INFORMATION SOCIETY TECHNOLOGIES (IST) PROGRAMME

AIDE

IST-1-507674-IP

Dissemination materials including web site

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List of abbreviations

CC	Carbon Copy (used to E-mails)
EASIS	Electronic Architecture Safety Systems
GST	Global System for Telematics enabling On-line Safety Services EU co-funded Research Project
HUMANIST	HUMAN centred design for Information Society Technologies EU co-funded Research Project
IP	Integrated Project
IPR	Intellectual Property Rights
NoE	Network of Excellence
PReVENT	Preventive Safety EU co-funded Research Project EU co-funded Research Project
PU	Public
UF	User Forum

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EXECUTIVE SUMMARY

This document intents to present the dissemination plan developed for AIDE project. Dissemination activities are crucial for promoting the deployment of the AIDE results. Only if the results are widely deployed by the automotive industry, and accepted by the end users, they will have a real impact on road safety. The AIDE IP includes major efforts in this area.

Dissemination is crucial for the AIDE IP in order to promote a common understanding between different stakeholders on the issues involved in the design of adaptive integrated driver vehicle interfaces. This will accelerate the adoption of AIDE methodologies and technologies and will increase their penetration, and hence their expected benefits in terms of safety, comfort and mobility.

For the dissemination effort to be more effective, different communication channels need to be used. A carefully structured dissemination plan is able to direct the information transmitted to the most relevant and interested people. The communication channels used for AIDE project is the development of a project's website, the printing of leaflets and posters, the dissemination of regular newsletters, the forming of different Forums on specific issues and of course the publication of scientific articles to journals, conference and workshop proceedings, lectures, etc. Also project presentation to various events can be considered as a direct dissemination of the project's research activities. All these dissemination activities, realized or scheduled, are described in detail in this document.

In addition, due to the large size of the consortium and the complexity of the workplan, a specific publication strategy was set up in order to monitor and record the project publication. The publication strategy is also described here and the project publications so far are listed.

INTRODUCTION

In this document all dissemination activities undertaken within AIDE project are going to be described and also the overall dissemination plan is going to be presented.

The dissemination strategy developed for AIDE project is described in detail at Chapter 1. Dissemination strategy is important for an integrated project such as AIDE in order to better coordinate the dissemination activities of the different partners and ensure that basic principles such as copyright and confidentiality are kept. Within this chapter the realized and planned publications are also listed.

At Chapter 2 the dissemination material developed for AIDE are presented. These include the logo, website, leaflet, poster and newsletter. The dissemination material intents to inform the public on the project's concept, vision and expected results. The material is designed using the same graphical layout, including the project's logo, in order to be recognizable by the public.

In addition, Chapter 3 presents the Forums established within the project with the scope to form groups of experts outside AIDE consortium that will provide feedback and participate to various project's events, receive newsletters, etc.

All of the project's dissemination activities are using different communication channels with the same scope of informing the public on the project's activities and later results, as this is the solid way of increasing the chance to have an impact on road safety.

1. DISSEMINATION STRATEGY

1.1. Dissemination strategy goals

Dissemination activities are crucial for promoting the deployment of the AIDE results. Only if the results are widely deployed by the automotive industry, and accepted by the end users, they will have a real impact on road safety. The AIDE IP includes major efforts in this area in order to reach and inform on the project the most relevant public.

Due to the large size of AIDE project and the variety of the material to be presented to the public, there is a need of setting up a firm dissemination strategy. The dissemination strategy describes all procedures relating to dissemination and assigns responsibilities to presenting partners. The dissemination strategy is communicated to all partners of AIDE consortium and the dissemination manager is responsible for ensuring its appropriate application.

The goal of the dissemination strategy of AIDE is to direct the dissemination effort to the most efficient channels that will maximize its impact to the most relevant public. At the same time, strict compliance with the dissemination procedures has the potential to enhance the quality of the presented material, especially in the cases of publications and project presentations that require the cooperation between different AIDE partners.

1.2. Dissemination Manager

All dissemination procedures will be closely monitored by AIDE's Dissemination Manager and will be approved by the Core Group.

AIDE Dissemination Manager coordinates:
Dr. Angelos Amditis
Institute of Communication and Computer Systems
Tel: (0030) 2107722398
Fax: (0030) 2107722291
Mail: a.amditis@iccs.gr

The Dissemination Manager, with the approval of the Core Group where needed, is also responsible for:

- Issuing the dissemination deliverable at month 12.
- Ensuring the compliance of AIDE's publication and presentation activities with the following principles:
  - The presented material to people outside AIDE's consortium is not considered confidential.
  - The partner issuing the material has all the necessary information for that, if not a different partner may be asked to contribute in order to enhance the quality of the presentation.
  - The presented material does not present any overlaps with similar material to the same event.
  - All partners having performed research activity included to the presented material are properly mentioned and aware of the material.

- In general, the material does not create any conflicts or implications of the project either inside the consortium either with external actors. If this is the case, then the dissemination manager, in cooperation with the Core Group may decide to reject a presentation proposal or require modifications.

- Regularly inform all AIDE partners on future events relevant to the project
- Co-ordinate the production of leaflets, posters, website, newsletters and other dissemination material.
- Monitor the events organized within the project.

1.3. Dissemination Target Group

Dissemination is crucial for the AIDE IP in order to promote a common understanding between different stakeholders on the issues involved in the design of adaptive integrated driver vehicle interfaces. This will accelerate the take up of AIDE methodologies and technologies and increase their penetration, and hence their expected benefits in terms of safety, comfort and mobility.

The identification of the appropriate groups of people that will be the most interested to be informed on the project is considered important in order to increase the effectiveness of the dissemination activities, since these will mainly focus on the specific people.

Dissemination actions, hence, will be undertaken for each one of the target groups identified in table 1.

Target group	Examples of stakeholders
End users	Private car drivers, professional drivers, driver's unions, automobile-clubs, fleet owners/managers.
Automotive industry	OEMs, (traditional) automotive suppliers, nomad system suppliers, SMEs
Research community	Universities, research institutes
Public administrations organisations and networks	National transport authorities and road operators, EC directorates and working Groups (e.g. eSafety WGs), networks (e.g. POLIS, European network of cities and regions)
Standardisation bodies	ISO, CEN
Other related FP6 projects	potential Integrated Safety Program projects (PReVENT, EASIS, GST, ISAAC, APROSYS)

Table 1 Target Groups for dissemination activities

1.4. Dissemination Channels

In addition to the identification of the target group for the dissemination there is a need to specify the most effective dissemination channels through which AIDE will be able to reach the targeted audience. The selection of the appropriate dissemination

channels is considered critical for the maximization of the efficiency of the dissemination policy that depends on the number of people belonging to the core group reached versus the resources needed.

For this reason, AIDE consortium is closely cooperating with organizations such as CLEPA, FIA, ERTICO, EUCAR that are able to diffuse the message of AIDE project to a large audience of people relative to AIDE's research area. These organizations are being utilized as a multiplier channel as all news and announcements on the project's developments are forwarded to these organizations that in turn are forwarding the message to their members (OEMs, suppliers, developers, public authorities, end users) and to their contact lists of people working in the relevant area.

Other channels of dissemination for AIDE project can be considered the website and the dissemination material printed like the posters and the leaflets. In addition User Forum helps the wider dissemination of AIDE concept and results to the target group. Of course also more classical channels are also used like participation to major events and conferences of the E-SAFETY area were AIDE is organising special sessions and/or stands.

1.5. Dissemination Road Map

The scheduled activities for dissemination and the respective target group depend on the phase of the project's work. While at the beginning of the project's research activities, the aim is to generally inform the public on the project objectives and expected results, while at the later stages, when first developments will be available, the target groups will be more specific and the dissemination activities more focused. A draft road map on the targeted publications and project presentations and in general the dissemination strategy per year is presented here.

1.5.1. 1st year dissemination activities

During the first year of the AIDE project the dissemination activities aimed to generally inform the public on the project's objectives and expected results. The informative leaflets and posters were designed during this year while the first introductory newsletter was distributed. In addition, the website was developed and initial description on the project's work plan was included.

The publications and presentations are describing mainly the project's concept and research methodology. Presentation to events such as ITS Europe, ITS world, etc., were scheduled.

At the end of the first year the first User Forum and Nomad Forum workshops were scheduled in order to present initial results and start to form the first groups of experts that will be part of the AIDE forum community and will provide valuable feedback throughout the project's work.

At that stage, the target group is not limited to specific groups but rather to the public in general in order to be informed on the project's existence and objectives.

The first year of the project will set the basis for the whole dissemination policy since most of the dissemination material will be produced at that stage to be used until the end of the project.

1.5.2. 2nd year dissemination activities

Already from the second year of the project initial results will be ready. Thus, the aim of the dissemination task will be to publish the first developments and describe the future work to be performed.

The research community, OEMs, country road authorities, etc., will form the main target group of the publications and project presentations to be performed during this year. Technical papers will be submitted to scientific conferences as well as to world and European ITS workshops and events.

The dissemination material will be the same as developed in the first year while the website will be continuously updated with newer project's achievements. In addition, regular newsletters will present the project's work to a broader public.

Networking will also be important for the second year of the project while the three Forums formed, the User Forum, the Nomad Forum and the architecture forum will be called to play a major role during this period since the expert's input will have the greatest impact at this development phase.

1.5.3. 3rd year dissemination activities

At the 3rd and final year of the project all project's developments will be available and the test and simulation results will be published. During this year, the dissemination task will have the best opportunity to deploy AIDE's results to the automotive community, public authorities, etc., in order to have a real impact on the road safety.

The website will be updated and all public deliverables will be available for downloading. In addition, newsletters will illustrate all latest achievements and their respective evaluation.

The three AIDE forums at this year will schedule closing events presenting all AIDE's results and requesting input for their evaluation. The final User Forum workshop and Nomad Forum workshop are scheduled for this period.

Technical papers presenting the final results will be published to various international and European scientific conferences, while demonstrations of hardware and software parts will be included. The possibility for live demos to the ITS world congress in Europe the year 2006 is already examined.

A lot of importance will also be attributed to paper submissions to scientific journals with the cooperation of different partners or whole SPs.

The target group will be as usual OEMs, the Research community, public authorities but also standardisation bodies, end users, etc.

1.5.4. 4th year dissemination activities

During the year after the project's termination there is still a high possibility to enhance the project's impact to the community. All results will be public and available for exploitation which will be facilitated by appropriate dissemination activities.

The advertisement of the project's products and their impact to road safety may attract the interest of large OEMs. They may explore the possibilities of mass producing and installing them to their vehicles. The investment will be even more attractive if end users, such as professional drivers, are already informed on the project and are waiting for the first commercial products. This is why dissemination task should also include end users to the specific target groups of the 3rd and 4th year of the project.

Live demos of the developments can be presented to various conferences and events while at this year most of the papers submitted to scientific journals are expected to be published.

The role of the Forums is expected to continue with the help of the website chat service. In addition, newer research projects continuing the work of AIDE are expected to also have access to the Forum community formed within AIDE.

1.6. Dissemination Procedures

For avoiding confusion and misconceptions and for enhancing the quality of the presented material, all dissemination activities should follow a number of important principles:

- Respect Intellectual Privacy Rights (IPR) of all partners.
- Respect the work of all partners.
- Ensure the proper notification of all relevant parties whose work is directly or indirectly mentioned to the proposed publication.
- Follow transparent procedures.
- Respect confidential results and results where commercial issues arise
- Avoid overlapping or duplication of dissemination events.
- Clearly distinguish between results suitable for dissemination and exploitable results.
- Target the right audience.
- Always mention AIDE and the EC /IST financial support to the project.
- Always follow the procedures described within this document.

There are 3 types of procedures undertaken within the dissemination activities of AIDE project:

1. Issuing of the Dissemination Plan Report.
2. Presentations of AIDE project to events (conferences, workshops, etc.).
3. Technical Presentation of AIDE results and activities.

1.6.1. Dissemination Plan

The Dissemination manager is responsible for editing the dissemination plan of AIDE project. This will be regularly issued and updated with new publications and proposed future events. Finally, a final Dissemination report will be delivered at the end of the project, recording all dissemination activities such as workshops, paper presentations etc realized within AIDE project.

The Dissemination plan aims to:

1. Report all dissemination activities of AIDE project in detail.
2. Propose new occasions where AIDE project could be presented.
3. Report on all produced material for dissemination.

The procedure for editing is described as follows:

1. Each partner reports to the Dissemination manager every dissemination activity (workshops, paper presentations, press releases) according to the procedures described to section 2.2.2 and 2.2.3, depending on the type of activity.
2. Every partner that is aware of a future event that AIDE project may be presented informs the dissemination manager who later disseminates the info to all partners.
3. Dissemination Manager issues the Dissemination Plan at month 12 and the Dissemination report at the end of the project.
4. AIDE Core Group approves the above-mentioned reports.

1.6.2. Procedure for presentation of AIDE project to press and events

The following are considered as dissemination events:

- Exhibition stands and demos;
- Realization of project's workshops;
- Press releases;
- Public project presentation;

The participation of any partner in such events should be approved beforehand by the Dissemination Manager and the Core Group.

The procedure for participating and presenting AIDE material to the above events is the following:

1. Submission of the proposal for presentation to the Dissemination Manager before the submission to an outside actor.
2. Completion of the appropriate form (from Forms A to D) from **Annex 1** and submission of it to the Dissemination Manager.
3. For all relevant exchange of information with the Dissemination manager, the relevant SP leaders should also be informed (e.g. by carbon copy –cc- to their E-mail)
4. The Dissemination Manager makes sure that the material does not create any conflict for the consortium and that there is no need for additional help from a different partner.
    i. If nothing further is needed then the Dissemination Manager submits the material to the Core Group for their approval which must be given within 5 working days. If a member of the CG does not reply to this request then the decision is considered to be positive. Then the Dissemination Manager informs the relevant partner/s for the decision.
    ii. If approval is given then the partners proceed to the submission/participation.
    iii. If a conflict is created or further material is needed then the Dissemination Manager informs the partner and requires modifications or additions. Then the material is proposed again to the Dissemination Manager and the previous procedure is followed.

iv. If a partner/s wish to present or release a standard, already approved and public presentation/material then no approval is required, however all the other steps of this procedure are followed as always (on informative basis).

5. The Dissemination Manager, Project Coordinator, Core Group or relevant SP leader can reject the proposed presentations if they feel that the acceptance criteria as mentioned above are not met. In case of conflict it is the responsibility of the Dissemination Manager and the Project Coordinator to find consensus.
6. After participation/presentation acceptance, the revised relevant Form from Annex 1 will be sent to the Dissemination Manager together with a copy of the final presented material.
7. After the dissemination event takes place, a final version of the relevant Form from **Annex 1** will be sent again to the Dissemination Manager for AIDE's archives.

1.6.3. Procedure for Technical Presentation of AIDE project to various events

As technical presentation, the following are meant:

- Publications in relevant Journals.
- Presentations in Conferences.
- Participation in non-project workshops, forums and/or events.
- Production of SP newsletters, leaflets, posters, etc.

For all the above the following procedure will be followed:

1. Submission of the proposal for presentation to the Dissemination Manager allowing sufficient time to review (minimum a week).
2. Completion of appropriate form (from Forms A to D) from **Annex 1** and submission of it to the Dissemination Manager.
3. For all relevant exchange of information with the Dissemination manager the relevant SP leader should also be informed (e.g. by cc).
4. The decision for the publication is taken at SP level. Nevertheless, the Dissemination Manager and through him the Core Group is always kept informed.
5. If more than one SP is involved at the proposed dissemination activity, or the proposed activity is at IP level, or any conflicts appear, then the CG is responsible for the approval of the proposed presentation. If a member of the CG does not reply to the request for approval then the decision is considered to be positive.
6. The Dissemination Manager, IP Coordinator, SP leader or the Core Group may request the rejection or modification of the presented material in case they feel that the criteria described before are not met.
7. After the dissemination event takes place, a final version of the relevant Form from **Annex 1** will be sent again to the Dissemination Manager for AIDE's archives.

