANIST is invited to be present at this session in the framework of the cooperation between the two projects.

In addition, AIDE will be represented to two more Special Sessions. Specifically AIDE will present the project's Nomadic Forum activities to the EC Special Session on HMI and at the same time it will present its main concepts on the future automotive HMI at the PReVENT Special Session on Architecture for Integrated Safety Functions.

Demonstration Description

AIDE will be presented to the EC booth together with other E-SAFETY projects in order to achieve a more direct contact with the participants of the congress who can interact with the members of the consortium, ask questions, register to the User Forum and take leaflets and special issues of the newsletter.

Furthermore, an effort to realize a common demonstration for all related E-SAFETY projects is currently under way. This common demonstration event will be built around a Volvo truck which is used as a common demonstrator for the AIDE, PReVENT and GST IPs and EASIS STREP. This will allow the improvement of existing synergies and the realization of common demos, where the integration between different functions, concepts and systems will be demonstrated. The truck will be accompanied by its trailer, on which posters and different demos will be arranged demonstrating key concepts and systems of AIDE. Plans include the demonstration of DVE modules, the Nomadic Devices gateway, the speech recognition system, SP2 evaluation tools and SP1 models. The final list of demos will be decided based on the available space and in agreement with the other related projects and EC.

The demonstration scenarios should illustrate the following general principles of the AIDE solution:

HMI integration

- Several applications sharing the same output devices.
- Prioritization and queuing of messages to avoid driver overload.
- Several applications sharing the same input devices.
- Individual applications being controlled by several alternative input devices.
- Integration of nomadic devices into the vehicle HMI.

HMI adaptivity

- Rescheduling of messages due to high driver workload (demanding traffic situation, high traffic risk).
- Adaptation of message presentation to driver state.
- Intensification or earlier presentation of important messages to make sure an inattentive (distracted or drowsy) driver does not miss them or get them too late.
- When messages need to be presented even though the driver workload is high (demanding traffic situation, high traffic risk), presentation of messages in a simplified form.

AIDE Newsflashes

AIDE consortium welcomes three new members

We have the pleasure to announce three new consortium partners. Telenostra (Norway), Nuance (Belgium) and CTAG (Spain) have entered the consortium. Telenostra and Nuance will work in the development I/O devices in SP3 and CTAG will work on the AIDE HMI assessment under critical situations. Nuance and Telenostra belong to the suppliers group while CTAG is a Research Institute.

AIDE consortium welcomes the new members and wishes them a good and fruitful cooperation.

New members of AIDE family

AIDE meets for defining the Experimental Procedure

On 22nd of February all task leaders of Task 2.1.4 "*Development of AIDE evaluation methodology* " met at BMW Research and Technology in Munich to discuss the general experimental procedure. Task 2.1.4 is currently working on an experimental plan that allows to specify the measures for the final AIDE test regime. Input from other SP2 tasks was given by a presentation on an empirical comparison of different off-line workload measurement methods done in task 2.2.7. All partners involved in 2.1.4 presented their experimental plans including experiments in the driving simulator. Relevant input from other tasks or projects, like HASTE or Invent was considered. All experiments will now be carried out in the labs of the AIDE partners between April and August.

AIDE creates synergies with HUMANIST Network of Excellence

The project is collaborating with other major European promoted endeavours, such as the Network of Excellence HUMANIST, exchanging knowledge, findings and experience. In particular, an open Workshop has been organised in May 2005 on "Modelling Driver Behaviour" where the experts of AIDE and HUMANIST exchanged methods and theoretical approaches. These were confronted with the similar initiatives carried out in the rest of the world, primarily USA and Japan. Young researchers were also participating to the Workshop so as to acquire acquaintance and direct contact with well known and established activities and experts. The follow up of the Workshop will be the publication of a book on driver modelling that will contain the most advanced and established research finding of AIDE and will compare them with the ongoing worldwide actions in this area.

AIDE consortium rejoins to the 3rd Assembly meeting Turin, 10 May 2006

On the 10th of May 2006 CRF will kindly host to its premises the AIDE consortium on the occasion of the 3rd AIDE General Assembly. Taking the lead after Athens 2nd Assembly on 2005 –just like the Olympics –the 3rd General Assembly will be an opportunity for people working to different SPs to meet and interact while the scheduled presentations covering the entire AIDE workplan will update everybody on the project's progress. At the same time there will be room for discussions and proposals by partners on various issues concerning the project.

