



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: <u>http://www.fot-net.eu</u>



Pan European Activities (2)

Field Operational Tests:

- euroFOT
- TeleFOT
- COOPERS

Naturalistic Driving Studies:

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





<u>euroFOT</u> - 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



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TeleFOT

<u>TeleFOT</u> - 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

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COOPERS

<u>COOPERS</u> - 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 situationbased 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



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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
- seasibility 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.

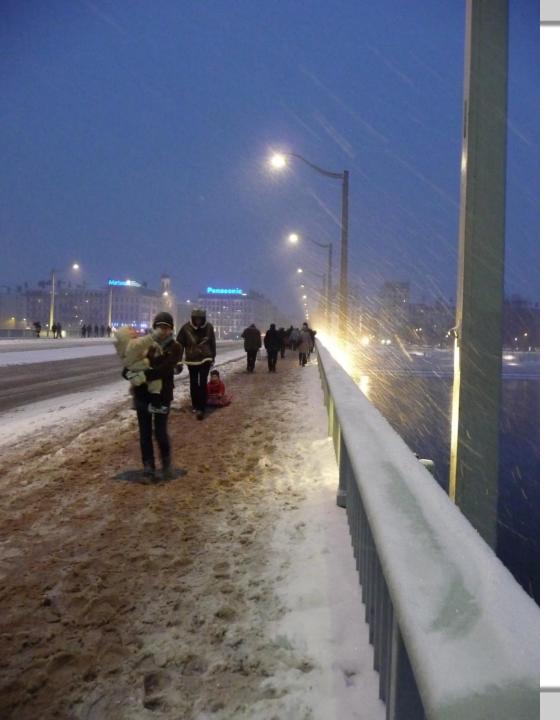


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Conclusion

- 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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