1.7. Realized Project Publications and Presentations

In this chapter the publications and presentations emanating from AIDE project are listed.

1.7.1. AIDE Publication to proceedings of conferences, workshops etc

Realized

"Title: AIDE, Adaptive Integrated Driver-Vehicle Interface. Overview and project progress.
1. AIDE: Adaptive Integrated Driver-Vehicle Interface, overview
2. Sub Project1: Behavioral effects and DVE modelling
3. Sub Project2: Evaluation and assessment methods
4. Sub Project3: Design and development of an Adaptive Integrated Driver-Vehicle Interface"
AIDE Project presentation to ITS World Congress Nagoya, Japan, October 2004 Presenters: Luisa Andreone, Aris Polychronopoulos, Johan Engstrom, Jans Arwidsson, Wiel Jannsen

Amditis, A., and Polychronopoulos, A., (2004). "*Communication and interaction strategies in automotive adaptive interfaces*." IEEE SMC 2004, International Conference on Systems, Man and Cybernetics, October 10-13 2004 The Hague, The Netherlands

Hollnagel, E., (2004). *A function-centred approach to joint driver-vehicle system design*. IEEE SMC 2004, International Conference on Systems, Man and Cybernetics, October 10-13 2004 The Hague, The Netherlands

Saad, F. (2004). *Behavioural adaptations to new driver support systems. Some critical issues.* IEEE SMC 2004, International Conference on Systems, Man and Cybernetics, October 10-13 2004 The Hague, The Netherlands

Angelos Amditis, Johan Engström, Aris Polychronopoulos, Luisa Andreone *"Design and Development of an Adaptive Integrated Driver-Vehicle Interface"* presented to ITS Congress, Budapest, May 24, 2004.

Engström, J., et al. (2004). "*Meeting the challenges of future automotive design. Overview of the AIDE Integrated Projec"t*. ITS International Conference. May, 24-26 2004, Budapest, Hungary.

Johan Engström, Jan Arfwidsson, Angelos Amditis, Luisa Andreone, Klaus Bengler, Pietro Carlo Cacciabue, Johannes Eschler, Florence Nathan, Wiel Janssen *Meeting The Challenges of Future Automotive HMI Design: An Overview of the AIDE* Integrated Project ITS Congress, Budapest, May 24, 2004.

Wiel Janssen: *Perspectives on human factor research on adaptive interface technologies for automobiles.* Presented at International Workshop on Adaptive Driver Assistance Research, Washington DC, May 13, 2004.

Planned

Angelos Amditis, Luisa Andreone, Aris Polychronopoulos, Johan *Engström "Design and Development of an Adaptive Integrated Driver-Vehicle Interface: Overview of The AIDE Project"* submitted to, IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Panou, M., Cacciabue, N., Cacciabue, P. C. and Bekiaris, E., (2005). *From Driver Modeling to Human Machine Interface Personalization*. IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Luisa Andreone, Angelos Amditis, Enrica Deregibus, Sergio Damiani, Domenico Morreale, Francesco Bellotti *"Beyond Context-Awareness: Driver-Vehicle-Environment Adaptivity. From The COMUNICAR Project To the AIDE Concept"* IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Real Time Environmental and Traffic Supervision for Adaptive Interfaces in Intelligent Vehicles IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Tattegrain Veste Héléne, Bellet Thierry, Boverie Serge, Kutila Matti, Viitanen Jouko, Bekiaris Evangelos, Panou Maria, Engström, Johan, Agnvall, Anders *"Development of a Driver Situation Assessment Module in the Aide Project".* IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Patrick Robertson, Francesco Bellotti, Riccardo Berta, "AIDE AND NOMADIC DEVICES" IFAC 16th World Congress, July, 4-8, 2005, Prague, Czech Republic.

Angelos Amditis, Anastasia Bolovinou, Enrica Deregibus, Johan Engström, Holger Kussmann *"An Adaptive HMI for integrated ADAS/IVICS presentation to the driver-The AIDE approach",* submitted to UAHCI 2005, Las Vegas, Nevada, USA, 22-27 July 2005.

Maria Panou (2005). "Towards the development of a driver support module using Intelligent Agent technology", submitted to HCI 2005, Las Vegas, Nevada, USA, 22-27 July 2005.

1.7.2. AIDE presentation to various events

Realized

AIDE project presentation by BMW to Driver Vehicle Interaction "Ambient Intelligence and Interaction Modes Stuttgart", Germany, Feb. 23rd 2005

AIDE Project presentation to a special session of EC Clustering day, Brussels, October 2004.

AIDE project presentation by Engstrom Johan to International Workshop on Progress and Future Directions of Adaptive Driver Assistance Research, National Highway Traffic Safety Administration, Washington, USA, May 13-14, 2004

"Nomad Systems Freedom or threat?" by Paul Kompfner ERTICO – ITS Europe, 22 June 2004

Wiel Janssen: *From driver behaviour to accident risk – The AIDE Approach.* Presented in common Workshop with HUMANIST on Evaluation Methodology, ITS Congress, Budapest, May 24, 2004.

AIDE Presentation *"Optimal Driver-Environment-Vehicle Interaction for Adaptive HMI: The AIDE IP to Workshop on Road Safety Enhancement through ADAS Use*" 29 September, 2004, BALOCCO, ITALY

AIDE project presentation at the Fraunhofer IAO "Vehicle Interaction Summit" – "Adaptive Integrated Driver Vehicle Interface - AIDE", Stuttgart, Germany, Feb. 23rd 2005 Presenter: Klaus Bengler (BMW).

Planned

"Driver Monitoring in Future Vehicles" by Matti Kutila will be published at Machine Vision News 2005, Spring 2005 No 9, Editor Finnish Society of Automation

1.8. Synergies with other E-SAFETY projects

AIDE consortium has set a number of synergies with other projects of the E-safety area in order not only to further deploy its dissemination activities to scientists working to the same topic around Europe but also to benefit from the interaction and the transfer of knowledge between the projects.

In this direction, members of the AIDE consortium are participating to public events organised by E-safety projects while at the same time representatives of those projects are attending AIDE workshops. Indicatively two workshops worked towards the direction of linking E-safety projects are mentioned:

1. PReVENT open workshop that took place at Brussels, on the 23rd of February 2005 and where AIDE was represented.
2. AIDE User Forum workshop held at Bergish Gladbach, 15-16 March 2005 where members from PReVENT, EASIS and GST project attended.

Further synergies with other relevant research projects where also promoted. As an example, AIDE organised a common session with the Network of Excellence HUMANIST at the ITS conference at Budapest, 24 May 2004. Future common activities with HUMANIST NoE include:

1. Workshop on Driver Behaviour Modelling organised by the Network Of Excellence HUMANIST Ispra, 25-27 May 2005, where AIDE results are going to be presented.
2. Join workshop with AIDE, organised again by HUMANIST, 14 June 2005.

In addition, AIDE will participate to the E-Safety projects architecture meeting at Gothenburg at 07 July 2005.

Moreover AIDE had proposed and is actively promoting a common event/workshop between all E-SAFETY related projects (AIDE, PREVENT, HUMANIST, EASIS, GST) to take place during 2006.

2. DISSEMINATION MATERIAL

2.1. Project Logo

One of the first dissemination activities of AIDE project was the design of the project's logo. Several proposals were reviewed and in the end the logo presented to figure 1 was selected. The specific logo simply pictures AIDE's name while the circle around the name symbolizes a steering wheel of a vehicle. This is considered to be representative of the project's activities.
AIDE's logo is going to be used to identify all project results including deliverables, dissemination material, scientific posters, etc.

Figure 1 AIDE logo

2.2. Project Website

A project's website was developed since the early stages of the project. The website intents to describe in more detail the project's activities and provide more information than those included to leaflets, posters and newsletters. Within its primary scopes stays the provision of contact details of people working on the project to the interested users. This is considered important in order to promote communication and possible collaborations with other companies outside the consortium.

The website is uploaded to the URL: www.aide-eu.org . The specific address name was selected with the aim to emphasize its connection with the European Union.

The structure of the website is presented below:

Home (figure *2*): At the initial home page of the website a short overview of the site's contents is included. Also there are two separate boxes, one including the latest news also presented to the News section for drawing attention to them, and the other providing a list of related projects. Within home page the following submenu is included:

News & Events (*Figure 3*): In this section the latest news and announcements are included in chronological order. Initially an overview of all news is presented and the user can find more details on the preferred topic by clicking on it.

Vision (*Figure 4*): The vision of AIDE is presented here.
Description (*Figure 5*): AIDE project is described in short in this section.
Background (*Figure 6*): A short overview of ADAS and IVIS technology is provided here in order to set the background of AIDE research activities.
Objectives (*Figure 7*): The main objectives of AIDE project are shortly presented here.

