



Institut national de recherche sur  
les transports et leur sécurité

# Overview of European Naturalistic Driving Studies and Field Operational Tests

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# European Activities (1)

- Europe, like the United States, has been active in undertaking Field Operational Tests – and more recently, Naturalistic Driving Studies.
- The EC-funded FOTNET website provides an excellent overview of European and other national and international NDS and FOT projects: <http://www.fot-net.eu>

# Pan European Activities (2)

## **Field Operational Tests:**

- euroFOT
- TeleFOT
- COOPERS

## **Naturalistic Driving Studies:**

- INTERACTION
- 2-BE-SAFE
- PROLOGUE
- DACOTA



# euroFOT

## euroFOT - European Large-Scale Field Operational Tests on In-Vehicle Systems

- led by Ford, Germany
- 28 partners
- 8 advanced driver assistance systems
- FCW, ACC, SL, CC, LDW, BLISS, Route Guidance System, CSW, FEA, IW
- over 1000 vehicles from 9 European OEM brands.
- test sites - Sweden, France, Italy and Germany
- 1 year of driving data; starts December 2010



# TeleFOT

TeleFOT - Field Operational Test of Aftermarket and Nomadic Devices:

- Led by VTT, Finland
- 24 partners, 48 months
- 3000 drivers during 8 – 24 months
- About 10 functions implemented on nomadic devices
- Test sites - northern, central and southern Europe

# COOPERS

## COOPERS - Co-operative Systems for Intelligent Road Safety:

- Led by Austria Tech
- 34 partners, 48 months
- 4 test sites – Italy, Netherlands, Germany and France
- provides vehicles and drivers with real-time local situation-based information and safety-related traffic and infrastructure status information
- infrastructure-to-vehicle communication links (I2V)



# INTERACTION

**INTERACTION** – improve understanding of driver-system interaction with common in-vehicle technologies in normal and critical driving conditions

- led by INRETS, France
- Test sites - 8 European countries + Australia
- cruise control, top speed limiter, satellite navigation, mobile phone
- 20 drivers per country - 140 in total
- 4 weeks of driving per driver
- 36 months



# 2-BE-SAFE

**2-BE-SAFE** – human factors and ergonomic research to improve understanding of motorcycle and scooter riding behaviour in normal and critical driving conditions

- Led by INRETS, France
- Work Package 4 – naturalistic riding study
- 1 scooter and 3 (1000 cc) sports bikes
- Test sites - UK, France, Italy and Greece
- Six weeks of riding per rider
- Total of X riders





# PROLOGUE

- PROLOGUE – assess the feasibility and usefulness of a large-scale European naturalistic driving study
- large scale study would be similar to SHRP 2
- led by SWOV, Netherlands
- 9 partners from 7 countries
- 24 months
- Includes small pilot studies in Europe and Israel
- Links with SHRP II, in US



# DACOTA

**DACOTA** - aim is to set up a “European Road Safety Observatory” (ERSO) in Europe:

- WP 6 – assess the benefit of NDSs for monitoring road safety
- led by SWOV, Netherlands
- 6 partners across Europe
- feasibility study - 100 cars; will test 2 different data acquisition systems
- examine feasibility of setting up large-scale NDS in Europe for continuous data gathering in all EU countries
- DAS more basic – PDA-type equipment
- around 2000 units per country
- monitor road safety-related PIs over time (eg speed, seat belt wearing) and compare between EU countries.

# Conclusion

- There is a lot happening in Europe
- Have covered only pan-European projects
- See FOTNET website for other European projects (eg semiFOT)





THAKYOU FOR YOUR  
ATTENTION

Pont de la Guillotiere -

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