CRF is the host of the AIDE consortium for the 3rd General Assembly meeting

AIDE project to IV 2006, 13-15 June 2006

AIDE project will participate to the IEEE Intelligent Vehicle Symposium that will take place at Tokyo, Japan, June 13-15, 2006. The paper "System architecture for integrated adaptive HMI solutions" by Angelos Amditis, Holger Kußmann, Aris Polychronopoulos, Johan Engström and Luisa Andreone is already accepted for presentation.

The paper is on the AIDE's architecture and focuses to the adaptivity of the project's solution.

for more information visit www.cvl.iis.u-tokyo.ac.jp/iv2006

1st PReVENT Fusion Forum Workshop, 8 March 2006, Brussels

AIDE was present in the 1st PReVENT Fusion Forum Workshop, Brussels, the 8th of March, through a poster and a lot of discussions. Fusion Forum is an initiative of ProFusion2 of PReVENT IP which aims at the promotion of the deployment of multiple on-board sensors. ProFusion2 develops a sensor data fusion framework for safety applications. Although it focuses on the perception system of safety applications, it includes the application/decision and the action layer as part of the framework. Synergies between AIDE and ProFusion2 will be achieved though the complete system design in PReVENT applications (e.g. INSAFES) More info about the workshop at www.prevent-ip.org

AIDE Newsflashes

AIDE Nomadic Device Forum Next Workshop and Plenary Meeting Brussels, Monday 15 May 2006

The Nomadic Device Forum Organising Committee has decided on the dates for the next Forum workshop and plenary meeting.

The following Working Groups will meet as follows on Monday 15 May, at ERTICO in Brussels, from 10:30 - 17:00

- Working Group A: Vehicle-Device Gateway specification
- Working Group C: Business issues

The Forum Plenary meeting will be held on Tuesday 16 May, at Volvo AB in Brussels, from 10:30 - 16:30.

The agendas are being finalised and will be sent out shortly, but we can promise a very interesting plenary meeting with some new actors from the nomadic device community, news on nomadic device safety, and views from industry decision-makers on the prospects (and conditions) for agreeing on a harmonised vehicle-device gateway.

More information will be announced through the project's website.

AIDE participation to the PReVENT IP Exhibition

The PReVENT IP (www.prevent-ip.org) is organizing the exhibition event "Safety in action!" planned to take place at Versailles on September 2007. To this important event the PReVENT demo vehicles will be displayed both statically and with real road tests (a test track will be available). In addition a number of other E-SAFETY projects have been invited to participate to the event. A wide audience of key stakeholders, senior managers, researchers, representatives of public authorities and other interested participants are expected. The event will provide a unique opportunity to present, demonstrate and exhibit research prototypes, concepts and achievements to the decision makers coming from the Industry and public authorities. AIDE was invited and agreed to participate as the added value and the impact factor of the event are considered high. The plans for the exhibition have not yet been finalized but AIDE consortium's initial target is to be able to demonstrate at least the AIDE truck and possibly other demo vehicles.

The opportunity for demonstrating AIDE functionalities to such an important venue is considered critical for the dissemination efforts of the project since this large scale event will attract the interest of both specialized and the general public – end users. More information will be available through the project's website and to the next issues of the newsletters.

Interaction and Communication Assistant module in full development phase - AIDE Technical Workshop, 12 January 2006, Turin, Italy

Due to the needs of AIDE Work-package 3.4 "Adaptive interface design and development and as the Interaction and assistant module (ICA) is entering in a full development phase, it was decided to hold a technical workshop at 12/01/2006 at CRF premises, Orbassano, Turin in Italy.

More than 25 SP3 people attended the meeting as the issues in the agenda were concerning most of the AIDE partners. During the meeting, the status of the SP3 - Work-package 3.4 was presented, with particular focus on the HMI design and virtual prototype testing of the ICA logic and architecture structure. Moreover, further and deeper details were presented about the I/O devices, the ICA implementation plans and also on the Nomadic devices interfacing.

AIDE presentation to TRA "Transport Research Arena 2006" conference Göteborg, Sweden, June 12th - 15th 2006

The presentation will be made by Johan Engström (VTEC, Sweden) and will be entitled " Adaptive Integrated Driver-vehicle InterfacE (AIDE).

At the same conference demos of SP2 tools will be available.

TRA
Transport Research Arena Europe 2006

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