Figure 2 AIDE Website – Home

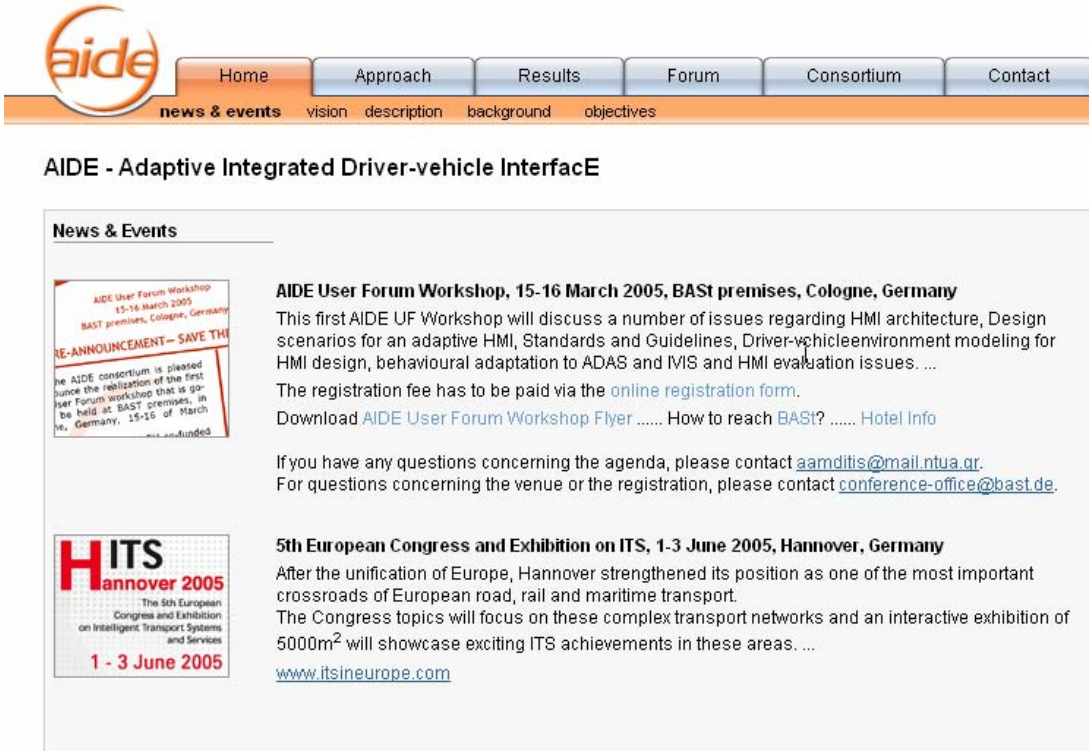


Figure 3 AIDE Website – News & Events

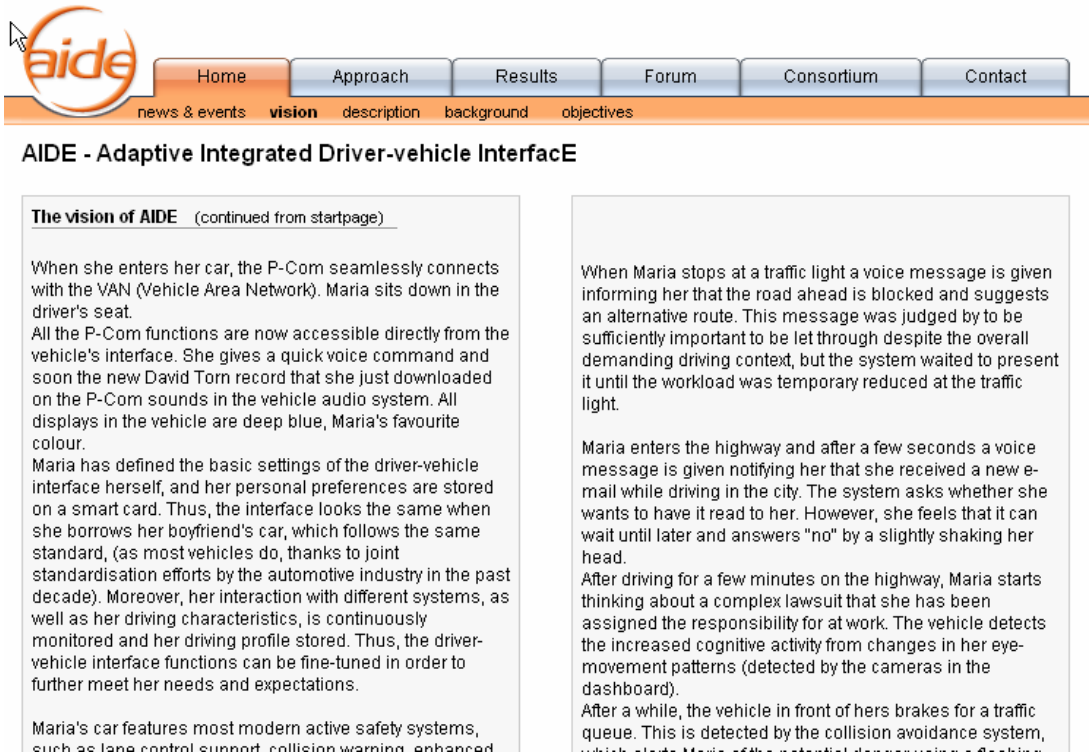


Figure 4 AIDE Website – Vision

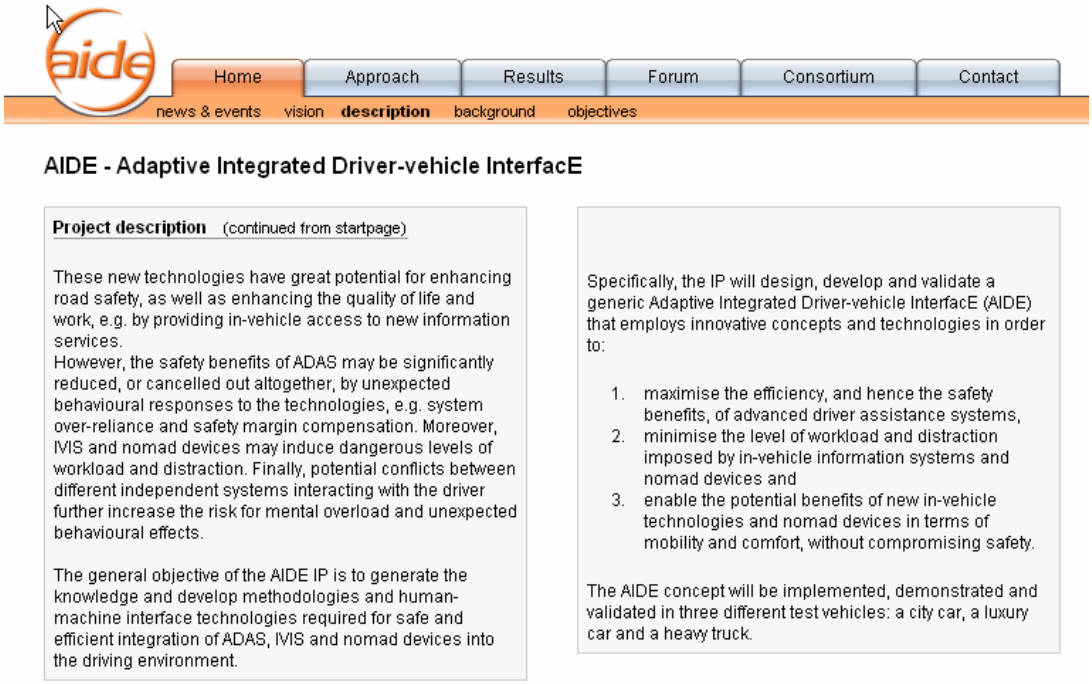


Figure 5 AIDE Website – Description

Figure 6 AIDE Website – Background

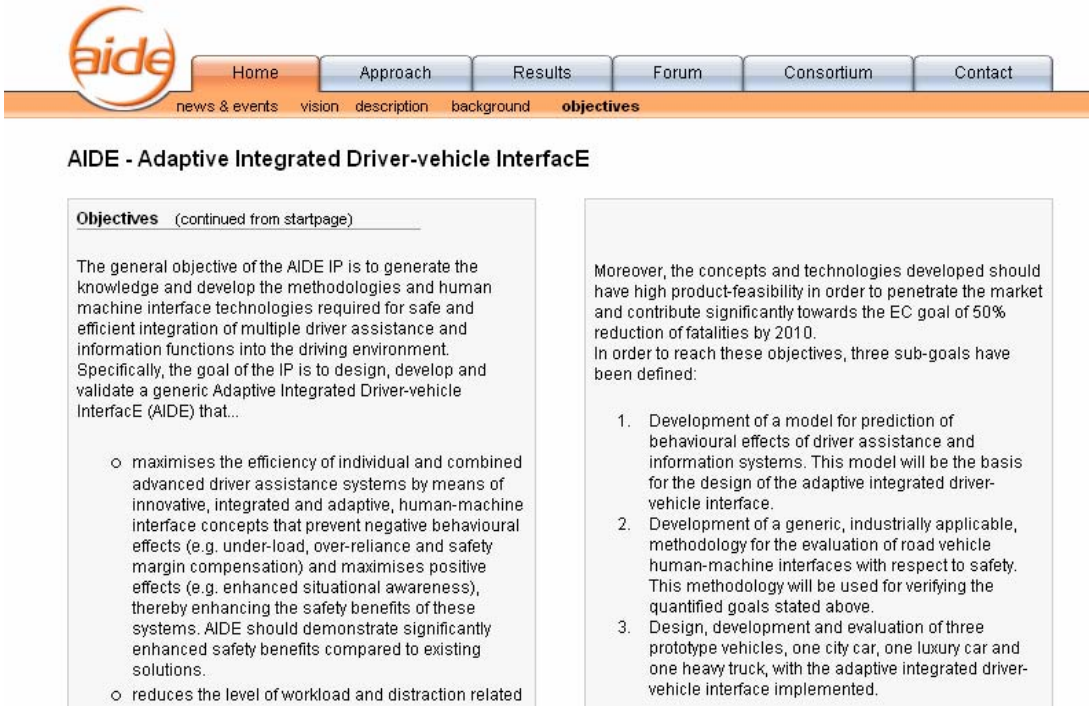


Figure 7 AIDE Website – Objectives

Approach (*Figure 8*): In this section a more specific description of the project is provided introducing the four subprojects. The Gantt chart of the activities and a graphical picture of the subprojects are also illustrated.
Each subproject is individually presented through the Submenu. For each of the subproject, the objectives, approach and work packages are described.

SP1 Description (*Figure 9*): Objectives, approach and work packages of SP1
SP2 Description (*Figure 10*): Objectives, approach and work packages of SP2
SP3 Description (*Figure 11*): Objectives, approach and work packages of SP3
SP4 Description (*Figure 12*): Objectives, approach and work packages of SP4

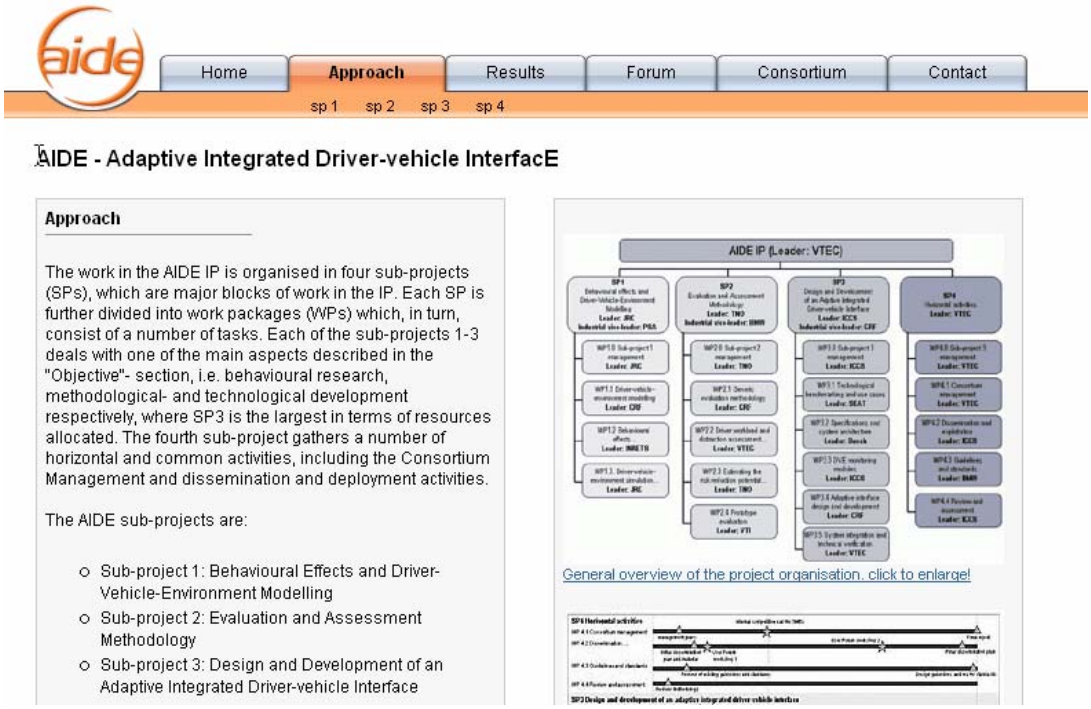


Figure 8 AIDE Website – Approach

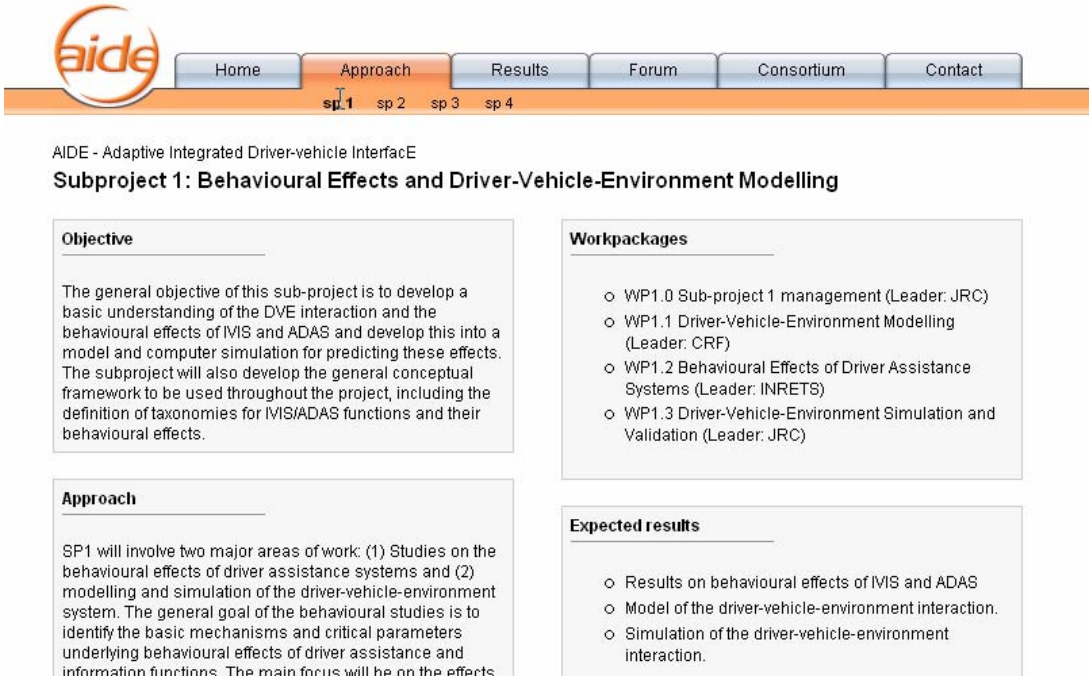


Figure 9 AIDE Website – SP1 Description

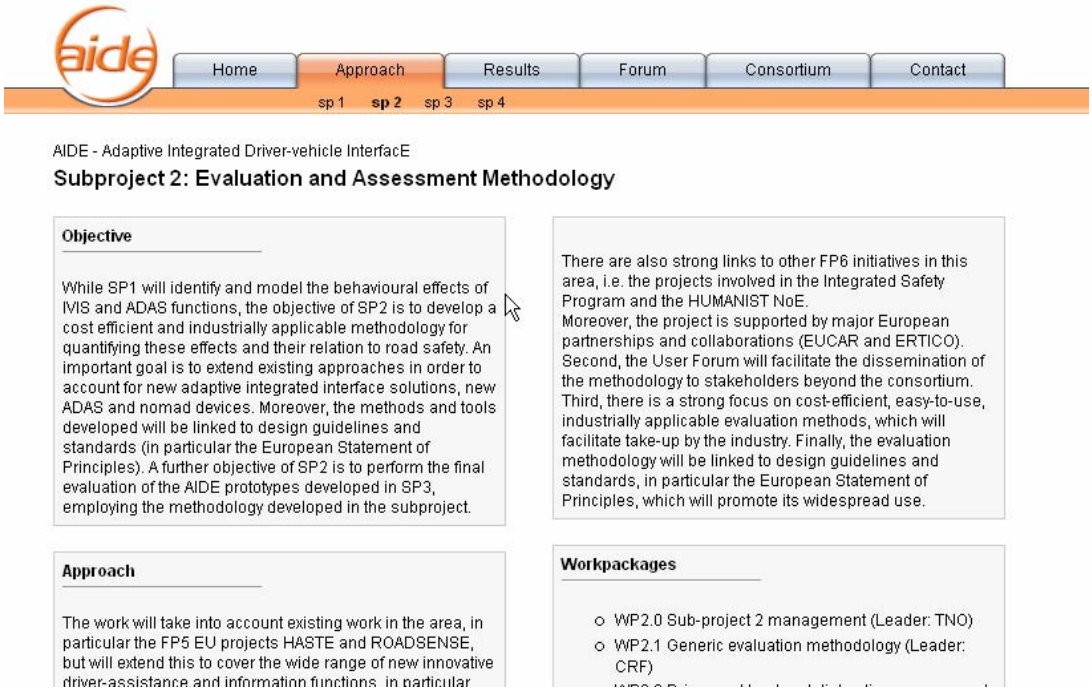


Figure 10 AIDE Website – SP2 Description

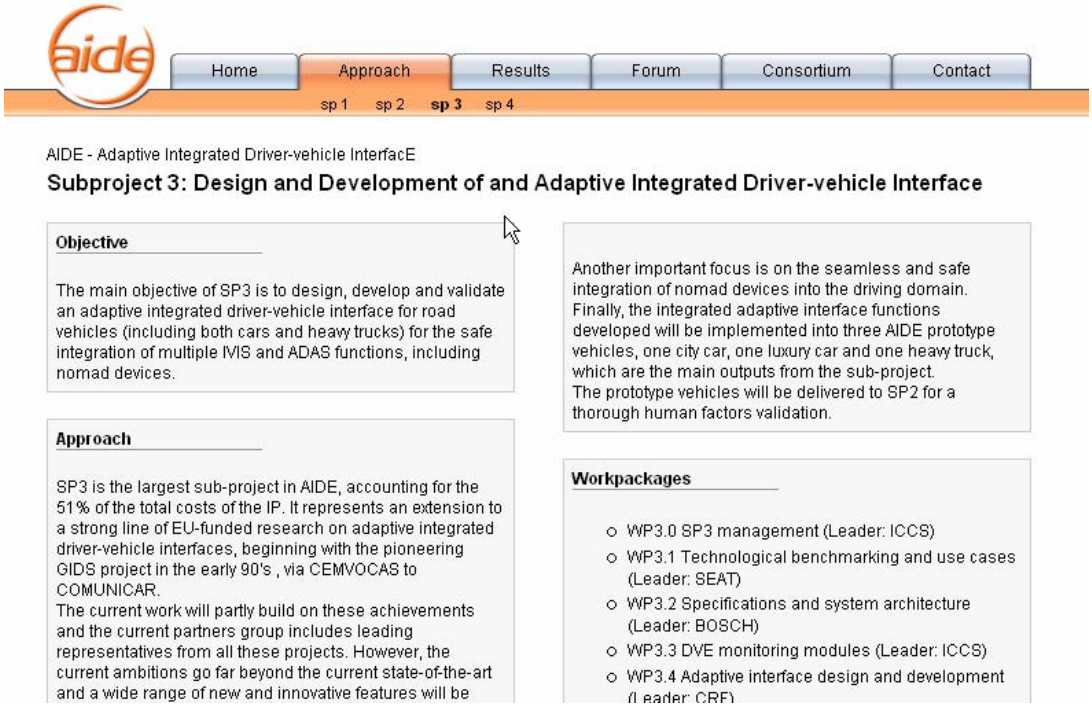


Figure 11 AIDE Website - SP3 Description

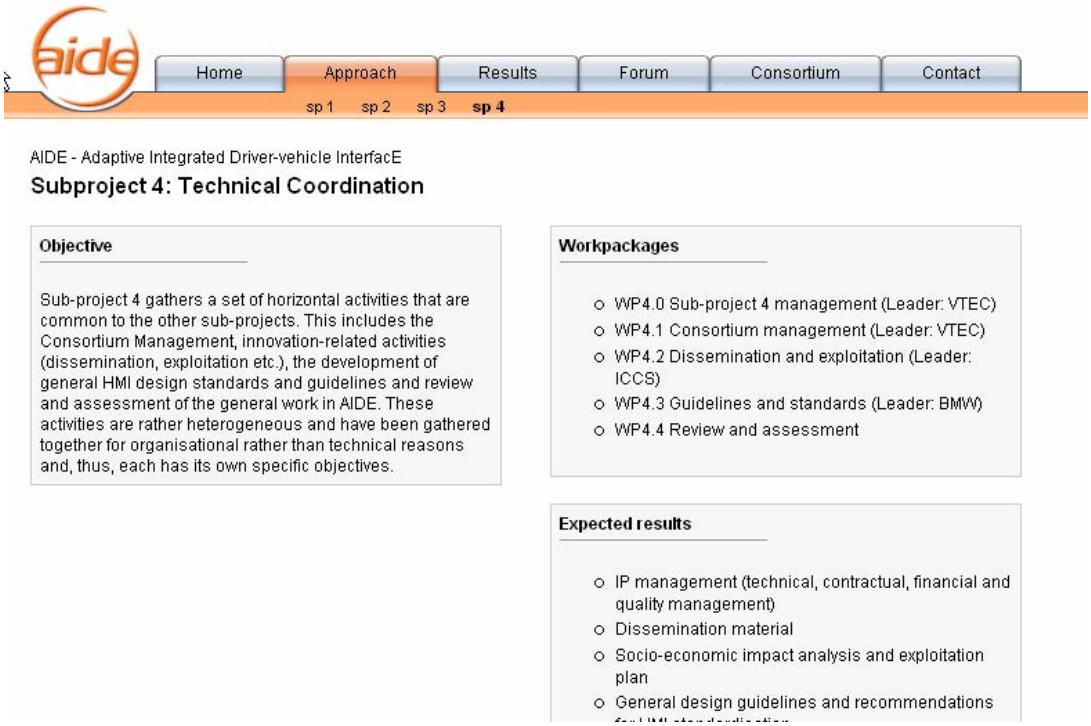


Figure 12 AIDE Website - SP4 Description

Results (*Figure 13*): This section is indented to allow for download all public deliverables of the project for each of the subprojects. It is divided to the different SPs:

SP1 Results (*Figure 14*): Public results of SP1
SP2 Results (*Figure 15*): Public results of SP2
SP3 Results: Public results of SP3
SP4 Results (*Figure 16*) Public results of SP4

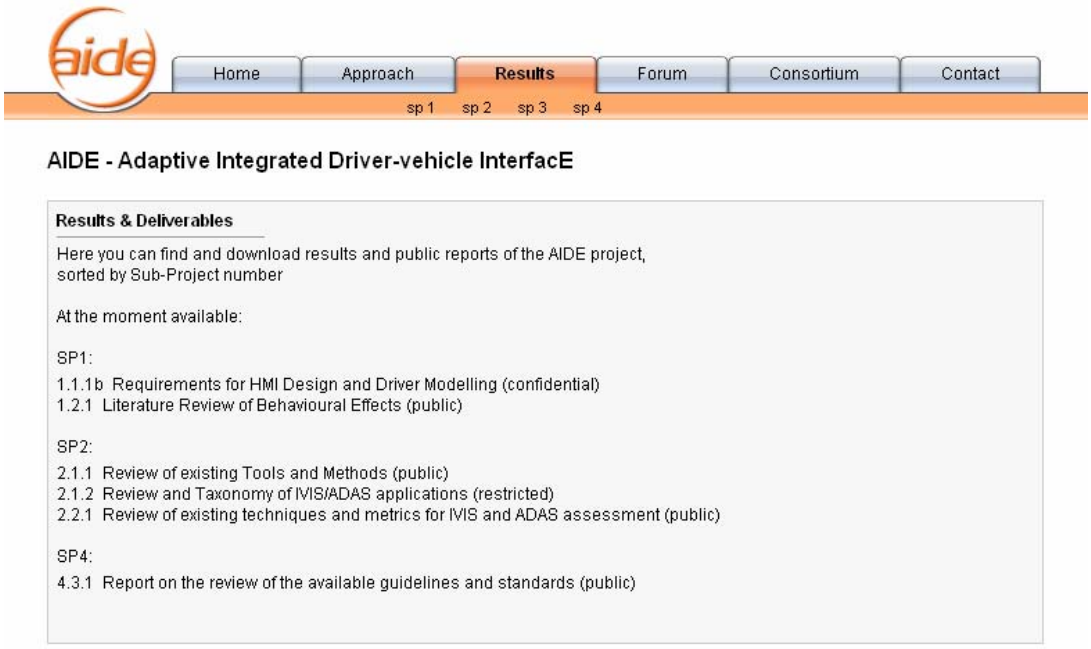


Figure 13 AIDE Website – Results

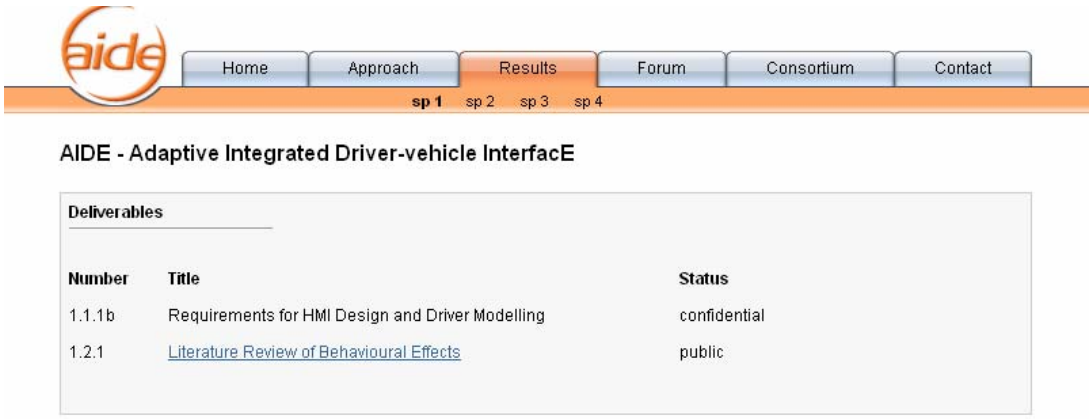


Figure 14 AIDE Website – SP1 Results

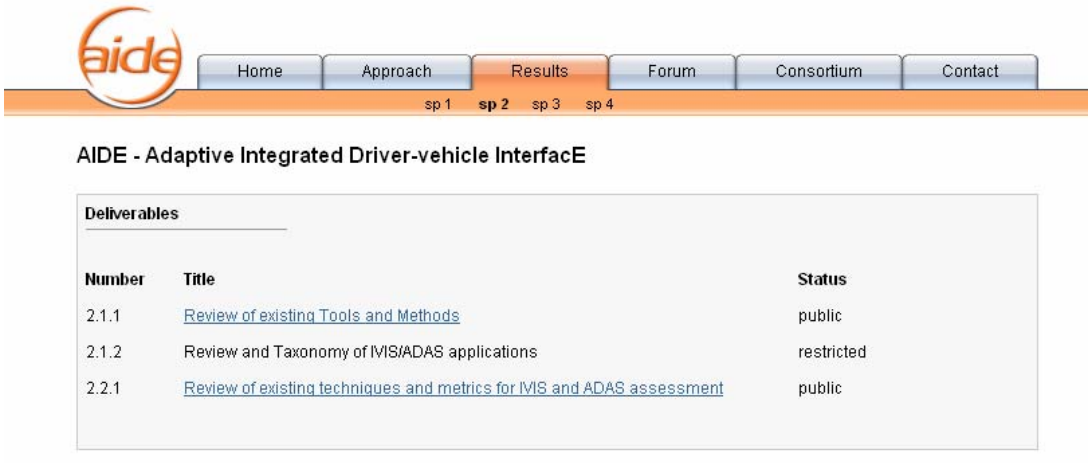


Figure 15 AIDE Website – SP2 Results

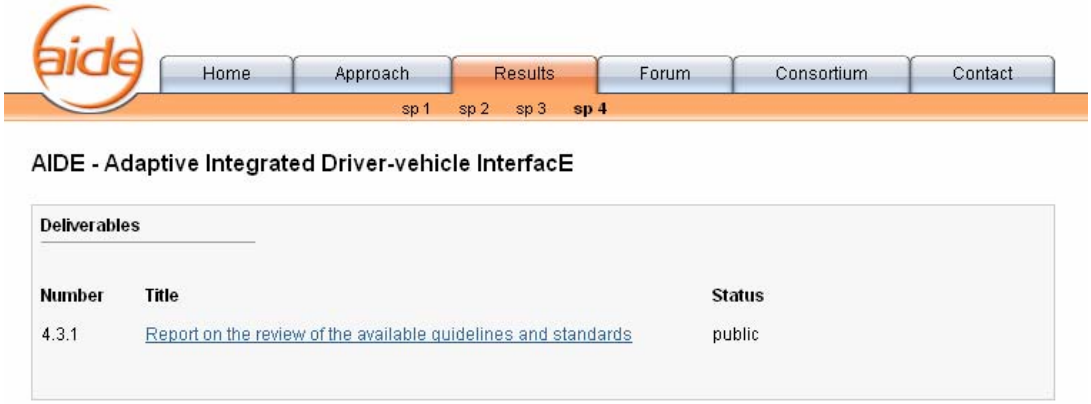


Figure 16 AIDE Website – SP4 Results

Forum (*Figure 17*) In this section the User Forum of AIDE consortium is described

Members of this user forum can:

- actively take part in the discussion threads by not only viewing but also posting messages;
- be invited to review public deliverables and documents of AIDE;
- be invited to special meetings and workshops;
- access restricted areas of the discussion forum related to nomad devices and system architecture aspects;
- inform themselves on the latest news via the AIDE newsletter.

Visit Forum/Login (*Figure 18 & 19*) In this section interested users can register to the User Forum through the online registration system. With this system they will be able to have access to AIDE's chat service where they can express their opinion on a few indicative subjects initially provided for further discussion (Driver-Vehicle-

Environment, Modelling, Long Term Behavioural Effects of ADAS and IVIS, Evaluation and Assessment of adaptive and integrated ADAS and IVIS, Design and Development of an adaptive integrated Driver-Vehicle-Interface).

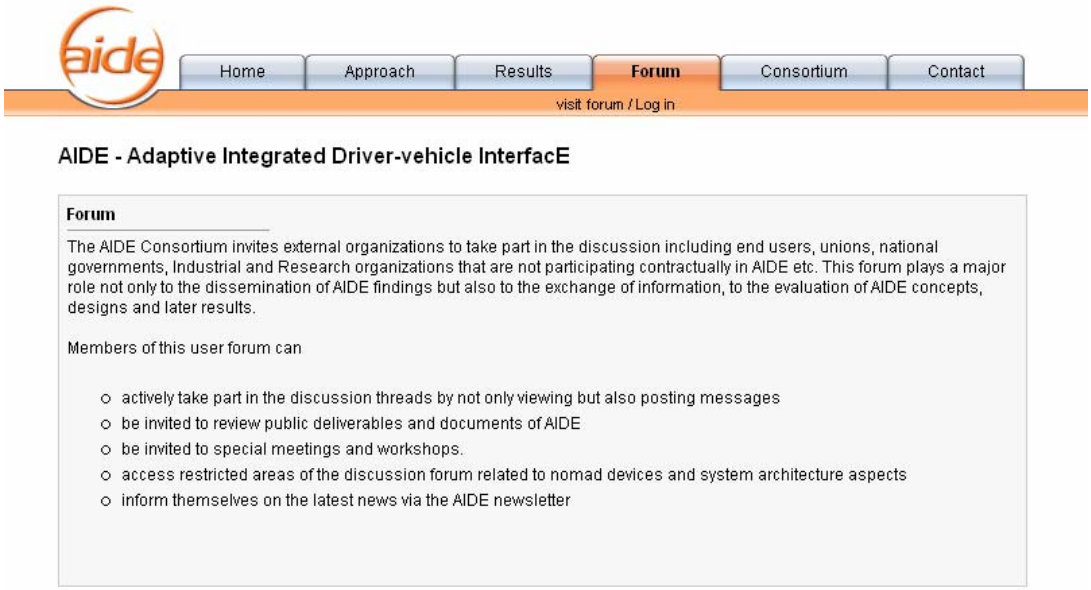


Figure 17 AIDE Website – Forum

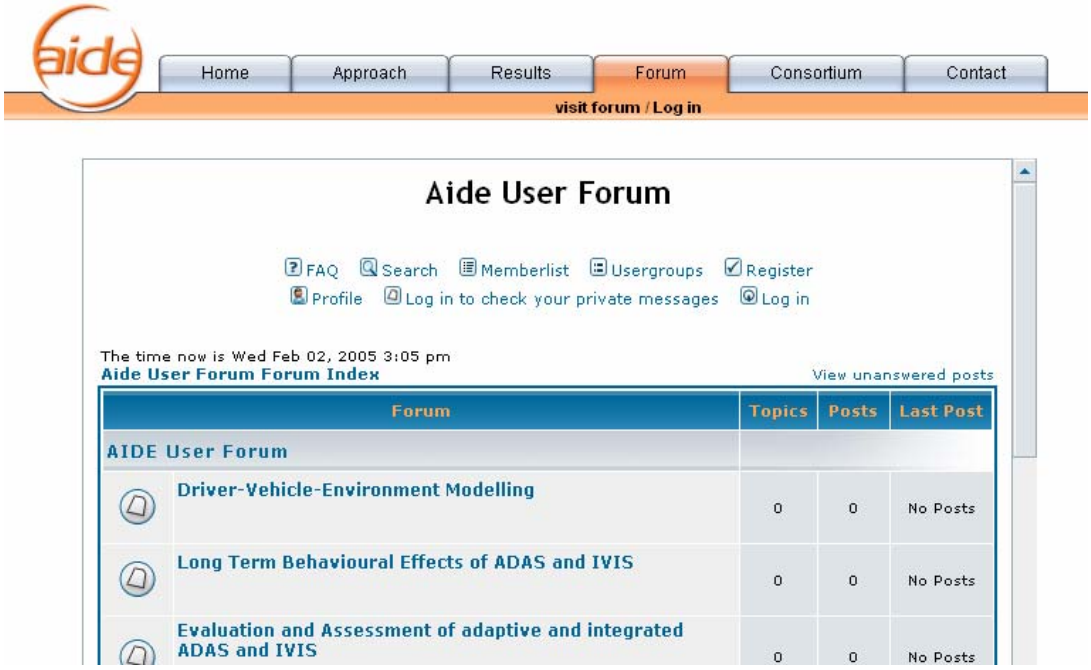


Figure 18 AIDE Website – User Forum login page (1/2)

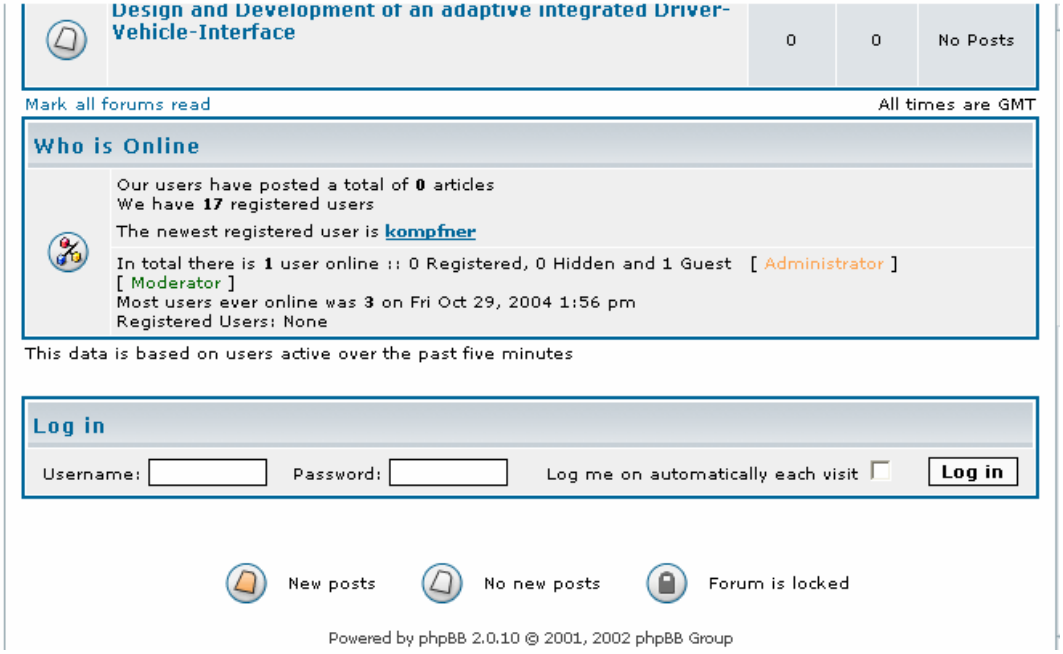


Figure 19 AIDE Website – User Forum login page (2/2)

Consortium Synthesis (*Figure 20*) In this section the AIDE consortium is presented. The AIDE companies are divided according to their business sector. This page includes 5 linked pages where the companies of the different sectors are described. For each company, its address, contact person, E-mail and URL link are also provided. This section intends to enhance the communication with the website user. The business sectors are:

Consortium OEMs (*Figure 21*)
Consortium Suppliers (*Figure 22*)
Consortium Institutes (*Figure 23*)
Consortium Universities (*Figure 24*)
Consortium other companies (*Figure 25*)

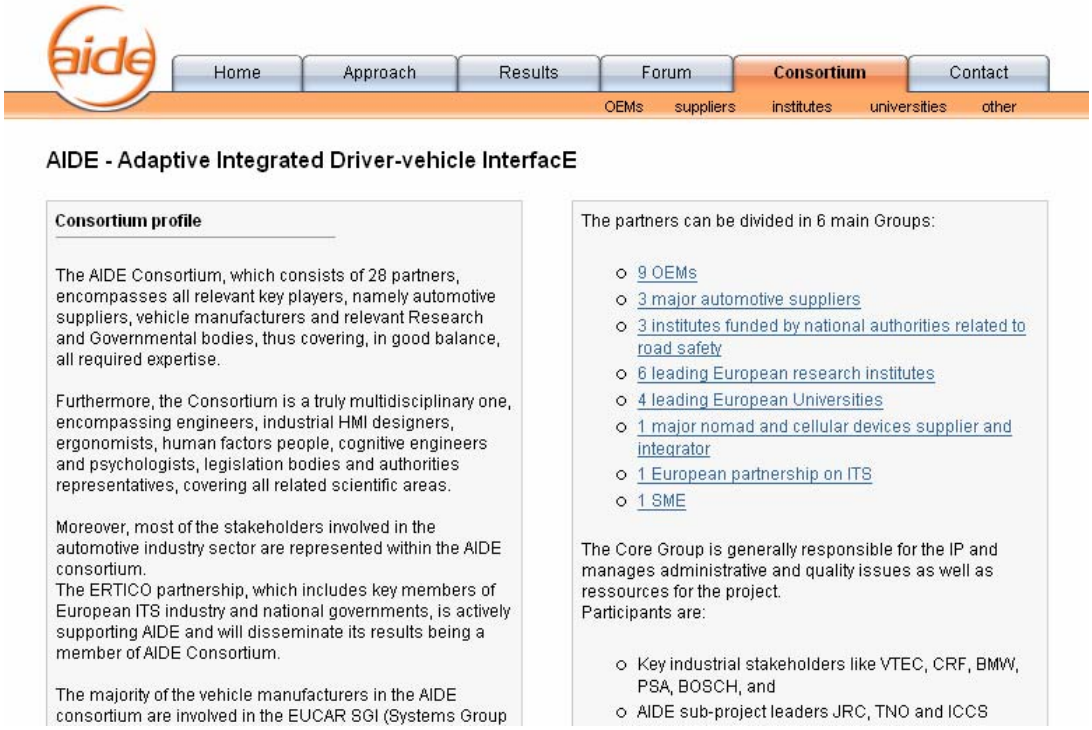


Figure 20 AIDE Website – Consortium synthesis

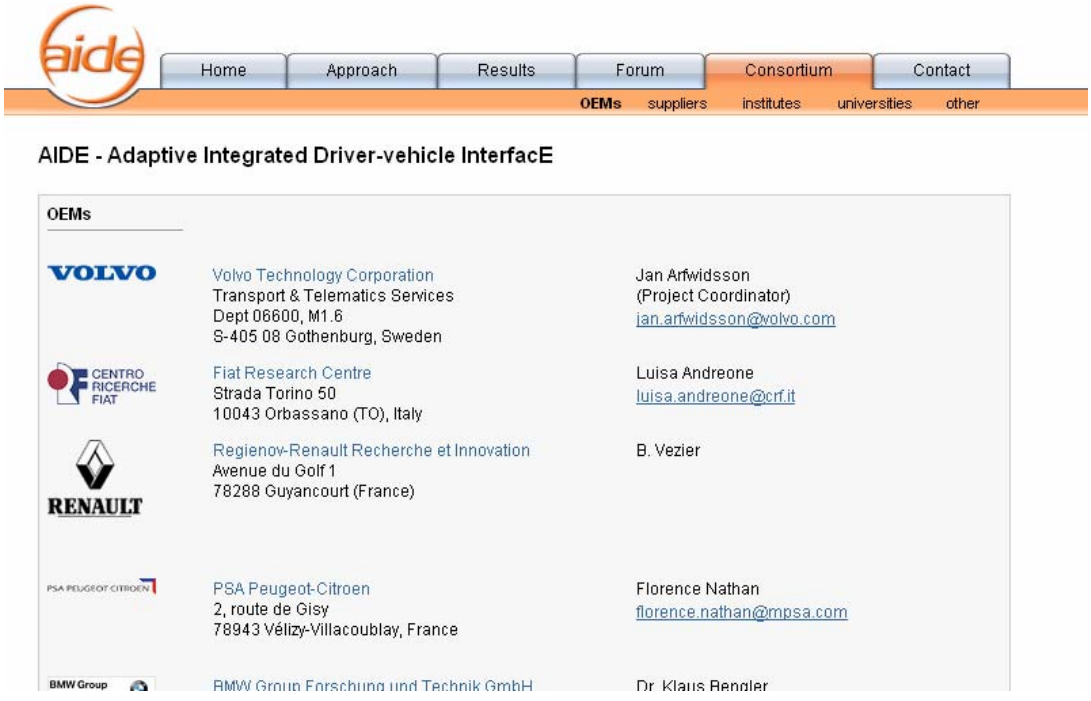


Figure 21 AIDE Website – Consortium OEMs

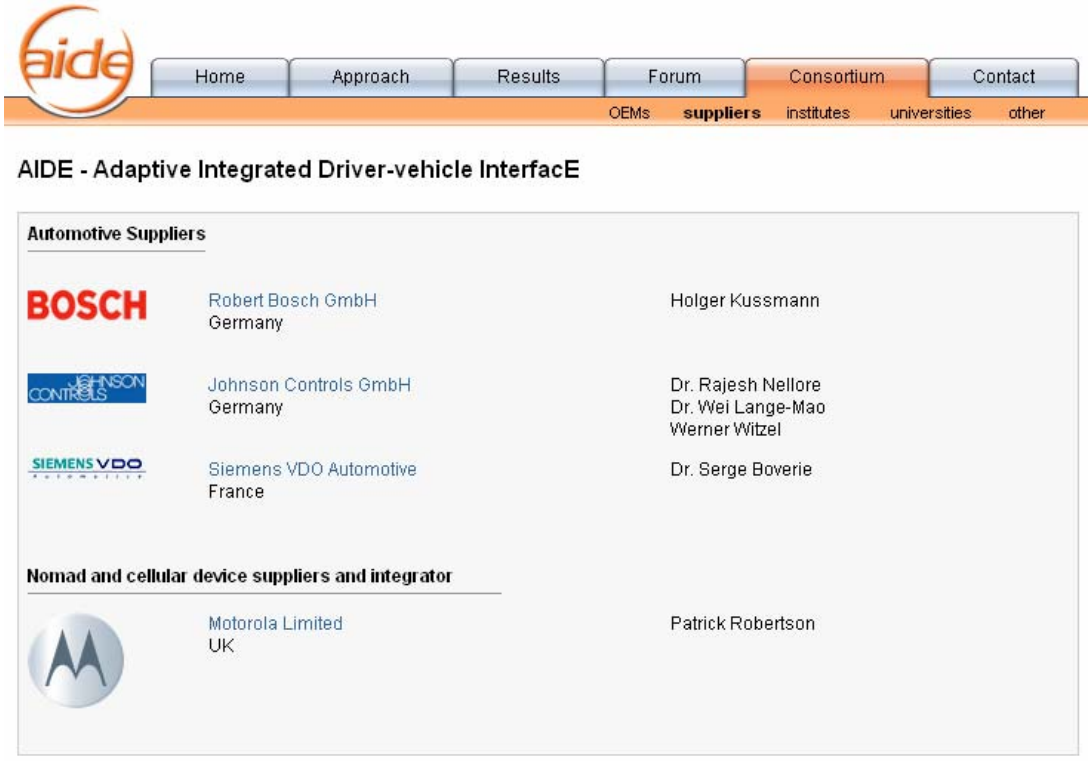


Figure 22 AIDE Website – Consortium Suppliers

Figure 23 AIDE Website – Consortium Institutes

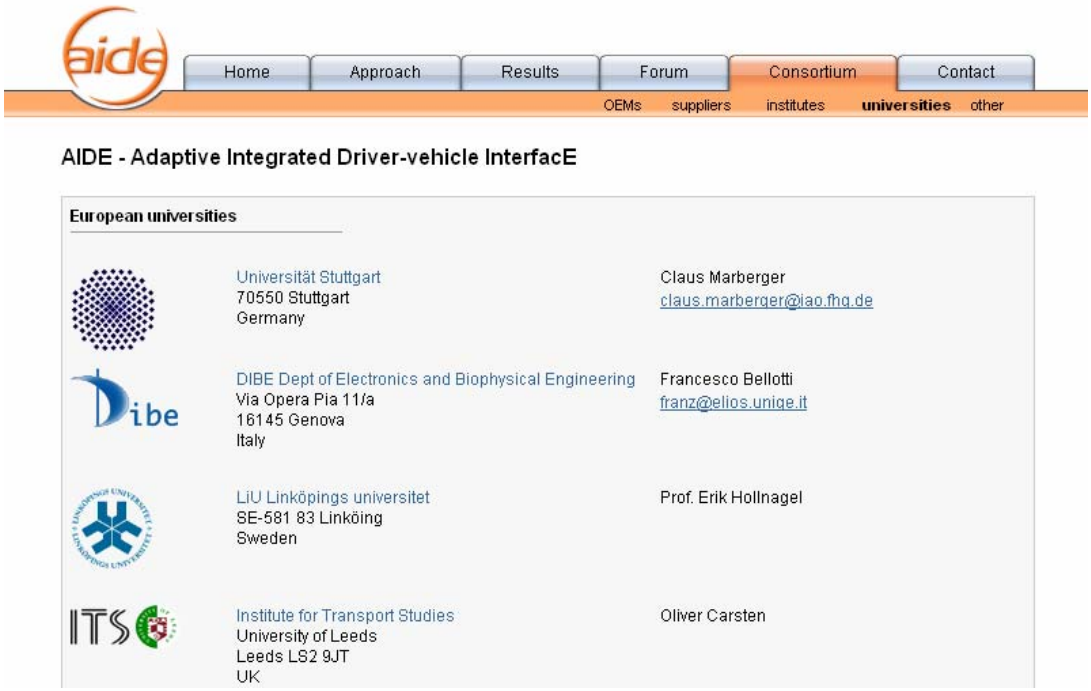


Figure 24 AIDE Website – Consortium Universities

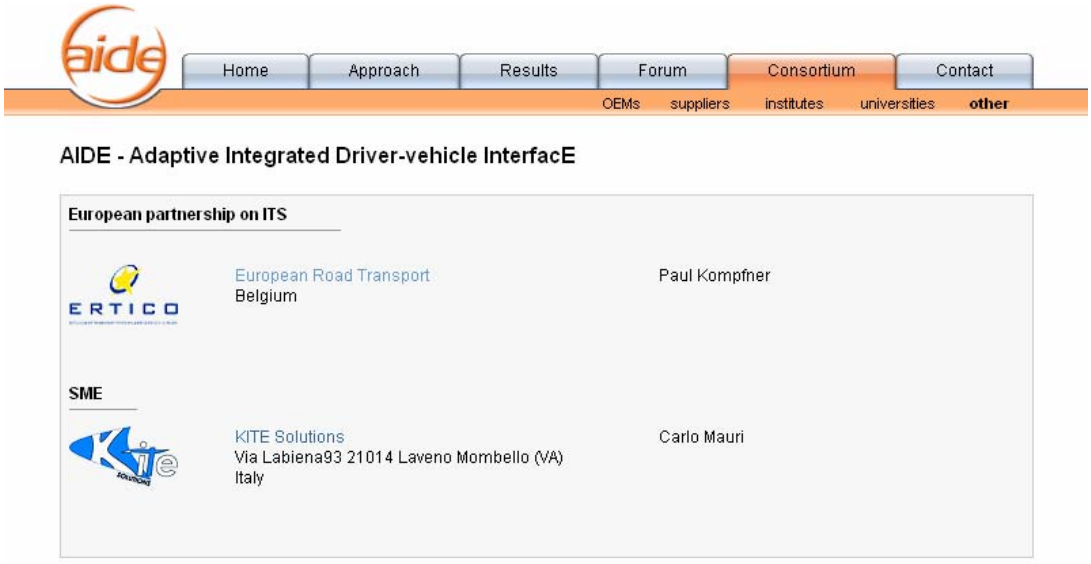


Figure 25 AIDE Website – Consortium other companies

Contact (*Figure 26*) In this section the coordinates of the project coordinator are provided. Also the contact details of the SP leaders and the dissemination manager are included.

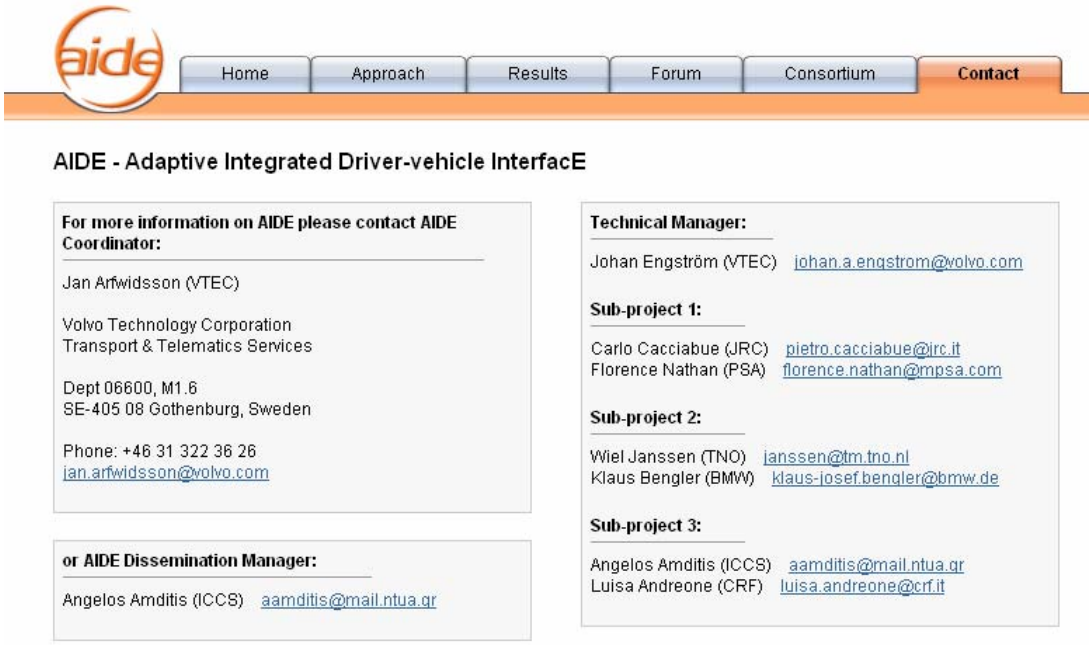


Figure 26 AIDE Website – Contact

2.3. Project Newsletter

Within project's dissemination activities a newsletter was designed and sent by E-mail to a list of interested people. The newsletter is also available through the website. This was the first issue of a series that will be published and sent every six months.

Newsletters are a form of direct communication with the target group of the dissemination activities since the information on the project is sent to the mailbox of each person separately. This is considered to be a more effective communication channel in comparison with the website that, while it provides more detailed information, an effort is needed from the part of the user to search for the information.

The aim of the newsletter is to:

- Provide information on project's activities-objectives, etc.
- Draw the public's attention and arouse interest on finding more on the project.
- Provide link to further information through the website.
- Provide contact details of AIDE partners in case the receivers wish to communicate with them.
- Invite receivers to project's events, workshops, etc.
- Keep the public updated on the project's continuous research activities.

Within the 1st newsletter, which was introductory to the project, the following articles were included.

- Editorial;
- AIDE vision and scope;
- AIDE challenges;
- Automotive HMI – Key future challenges;
- AIDE objectives;

- AIDE workstructure;
- AIDE Forums;
- Announcements on Nomad Forum and User Forum workshops;
- Invitation and registration form to the AIDE User Forum. In this page people were able to send a registration form in order to participate to the Project's User Forum;
- The AIDE consortium.

The newsletter is illustrated in figures 27-34:

1st Newsletter

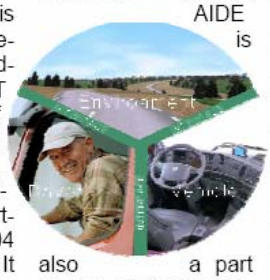
26 October 2004

AIDE PROJECT 1st Newsletter

IST-1-507674-IP

AIDE Integrated Project co-funded by 6th FW

"Adaptive Integrated Driver-Vehicle Interface" (AIDE) project is an EC co-funded research project, addressing the IST strategic objective of "e-Safety of road and air transport". AIDE research activities last 4 years starting from March 2004 until February 2008. It is composed by a consortium of 28 partners from all over Europe, equally shared between the industrial and the academic sector.



AIDE is also a part of the EUCAR Integrated Safety Program and is closely linked to other initiatives of the EC 6th Research Framework.

As part of the joint industry-public e-Safety initiative and the EUCAR Integrated Safety Program, AIDE, gathers the leading European vehicle manufacturers, automotive suppliers and research institutes in a joint effort to develop the driver-vehicle interaction concepts of the future.

AIDE vision and scope

The driving vision behind the project is the concept of the Adaptive Integrated Driver-vehicle InterfacE. This is a unified, natural and intuitive interface between the driver and the vehicle that integrates multiple in-vehicle functions in a safe and efficient way. The interface enables interaction in multiple sensory modalities (visual, auditory and haptic) and should be adaptive in real time to the current driving situation and the individual driver. In order to realise this vision, the AIDE IP integrates behavioural research, development of evaluation methods and the development of HMI technologies.

adaptive integrated driver-vehicle interface

Inside this issue:

AIDE Integrated Project co-funded by 6th FW	1
AIDE vision and scope	1
AIDE Challenge	2
Automotive Human Machine Interaction (HMI) – key future challenges	2
AIDE Objectives	3
AIDE Work Structure	4
AIDE User Forum &	5
AIDE Architecture Forum	5
AIDE Nomadic Devices Forum & Workshop	6
AIDE Forums registration	7
AIDE Partnership	8

Created by AIDE Dissemination Manager ICCS

Figure 27 AIDE Newsletter page 1

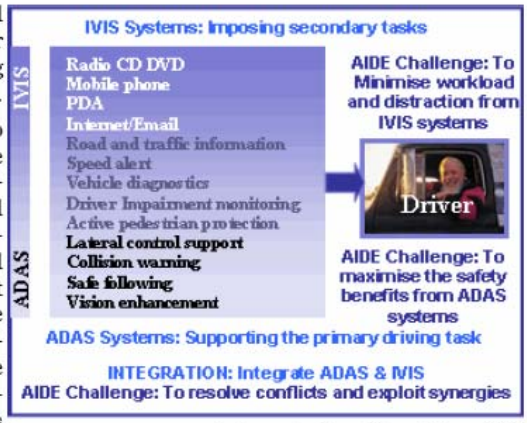
AIDE Challenge

Road safety is a major European health problem. In the "White Paper on European Transport Policy for 2010", the European Commission declares the ambitious objective to reduce by 50% the number of fatal accidents on European roads by 2010.

While conventional vehicle safety measures (e.g. seatbelts and airbags) have contributed significantly to the reduction of accidents in the last decades, their contribution is reaching its limits and currently further improvement is difficult to achieve at a reasonable cost. Today, the development of new Advanced Driver Assistance Systems (e.g. collision avoidance-, lane-keeping aid- and vision enhancement systems) offers great potential for further improving road safety.

In order to accelerate the research and development and deployment of these technologies, the eSafety initiative has been set up. This is a European joint public-industry initiative aimed at promoting the development and deployment of Intelligent Road Safety Systems.

Human-Machine Interaction (HMI) is identified as one of the key building blocks for integrated safety. The AIDE Integrated Project (IP) has been set up to address HMI issues within a general European joint effort towards the large-scale deployment of Intelligent Road Safety Systems and, ultimately, a significant reduction of road accidents.



Automotive Human Machine Interaction (HMI) – key future challenges

The AIDE integrated project (IP), has been set up to address a number of key challenges in for future automotive Human Machine Interaction (HMI) design:

- New Advanced Driver Assistance Systems (ADAS) offer great potential for preventing accidents related to driver error. A critical challenge is to design the HMI in order to maximise the efficiency (and hence the safety impact) of these systems.
- In-vehicle Information Systems (IVIS), including nomad systems (i.e. systems brought into the vehicle by the driver or passengers), are major potential distractors in future vehicles. The key challenge here is to develop methods and HMI concepts that minimise the distraction imposed by these systems.
- As the number and complexity of in-vehicle systems increase, a key challenge concerns the integration of these systems into a functioning whole, resolving conflicts and exploiting synergies between systems in their interaction with the driver.

1st Newsletter Page 2

Figure 28 AIDE Newsletter page 2

AIDE Objectives

The goal of the IP is **to design, develop and validate a generic** Adaptive **Integrated Driver-vehicle InterfacE (AIDE) that...**

...maximises the efficiency of individual and combined advanced driver assistance systems by means of innovative, integrated and adaptive, human-machine interface concepts that prevent negative behavioural effects (e.g. under-load, over-reliance and safety margin compensation) and maximises positive effects (e.g. enhanced situational awareness), thereby enhancing the safety benefits of these systems. **AIDE should demonstrate significantly enhanced safety benefits compared to existing solutions.**

..reduces the level of workload and distraction related to the interaction with individual and combined in-vehicle information and nomad devices, thereby reducing the number of road accidents. **AIDE should demonstrate a significant reduction in the imposed workload and distraction compared to existing solutions.**

...enables the potential benefits of new in-vehicle technologies and nomad devices in terms of mobility and comfort, without compromising safety. **AIDE should demonstrate that the benefits of new in-vehicle technologies could be enjoyed without increased accidents risk.**

The AIDE Integrated Project: European automotive industry and research institutions join forces towards the driver-vehicle interaction concepts of the future

1st Newsletter Page 3

Figure 29 AIDE Newsletter page 3

AIDE Work Structure

AIDE work is organised in four sub-projects (SPs):

SP 1: Behavioural effects and driver-vehicle-environment modelling
SP 2: Evaluation and assessment methods
SP 3: Design and development of an Adaptive Integrated Driver-vehicle Interface
SP 4: Horizontal activities

The main technical output of the 4-year project will be three demonstrator vehicles implementing the AIDE concepts, a city car, a luxury car and a heavy truck.

Sub-project 4: Horizontal activities (VTEC)

SP4 role is to gather activities that are common to SP1-3 such as the IP management, the dissemination and exploitation, the Guidelines and standards and the review and assessment of project results.

Main technical output: General design guidelines and proposal for standards for adaptive integrated interfaces.

Sub-project 1: Behavioral Effects and Driver-Vehicle-Environment Modeling

Leader: JRC
Vice leader: PSA

Development of a model for prediction of behavioural effects of driver assistance and information systems. This model will be the basis for the design of the adaptive integrated driver-vehicle interface.

Main technical output: Model and simulation of behavioural

Sub-project 2: Evaluation and Assessment Methods

Leader: TNO
Vice leader: BMW

Development of a generic, industrially applicable, methodology for the evaluation of road vehicle human-machine interfaces with respect to safety. This methodology will be used for verifying the quantified goals stated above.

Main technical outputs: Generic methodology for evaluating adaptive integrated interfaces.

Sub-project 3: Design and development of an Adaptive Integrated Driver-vehicle Interface

Leader: ICCS
Vice leader: CRF

Design and development of an adaptive integrated HMI which will be implemented and demonstrated into a city car, one luxury car and one heavy truck. The AIDE HMI will be supported by a number of driver-vehicle and environment modules while it will integrate Nomad devices.

Main technical outputs: A fully adaptive and integrated HMI based on an intelligent management and communication system. 3 demonstrators (city car, luxury car and heavy truck). A modular

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Figure 30 AIDE Newsletter page 4

User Forum

The AIDE User Forum aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.

The User Forum will involve external organizations including end users, unions, NGOs, Industrial and Research organizations that are not participating to AIDE etc. This forum will play a major role not only to the dissemination of AIDE but also to the exchange of information, to the evaluation of AIDE concepts, designs and later results. Members of this forum can be invited to review public deliverables and documents of AIDE, as well as to meetings and workshops. AIDE User Forum will be done in close cooperation with the AIDE NOMAD Forum that will focus to the nomad devices and their inclusion to the vehicle environment.

Within User Forum two major European Workshops will be organized in order to discuss a number of issues regarding HMI architecture, Design scenarios for an adaptive HMI, Standards and Guidelines, Driver-vehicle-environment modeling for HMI design, behavioural adaptation to ADAS and IVIS and HMI evaluation issues.

1st User Forum Workshop

The AIDE consortium is pleased to announce the realization of the first AIDE User Forum workshop that is going to be held at BAST premises, in Cologne, Germany, 15-16 of March 2005.

The first day of the workshop will include plenary and keynote presentations and a round table discussion where key stakeholders will participate (EC, EUCAR, CLEPA, ERTICO, FIA, public authorities etc).

The second day will have several parallel sessions as the above mentioned items.

"1st User Forum workshop 15-16 March 2005 Cologne, Germany"

The AIDE results on architectural concepts and HMI designs will be presented and discussed.

The draft workshop agenda and the registration form will follow soon. For more information on the workshop please visit AIDE's website (www.aide-eu.org) or contact AIDE Dissemination manager:

Dr. Angelos Amditis

a.amditis@iccs.gr

Architecture Forum

Since all architectural aspects are highly important already at an early stage of the project, an Architectural forum is established with the participation of OEMs, suppliers, and all interested parties, which will follow the state-of-the-art on automotive standards, buses and in-vehicle networks to ensure a common and high-level design and performance. A core team comprised of OEMs and other partners of AIDE consortium will be responsible for the creation of a common architectural platform for AIDE.

The forum will operate as a communication and decision platform for all important steps and results of the system architecture development. Moreover, close links will be established with the EASIS STREP, which is also part of the Integrated Safety Program, and aims at the development of general electronics architecture for vehicle safety functions. Links will also be formed, through the project partners, with ongoing projects in this area, e.g. EAA-EAST.

For more information on AIDE Forums visit AIDE website: www.aide-eu.org

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Figure 31 AIDE Newsletter page 5

Nomadic Devices Forum

If Nomad Devices are not well designed, controlled and installed they could pose a safety threat. There were calls for more research to understand their risks, the need to extend existing guidelines (e.g. ESOP) to include nomad devices, and for a wide-ranging safety charter to include the full range of stakeholders. Working towards this end within the AIDE project, a Nomad Device Forum is organised as a focus group for all issues relating to nomad devices in the project, leading to the validation of user and stakeholder requirements at the start of the project, and of the AIDE solution that emerges.

A broader aim of the Nomad Forum is to establish itself as the principal European body in the area of Nomad Devices, continuing its work after the end of the AIDE project and supporting the take-up of the AIDE results and application of future guidelines for nomad systems. Many stakeholders such as vehicle manufacturers, automotive suppliers etc are involved or interested in nomad devices.

The aim is to attract the most active and influential participants, who are willing to help create and validate a cross-industry consensus for a sin-

Nomadic Devices Workshop

AIDE consortium and ERTICO – ITS Europe is organizing the Nomad Devices workshop that is going to be held on the 20th of January 2005, Brussels Belgium. The objectives of the workshop are to:

- convene a cross-sector working group concerned with all aspects of nomadic device integration and use in the vehicle, as a first step towards creating a standing Nomadic Device Forum
- Identify key issues for nomadic devices: safety, design, integration/installation, use etc
- Present the AIDE project and its work on nomadic device integration
- Verify use cases and user/stakeholder requirements for the AIDE solution.

Programme highlights

Presentation of AIDE project and its work on nomad device issues

Nomadic devices: safety issues; benefits and market outlook; in-car integration issues

Nomadic device use cases and draft user/stakeholder requirements

"Nomadic Devices workshop 20 January 2005 Brussels, Belgium"

Preliminary AIDE approach for nomadic device integration and management

Breakout groups: safety issues; industry requirements; convergence towards one solution

Who should attend?

This workshop will be of interest to:

- vehicle manufacturers;
- automotive suppliers;
- digital map suppliers;
- device manufacturers;
- application software suppliers;
- mobile phone operators;
- service providers;
- public authorities & agencies;
- users' representatives;
- the road safety community;
- insurance industry;
- inspection/certification bodies.

Contact

For more information on the workshop please contact Paul Kompfner, ERTICO

Tel: +32 2 400 0732, Fax: +32 2 400 0701,

e-mail: p.kompfner@mail.ertico.com

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Figure 32 AIDE Newsletter page 6

AIDE Forums

AIDE Consortium invites all interested people and companies to subscribe to AIDE Forums. AIDE Forums aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.

If you wish to participate to AIDE User Forums kindly fill in the following form and send it to:

Angelos Amditis

E-mail: angelos@esd.ece.ntua.gr

AIDE Forums

I want to participate to the following AIDE Forums:

❒ AIDE User Forum

❒ AIDE Architecture Foruk

❒ AIDE Nomadic Devices Forum

I understand that I will have no obligations whatsoever and every possible participation to the project's activities will be strictly voluntarily. I can also withdraw my participation at any time with a simple E-mail to: a.amditis@iccs.gr

First Name:	
Last Name:	
	Mr ❒ Ms ❒
Company:	
Function in Company:	
Interest in AIDE:	
E-mail	
Telephone:	
Address:	

1st Newsletter Page 7

Figure 33 AIDE Newsletter page 7

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❒ AIDE User Forum

❒ AIDE Architecture Foruk

❒ AIDE Nomadic Devices Forum

I understand that I will have no obligations whatsoever and every possible participation to the project's activities will be strictly voluntarily. I can also withdraw my participation at any time with a simple E-mail to: a.amditis@iccs.gr

First Name:	
Last Name:	
	Mr ❒ Ms ❒
Company:	
Function in Company:	
Interest in AIDE:	
E-mail	
Telephone:	
Address:	

1st Newsletter Page 7

Figure 34 AIDE Newsletter page 8

The second project's newsletter is scheduled to include all newer achievements and developments that were realized during the first year of the project.

2.4. Project Leaflet

One additional dissemination activity of AIDE project is the design and printing of informative leaflets. Leaflets are printed in glossy paper and are distributed to various people during conferences, workshops and in general project's events. It is an alternative non-electronic communication channel that further enhances the dissemination effectiveness since people are also provided with a hard copy of the project's description.

AIDE's leaflet is one large sized paper folded in four in a way that 8 sides are formed with different topics. Two of the sides are used as front and back cover and the leaflet is folded in a way that these two sides remain on the outer part.

The front cover includes the project's logo, the EC logos, and a short motivation sentence that states the project's concept. The motivation sentence is: *"The AIDE Integrated Project: European automotive industry and research institutions join forces towards the driver-vehicle interaction concepts of the future".*

In the back cover of the leaflet the AIDE consortium is presented. Contact details of the project's coordinator and SP leaders and subleaders are also included.

In side 1 The Nomad Forum role and objectives are described while at side 4 the User Forum and the Architecture Forum are also presented.

In side 5, the challenge that AIDE is facing is described.

Sides 6 and 7 are dedicated to the presentation the four SPs in a graphical way. For each SP the leader and vice-leader companies are included and a short description of their role to the project is provided. Also each sub-project main technical output is shortly presented. Finally, in side 8 the AIDE objectives are described. The full leaflet text can be found to Annex II.

The leaflet also includes a number of graphics in order to become more pleasant to the reader. It is pictured to figures 35 and 36.

Nomad Forum

If Nomadic Devices are not well designed, controlled and installed they could pose a safety threat. There were calls for more research to understand their risks, the need to extend existing guidelines (e.g. ESOP) to include nomadic devices, and for a wide-ranging safety charter to include the full range of stakeholders. Working towards this end within the AIDE project, a Nomad Device Forum is organised as a focus group for all issues relating to nomadic devices in the project, leading to the validation of user and stakeholder requirements at the start of the project, and of the AIDE solution that emerges.

A broader aim of the Nomad Forum is to establish itself as the principal European body in the area of Nomadic Devices, continuing its work after the end of the AIDE project and supporting the take-up of the AIDE results and application of future guidelines for nomadic systems. Many stakeholders such as vehicle manufacturers, automotive suppliers etc are involved or interested in nomadic devices.

The aim is to attract the most active and influential participants, who are willing to help create and validate a cross-industry consensus for a single solution that should be accepted and implemented across Europe.

AIDE Consortium

- Volvo Technology
- BMW Group Forschung und Technik
- DaimlerChrysler
- Ford-Werke
- Adam Opel
- Peugeot Citroën Automobiles
- Renault Recherche Innovation
- Centro Ricerche Fiat
- Seat Centro Técnico
- Robert Bosch
- Johnson Controls
- Siemens VDO
- Motorola
- KITE Solutions
- European Commission Joint Research Centre (JRC)
- INRETS
- TNO
- Institute of Communications and Computer Systems (ICCS)
- Federal Highway Research Institute (BASt)
- CIDAUT
- Swedish National Road and Transport Research Institute (VTI)
- VTT Technical Research Centre of Finland
- Centre for Research and Technology Hellas
- University of Stuttgart
- University of Leeds
- Linköping University
- University of Genova (DIBE)
- ERTICO

For more information please contact:
AIDE Administrative Coordinator:
Jan Arfwidsson (jan.arfwidsson@volvo.com)
AIDE Technical Coordinator :
Johan Engström (johan.a.engström@volvo.com)
or AIDE Dissemination manager:
Angelos Amditis (a.amditis@iccs.gr)

SP1 Contacts	Sp2 Contacts	Sp3 Contacts
Carlo Cacciabue (JRC) pietro.cacciabue@jrc.it	Wiel Janssen (TNO) janssen@tm.tno.nl	Angelos Amditis (ICCS) a.amditis@iccs.gr
Florence Nathan (PSA) florence.nathan@mpsa.com	Klaus Bengler (BMW) klaus-josef.bengler@bmw.de	Luisa Andreone (CRF) Luisa.andreone@crf.it

European Commission

6th FW - IST

aide

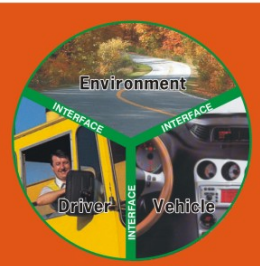
adaptive integrated driver-vehicle interface

AIDE

Adaptive Integrated Driver-vehicle Interface

www.aide-eu.org

"The AIDE Integrated Project: European automotive industry and research institutions join forces towards the driver-vehicle interaction concepts of the future"



Contract No: IST-1-507674-IP

EUCAR

Safety

AIDE User Forum

The AIDE User Forum aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.

The User Forum will involve external organizations including end users, unions, NGOs, Industrial and Research organizations that are not participating to AIDE etc. This forum will play a major role not only to the dissemination of AIDE but also to the exchange of information, to the evaluation of AIDE concepts, designs and later results.

Members of this forum can be invited to review public deliverables and documents of AIDE, as well as to meetings and workshops. AIDE User Forum will be done in close cooperation with the AIDE NOMAD Forum that will focus to the nomadic devices and their inclusion to the vehicle environment.

Within User Forum two major European Workshops will be organized in order to discuss a number of issues regarding HMI architecture, Design scenarios for an adaptive HMI, Standards and Guidelines, Driver-vehicle-environment modeling for HMI design, behavioural adaptation to ADAS and IVIS and HMI evaluation issues.

AIDE Architecture Forum

Since all architectural aspects are highly important already at an early stage of the project, an Architectural forum is established with the participation of OEMs, suppliers, and all interested parties, which will follow the state-of-the-art on automotive standards, buses and in-vehicle networks to ensure a common and high-level design and performance. A core team comprised of OEMs and other partners of AIDE consortium will be responsible for the creation of a common architectural platform for AIDE.

The forum will operate as a communication and decision platform for all important steps and results of the system architecture development. Moreover, close links will be established with the EASIS STREP, which is also part of the Integrated Safety Program, and aims at the development of general electronics architecture for vehicle safety functions. Links will also be formed, through the project partners, with ongoing projects in this area, e.g. EAA-EAST.

Figure 35 AIDE leaflet outside

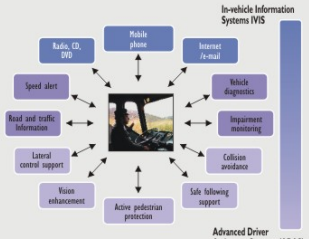
The Challenge

Road safety is a major European health problem. In the "White Paper on European Transport Policy for 2010", the European Commission declares the ambitious objective to reduce by 50% the number of fatal accidents on European roads by 2010.

While conventional vehicle safety measures (e.g. seatbelts and airbags) have contributed significantly to the reduction of accidents in the last decades, their contribution is reaching its limits and currently further improvement is difficult to achieve at a reasonable cost. Today, the development of new Advanced Driver Assistance Systems (e.g. collision avoidance-, lane-keeping aid- and vision enhancement systems) offers great potential for further improving road safety.

In order to accelerate the research and development and deployment of these technologies, the *eSafety* initiative has been set up. This is a European joint public-industry initiative aimed at promoting the development and deployment of Intelligent Road Safety Systems.

Human-Machine Interaction (HMI) is identified as one of the key building blocks for integrated safety. The AIDE Integrated Project (IP) has been set up to address HMI issues within a general European joint effort towards the large-scale deployment of Intelligent Road Safety Systems and, ultimately, a significant reduction of road accidents.



Sub-project 4: Horizontal activities (VTEC)

Sp4 role is to gather activities that are common to SP1-3 such as the IP management, the dissemination and exploitation, the Guidelines and standards and the review and assessment of project results.

Main technical output:

General design guidelines and proposal for standards for adaptive integrated interfaces.

Sub-project 1:

Behavioral Effects and Driver-Vehicle-Environment Modeling

Leader: JRC
Vice leader: PSA

Development of a model for prediction of behaviourial effects of driver assistance and information systems. This model will be the basis for the design of the adaptive integrated driver-vehicle interface.

Main technical output: Model and simulation of behaviourial effects of ADAS and IVIS.

Sub-project 2:

Evaluation and Assessment Methods

Leader: TNO
Vice leader: BMW

Development of a generic, industrially applicable, methodology for the evaluation of road vehicle human-machine interfaces with respect to safety. This methodology will be used for verifying the quantified goals stated above.

Main technical outputs: Generic methodology for evaluating adaptive integrated interfaces.

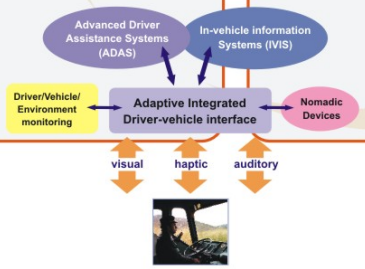
Sub-project 3:

Design and development of an Adaptive Integrated Driver-vehicle Interface

Leader: ICCS
Vice leader: CRF

Design and development of an adaptive integrated HMI which will be implemented and demonstrated into a city car, one luxury car and one heavy truck. The AIDE HMI will be supported by a number of driver-vehicle and environment modules while it will integrate Nomadic devices.

Main technical outputs: A fully adaptive and integrated HMI based on an intelligent management and communication system. 3 demonstrators (city car, luxury car and heavy truck). A modular HMI S/W architecture.



Vision:
The Adaptive Integrated Driver-vehicle Interface

AIDE - Adaptive Integrated Driver-vehicle Interface

AIDE Objectives

"Adaptive Integrated Driver-Vehicle Interface" (AIDE) project is an EC co-funded research project, addressing the IST strategic objective of "e-Safety of road and air transport". AIDE research activities last 4 years starting from March 2004 until February 2008. It is composed by a consortium of 28 partners from all over Europe, equally shared between the industrial and the academic sector. AIDE is also a part of the EUCAR Integrated Safety Program and is closely linked to other initiatives of the EC 6th Research Framework.

The goal of the IP is **to design, develop and validate a generic Adaptive Integrated Driver-vehicle InterfacE (AIDE) that...**

...maximises the efficiency of individual and combined advanced driver assistance systems by means of innovative, integrated and adaptive, human-machine interface concepts that prevent negative behavioural effects (e.g. under-load, over-reliance and safety margin compensation) and maximises positive effects (e.g. enhanced situational awareness), thereby enhancing the safety benefits of these systems. **AIDE should demonstrate significantly enhanced safety benefits compared to existing solutions.**

..reduces the level of workload and distraction related to the interaction with individual and combined in-vehicle information and nomadic devices, thereby reducing the number of road accidents. **AIDE should demonstrate a significant reduction in the imposed workload and distraction compared to existing solutions.**

...enables the potential benefits of new in-vehicle technologies and nomadic devices in terms of mobility and comfort, without compromising safety. **AIDE should demonstrate that the benefits of new in-vehicle technologies could be enjoyed without increased accidents risk.**

www.aide-eu.org

Figure 36 AIDE Leaflet inside

2.5. Project Poster

Following the same concept as the leaflet the AIDE poster shortly presents the AIDE project. The poster (as seen at figure 37) is designed according the aide logo design schemes and includes:

- The AIDE logo;
- The logos of EC and EUCAR;
- The AIDE's consortium;
- A few sentences summarizing the project's objectives;
- Pictures and graphics with AIDE's research focuses.

200 posters will be printed in large sized glossy paper.

Figure 37 AIDE Poster

3. AIDE FORUMS

Within AIDE project three forums are formed in order to focus the dissemination activities towards specific groups of people. The forums created are the User Forum, the Nomad Forum and the Architecture Forum.

3.1. User Forum

The AIDE User Forum aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.

The User Forum will involve external organizations including end users, unions, NGOs, Industrial and Research organizations that are not participating to AIDE etc. This forum will play a major role not only to the dissemination of AIDE but also to the exchange of information, to the evaluation of AIDE concepts, designs and later results. Members of this forum can be invited to review public deliverables and documents of AIDE, as well as to participate to meetings and workshops. AIDE User Forum will be done in close cooperation with the AIDE NOMAD Forum that will focus to the nomadic devices and their inclusion to the vehicle environment.

Within User Forum activities, two major European Workshops will be organized in order to discuss a number of issues regarding HMI architecture, Design scenarios for an adaptive HMI, Standards and Guidelines, Driver-vehicle-environment modelling for HMI design, behavioural adaptation to ADAS and IVIS and HMI evaluation issues.

The first User Forum workshop is already scheduled to take place at Bergisch Gladbach, Germany at 15 and 16 of March 2005. Experts from all over Europe have already been invited to participate. The first day of the workshop will include plenary and keynote presentations and a round table discussion where key stakeholders will participate (EC, EUCAR, CLEPA, ERTICO, FIA, public authorities etc).

The second day will have several parallel sessions as the above mentioned items. The AIDE results on architectural concepts and HMI designs will be presented and discussed. Also Nomadic devices issues (safety integration) and presentations on AIDE scenarios and Functions, on behaviour, risk and behavioural adaptation and DVE modeling will be included. The agenda of the forum can be seen in figures 38 and 39.

European Commission

AIDE USER FORUM WORKSHOP
15-16 March 2005
BAST premises, Bergisch Gladbach, Germany
Final Programme

Tuesday, 15 March 2005

9:00-9:30	*Registration and Coffee*
9:30-10:00	**Welcome** *Jan Arfwidsson VTEC* *BASt President* *EC representative*
10:00-10:10	**Introduction to the workshop** *Angelos Amditis ICCS*
10:10-11:30	**Presentations on AIDE results** ***1. AIDE Technical Overview*** *Johan Engstrom, VTEC* ***2.Design Scenarios and HMI meta-functions: Towards an Adaptive Integrated HMI*** *Holger Kussmann, BOSCH* ***3. Evaluation of Adaptive Integrated HMIs*** *Klaus Bengler, BMW* ***4. Driver-vehicle-environment modeling in AIDE*** *Carlo Cacciabue, JRC*
11:30-12:00	**The European Statement of Principles: Current Status and next steps** *Valerie Moutal, EC/IST*
12:00-12:30	**Road Safety Requires Smart Standards for Intelligent Driver Information and Assistance Systems** *Peter Burns, Transport Canada*
12:30-14:00	*Lunch Break*
14:00-14:30	**Development of the Driver Advocate** *Mike Gardner, Motorola*
14:30-16:00	**Round Table Discussion** ***"Roadmap towards the future of automotive HMI, taking into account the complex automotive environment which includes ADAS, IVICS, Nomad Devices and cooperative environment."*** *Chair: Angelos Amditis (ICCS)* *EUCAR SGI, Transport Canada, CLEPA, FIA, EC/IST, AIDE*
16:00-16:10	**Conclusions of the first day, introduction of the 2nd day** *Jan Arfwidsson, VTEC*
	Networking Coffee
	Gala Dinner in the evening of the 1st day (not included in the fee)

6th FW–IST Contract No: IST-1-507674-IP

Figure 38 User Forum agenda - 1st day

Final Programme

Wednesday, 16 March 2005

9:00-9:30 — *Registration and Coffee*

Parallel sessions
Morning: 10:00-12:30

Track 1	Track 2	Track 3
AIDE Scenarios and Functions	**From behaviour to risk**	**Nomad Forum workshop I**
Chair: Johan Engstrom, VOLVO, Angelos Amditis, ICCS	*Chair: Wiel Janssen, TNO*	*Chair: Patrick Robertson, MOTOROLA*

12:30-14:00 Lunch Break

Parallel sessions
Evening: 14:00-16:30

Track 1	Track 2	Track 3
AIDE architectural concepts	**Behavioural adaptation and DVE modeling**	**Nomad Forum workshop II**
Chair: Holger Kussmann, BOSCH	*Chair: Farida Saad, INRETS*	*Chair: Patrick Robertson, MOTOROLA*

Networking Coffee

Figure 39 User Forum agenda – 2nd day

The User Forum is comprised by members belonging to companies that are considered to be the key stakeholders of the specific research areas. This is necessary in order to be able to receive sufficient input from the different group of people affected by AIDE project. The AIDE User Forum target group includes:

- Vehicle manufacturers
- Automotive suppliers
- Nomadic Device manufacturers and suppliers: mobile phones, PDAs, navigation systems, entertainment devices, connectivity systems.
- Service providers: telematics, off-board navigation, mobility, LBS.

- Public authorities, administrations, international bodies, agencies, police.
- Users' representatives, motoring associations,
- Industry associations
- "Safety Community": R&D, universities, institutes, councils.
- Insurance industry, vehicle inspection/certification bodies.

Indicatively, a list of companies that also participated to the first AIDE User Forum is provided below:

- IFADO
- CTAH
- Johnson Controls
- Panasonic
- HFC Human Factor Consultants
- EPFL – Polytechnic School of Lausanne
- Technical University of Darmstadt
- Foundation of Hellenic World
- Volkswagen AG
- VALEO VSDS
- Carmeq
- Autoliv
- University of Wuppertal
- DLR
- CLEPA
- INRETS
- GSG Scotland
- Transport Canada
- MOTOROLA USA

3.2. Nomadic Forum

If Nomadic Devices are not well designed, controlled and installed they could pose a safety threat. There were calls for more research to understand their risks, the need to extend existing guidelines (e.g. ESOP) to include nomadic devices, and for a wide-ranging safety charter to include the full range of stakeholders. Working towards this end within the AIDE project, a Nomad Device Forum is organised as a focus group for all issues relating to nomadic devices in the project, leading to the validation of user and stakeholder requirements at the start of the project, and of the AIDE solution that emerges.

A broader aim of the Nomad Forum is to establish itself as the principal European body in the area of Nomadic Devices, continuing its work after the end of the AIDE project and supporting the take-up of the AIDE results and application of future guidelines for nomadic systems. Many stakeholders such as vehicle manufacturers, automotive suppliers, etc., are involved or interested in nomadic devices.

The aim is to attract the most active and influential participants, who are willing to help create and validate a cross-industry consensus for a single solution that should be accepted and implemented across Europe.

The first European Nomadic Device Workshop was held at Volvo AB in Brussels on 20 January 2005 with the following objectives:

- Create a cross-sector European interest group concerned with all aspects of nomadic device integration and use in the vehicle.
- Inform about the AIDE project and its work on nomadic devices.
- Identify/confirm key issues for nomad devices: safety, design, integration, installation, use, standardisation.
- Validate use cases and user/stakeholder requirements for the AIDE project.
- Initiate a “European Nomadic Device Forum”.

This was both an informative and a working meeting with strong audience participation and interaction. For this reason attendance was limited, and time was allocated for participants to work in smaller breakout groups as follows;

- Safety issues: what risk, how to assess, how to address?
- Industry requirements: developers, suppliers, vehicle makers.
- Towards integration: options for a universal nomadic device gateway.

The meeting concluded with a brief summary of each breakout group, and a first proposal for a permanent European Nomadic Device Forum.

More information on the Nomad Forum workshop can be found in AIDE Deliverable D3.1.1 “Workshop on nomad devices minutes”.

The selection and attraction of the interest of the appropriate members for the Nomad Forum is considered crucial for its success. All major key stakeholders in the area of the Nomadic devices will be able to significantly contribute to the forum’s goals. At the same time the Nomadic Forum need to include companies and institutions from various relevant areas in order for all stakeholders to be sufficiently represented and provide input.

Therefore the target group of the Nomad Forum includes:

- Car Manufacturers (OEMs)
- Research Institutes
- Mobile phones/PDAs manufacturers
- Mobile phone operators
- Navigation device manufacturers
- Public authorities
- Application/Software manufacturers
- Users of Nomadic Devices

The above shows that this initiative is much larger than AIDE since AIDE is representing only a part of the above stakeholders. It is crucial that we will be able to attract representatives form all the above categories and also from all over the word.

Indicatively non-AIDE members of the Nomadic Forum that also participated to the first Nomadic Forum workshop include:

- Nokia
- Pioneer
- Blaupunkt GmbH

- European Microsoft Innovation Center
- ICT Embedded B.V.
- Lexagon Group
- Navigon
- NAVTEQ
- IVECO SpA
- Jaguar Cars
- Mobisoft Oy
- OrangeFrance
- SBD
- SRA
- TRL
- TOYOTA Europe
- VODAFONE Pilotentwicklung
- VOLKSWAGEN

Currently there is a list of more than 400 contacts that are being contacted by ERTICO and ICCS in relation with the FORUM.

3.3. Architecture Forum

Since all architectural aspects are highly important already at an early stage of the project, an Architectural forum is established with the participation of OEMs, suppliers, and all interested parties, which will follow the state-of-the-art on automotive standards, buses and in-vehicle networks to ensure a common and high-level design and performance. A core team comprised of OEMs and other partners of AIDE consortium will be responsible for the creation of a common architectural platform for AIDE.

The forum will operate as a communication and decision platform for all important steps and results of the system architecture development. Moreover, close links will be established with the EASIS STREP, which is also part of the Integrated Safety Program, and aims at the development of general electronics architecture for vehicle safety functions. Links will also be formed, through the project partners, with ongoing projects in this area, e.g. EAA-EAST.

The forum is open for all vehicle manufacturers, suppliers, organisations and institutes who have an interest to create an open software architecture for an Adaptive Integrated Driver-vehicle InterfacE.

4. CONCLUSIONS

As already discussed within this document, dissemination activity is necessary for deploying the project's results to the most relevant actors and ensuring the research activities will have a positive effect on road safety.

Dissemination activities of large projects such as AIDE IP need to be closely managed and monitored in order to be more effective in terms of their impact to the audience. The description of a firm dissemination strategy and the strict compliance of all partners to it will greatly contribute to the enhancement of the quality of the project's presentations and publications while at the same time will ensure the respect of the common principles set to safeguard the partners' intellectual rights.

In addition, AIDE vision, concept, activities and later results will be communicated to the target groups with the use of specific dissemination material designed for this purpose. The dissemination material includes the development of the project's website that aims to provide detailed information on the project activities and events and the ability to download public deliverables. Also the dissemination of the project's leaflets, posters and newsletters is believed to further enhance the project's publicity and impact to the specified target groups.

Lastly, the formation of different Forums, such as the User Forum, the Nomad Forum and the Architecture Forum aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.

ANNEX I DISSEMINATION FORMS

AIDE Form A: Publication in Journal Form

Partner ID[1]:	
Title:	
Authors:	
Abstract (4 lines):	
Name of Magazine (full Title):	
Magazine Abbreviation (if any):	
Type of Magazine:	☐ Scientific ☐ Professional ☐ Special[2] ☐ Informational ☐ Newspaper
Level of Magazine:	☐ International ☐ Multinational ☐ National
Month/Year of publication[3]:	
No. of publication Volume[4]:	
Editor:	
Pages[5]:	
Language of paper[6]:	
Status of publication:	☐ Published ☐ Accepted ☐ Pending (decision expected by ……)
Special comments:	

[1] i.e. ICCS
[2] i.e. from automotive association
[3] i.e. October 2001
[4] i.e. No 12 of 2001
[5] i.e. pp. 86-92
[6] i.e. English, German, etc.

AIDE Form B: Presentation in Conference Form

Partner ID[7]:	
Title:	
Authors:	
Abstract (4 lines):	
Name of Conference (full Title):	
Conference Abbreviation (if any):	
Type of Conference:	☐ with paper selection ☐ without paper selection
Level of Conference:	☐ International ☐ European ☐ National ☐ Other (please specify)
Day(s)/Month/Year of publication[8]:	
Type of Article:	☐ Full Paper ☐ Poster ☐ Other (please specify)
Conference Proceedings:	☐ Yes ☐ No
Form of Conference Proceedings:	☐ Book ☐ CD ☐ Book & CD ☐ Other (please specify)
Editor of Proceedings:	
Volume of Proceedings[9]	
Pages[10]:	
Language of Proceedings:	
Special Comments:	

[7] i.e. ICCS
[8] i.e. 17-21.9.01
[9] if more than one, i.e. Vol. 2
[10] i.e. pp.122-124

AIDE Form C: Exhibition Stand/Demo Form

Partner ID[11]:	
Full Name of Exhibition:	
Exhibition Abbreviation (if any):	
Exhibition Location (Town/Country)[12]:	
Exhibition date (Day(s)/Month/Year)[13]:	
Exhibition organiser:	
Level of Exhibition:	☐ International ☐ European ☐ National ☐ Other (please specify)
Type of stand:	☐ AIDE ☐ Company's ☐ Other (please specify)
Approx. stand dimensions in m^2 (only for AIDE):	
Type of demo[14]:	
Approx. number of visitors (if known):	
Number of persons wishing to test AIDE:	
Number of persons wishing to acquire AIDE results:	
Special Comments:	

[11] i.e. ICCS
[12] i.e. Turin/Italy
[13] i.e. 17-21 June 2001
[14] i.e. prototype, simulation, posters, etc.

AIDE Form D: Event/Workshop Form

Partner ID[15]:	
Full Name of Event:	
Event Abbreviation (if any):	
Theme of the Event:	
Event Location:	
Event date (Day(s)/Month/Year):	
Event Organiser:	
Type of Event:	☐ Presentation ☐ Workshop ☐ Press Conference ☐ Other (please specify)
Level of Event:	☐ International ☐ European ☐ Multinational ☐ National ☐ Other (please specify)
Approx. Number of Participants:	
What was shown/discussed at the event?[16]	
AIDE was:	☐ Only theme of the event ☐ main theme of the event ☐ one of the themes of the event
Type of Participants:	☐ Authorities ☐ Users ☐ Manufacturers ☐ Press/Media ☐ Other (please specify)
Special Comments:	

[15] i.e. ICCS
[16] bullet points, attach programme if necessary

ANNEX II LEAFLET TEXT

The front cover includes the project's logo, the EC logos, and a short motivation sentence presented below:

> "The AIDE Integrated Project: European automotive industry and research institutions join forces towards the driver-vehicle interaction concepts of the future"

In the back cover of the leaflet the AIDE consortium is presented. Contact details of the project's coordinator and SP leaders and subleaders are also included.
In side 1 The Nomad Forum is described with the following text:

> *Nomad Forum*
> If Nomadic Devices are not well designed, controlled and installed they could pose a safety threat. There were calls for more research to understand their risks, the need to extend existing guidelines (e.g. ESOP) to include nomadic devices, and for a wide-ranging safety charter to include the full range of stakeholders. Working towards this end within the AIDE project, a Nomad Device Forum is organised as a focus group for all issues relating to nomadic devices in the project, leading to the validation of user and stakeholder requirements at the start of the project, and of the AIDE solution that emerges.
> A broader aim of the Nomad Forum is to establish itself as the principal European body in the area of Nomadic Devices, continuing its work after the end of the AIDE project and supporting the take-up of the AIDE results and application of future guidelines for nomadic systems. Many stakeholders such as vehicle manufacturers, automotive suppliers etc are involved or interested in nomadic devices.
> The aim is to attract the most active and influential participants, who are willing to help create and validate a cross-industry consensus for a single solution that should be accepted and implemented across Europe.

In side 4 the User Forum and the Architecture Forum are also described:

> *AIDE USER FORUM*
> The AIDE User Forum aims to bring together all stakeholders in the area of the Automotive HMI and to create a community where AIDE concepts and developments will be discussed, reviewed and updated.
> The User Forum will involve external organizations including end users, unions, NGOs, Industrial and Research organizations that are not participating to AIDE etc. This forum will play a major role not only to the dissemination of AIDE but also to the exchange of information, to the evaluation of AIDE concepts, designs and later results. Members of this forum can be invited to review public deliverables and documents of AIDE, as well as to meetings and workshops. AIDE User Forum will be done in close cooperation with the AIDE NOMAD Forum that will focus to the nomadic devices and their inclusion to the vehicle environment.
> Within User Forum two major European Workshops will be organized in

order to discuss a number of issues regarding HMI architecture, Design scenarios for an adaptive HMI, Standards and Guidelines, Driver-vehicle-environment modeling for HMI design, behavioural adaptation to ADAS and IVIS and HMI evaluation issues.

AIDE Architecture Forum

Since all architectural aspects are highly important already at an early stage of the project, an Architectural forum is established with the participation of OEMs, suppliers, and all interested parties, which will follow the state-of-the-art on automotive standards, buses and in-vehicle networks to ensure a common and high-level design and performance. A core team comprised of OEMs and other partners of AIDE consortium will be responsible for the creation of a common architectural platform for AIDE.
The forum will operate as a communication and decision platform for all important steps and results of the system architecture development. Moreover, close links will be established with the EASIS STREP, which is also part of the Integrated Safety Program, and aims at the development of general electronics architecture for vehicle safety functions. Links will also be formed, through the project partners, with ongoing projects in this area, e.g. EAA-EAST.

In side 5, the challenge of AIDE is presented as follows:

The challenge
Road safety is a major European health problem. In the “White Paper on European Transport Policy for 2010”, the European Commission declares the ambitious objective to reduce by 50% the number of fatal accidents on European roads by 2010.
While conventional vehicle safety measures (e.g. seatbelts and airbags) have contributed significantly to the reduction of accidents in the last decades, their contribution is reaching its limits and currently further improvement is difficult to achieve at a reasonable cost. Today, the development of new Advanced Driver Assistance Systems (e.g. collision avoidance-, lane-keeping aid- and vision enhancement systems) offers great potential for further improving road safety.
In order to accelerate the research and development and deployment of these technologies, the *eSafety* initiative has been set up. This is a European joint public-industry initiative aimed at promoting the development and deployment of Intelligent Road Safety Systems.
Human-Machine Interaction (HMI) is identified as one of the key building blocks for integrated safety. The AIDE Integrated Project (IP) has been set up to address HMI issues within a general European joint effort towards the large-scale deployment of Intelligent Road Safety Systems and, ultimately, a significant reduction of road accidents.

Sides 6 and 7 are dedicated to the presentation the four SPs in a graphical way. The text is presented below:

SP1

Sub-project 1: Behavioral Effects and Driver-Vehicle-Environment Modeling

Leader: JRC
Vice leader: PSA

Development of a model for prediction of behavioural effects of driver assistance and information systems. This model will be the basis for the design of the adaptive integrated driver-vehicle interface.

Main technical output: Model and simulation of behavioural effects of ADAS and IVIS.

SP2

Sub-project 2: Evaluation and Assessment Methods

Leader: TNO
Vice leader: BMW

Development of a generic, industrially applicable, methodology for the evaluation of road vehicle human-machine interfaces with respect to safety. This methodology will be used for verifying the quantified goals stated above.

Main technical outputs: Generic methodology for evaluating adaptive integrated interfaces.

SP3

Sub-project 3: Design and development of an Adaptive Integrated Driver-vehicle Interface

Leader: ICCS

Vice leader: CRF

Design and development of an adaptive integrated HMI which will be implemented and demonstrated into a city car, one luxury car and one heavy truck. The AIDE HMI will be supported by a number of driver-vehicle and environment modules while it will integrate Nomadic devices.

Main technical outputs: A fully adaptive and integrated HMI based on an intelligent management and communication system. 3 demonstrators (city car, luxury car and heavy truck). A modular HMI S/W architecture.

SP4

Sub-project 4: Horizontal activities (VTEC)

SP4 role is to gather activities that are common to SP1-3 such as the IP management, the dissemination and exploitation, the Guidelines and standards and the review and assessment of project results.
Main technical output: General design guidelines and proposal for standards for adaptive integrated interfaces.

Finally, in side 8 the AIDE objectives are described in the following way:

AIDE Objectives

"Adaptive Integrated Driver-Vehicle Interface" (AIDE) project is an EC co-funded research project, addressing the IST strategic objective of "e-Safety of road and air transport". AIDE research activities last 4 years starting from March 2004 until February 2008. It is composed by a consortium of 28 partners from all over Europe, equally shared between the industrial and the academic sector. AIDE is also a part of the EUCAR Integrated Safety Program and is closely linked to other initiatives of the EC 6th Research Framework.

The goal of the IP is **to design, develop and validate a generic Adaptive Integrated Driver-vehicle InterfacE (AIDE) that...**

...maximises the efficiency of individual and combined advanced driver assistance systems by means of innovative, integrated and adaptive, human-machine interface concepts that prevent negative behavioural effects (e.g. under-load, over-reliance and safety margin compensation) and maximises positive effects (e.g. enhanced situational awareness), thereby enhancing the safety benefits of these systems. **AIDE should demonstrate significantly**

enhanced safety benefits compared to existing solutions.

..reduces the level of workload and distraction related to the interaction with individual and combined in-vehicle information and nomadic devices, thereby reducing the number of road accidents. **AIDE should demonstrate a significant reduction in the imposed workload and distraction compared to existing solutions.**

...enables the potential benefits of new in-vehicle technologies and nomadic devices in terms of mobility and comfort, without compromising safety. **AIDE should demonstrate that the benefits of new in-vehicle technologies could be enjoyed without increased accidents risk.**