IHRA-ITS: Recent Developments of the “European Statement of Principles on HMI”

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European Statement of Principles (ESoP)

Scope:

- EC recommendation, published Dec. 1999 (L19/64)
- Information and communication systems
- intended to be used while driving
- Whether directly related to the driving task or not
- Portable and permanently installed systems
- OEM and after-market systems
Principles cover:

- Design and location of information and communication systems
- Presentation of information to the driver
- Driver-system interaction for safe vehicle control
- System behaviour
- Information about the system
• 4.3: “The system should be designed so as not to distract or visually entertain the driver.”

• 8.3: “System functions not intended to be used by the driver while driving should be impossible to interact with while the vehicle is in motion, or clear warnings should be provide against the unintended use.”
• Expansion and clarification of Principles with definitions, explanations, rationale and examples
• No specific criteria or verification procedures
• Published by EC in 2001
EU Member States were required by the EC to report on the application of the ESoP by industry until the end of 2001.

Reports were provided by U.K., France, Germany, Sweden and Denmark.

Results are rather heterogeneous (which may be due to differences in the methods adopted).

European vehicle manufacturers gave self-commitment to follow Principles.
International Developments

• AAM = Alliance of Automobile Manufacturers (United States)
  • Developing/modifying ESOP
  • Also developing specific compliance criteria e.g.:
    • Positioning of display
    • Definition of excessive distraction

• Other Countries
  • JAMA Guidelines from Japan
  • Canada: Evaluation study of AAM Guidelines
The eSafety Initiative

• A joint industry-public sector initiative launched by the European Commission in November 2002 with the Report of the eSafety Working Group on Road Safety
• Accelerating development and deployment of new technologies to enhance road safety

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Recommendations on HMI:

• Assess the reports by the EU Member States on the ESoP and “decide on further actions as necessary taking into account the rapid development in this area” (5)
• “The use of portable (nomadic) devices requires urgent assessment of risk” (5)
• “Develop workload assessment, testing and certification methodology and procedures for complex in-vehicle environments ....” (6)
eSafety Working Group HMI

- Chair: Annie Pauzie, INRETS, France
  Alan Stevens, TRL, U.K.
  Christhard Gelau, BAS, Germany
- General objectives:
  - To identify HMI related problems likely to negatively impact on safety or markets for in-vehicle systems including “Nomadic Systems”
  - To further develop existing ESoP based on latest and future technological developments and applications
Special issues:

- Short-term focus on identifying the HMI related problems in the introduction of in-vehicle eSafety systems
- Balancing innovation - safety
- A specific problem: Nomadic systems
- Targeting amendment of the European Statement of Principles (ESoP)
- Other measures as required
eSafety WG HMI recommendations on ESoP

- Explicitly address information presented by Service Providers (e.g. running text)
- Extend scope to include responsibilities of Fleet Managers/Employers
- Identify links with standards, Regulations, Directives, etc.
- Revise ESoP for clarity, maintaining existing structure and principles
- Add specific criteria only where validated and widely agreed
- Seek collaboration with US and Japanese initiatives on HMI guidelines
- ESoP should be widely disseminated and its impact monitored by Member States
• **Expert Group formed (April 2005)**
  
• **Contribution to funding via EC projects HUMANIST and AIDE**
  
• **Mandate:**
  - Clarification of principles with better links to standards, Regulations etc.
  - Implementation of WG-HMI recommendations
  - Verification (where practicable)
  - International implications
  
**Membership**

• Alan Stevens, TRL (UK)
• Annie Pauzie, INRETS (F)
• Christhard Gelau, BAS (Ge)
• Bénédicte Vezier, Renault (F)
• Anders Hallen, Volvo (SE)
• Lutz Eckstein, BMW (Ge)
• Winfried Koenig, Bosch (Ge)
• Trent Victor, VTEC (SE)
Timetable for Next Steps

• Information Workshop in Brussels June 29
• Member States validation – Brussels, September 28
• EC Communication in November 2005
• Mail box:  
  • INFSO-eSafety@cec.eu.int

• Web-site:  
  • http://europa.eu.int/information_society/programmes/esafety/index_en.htm

• eScope (eSafety Observatory):  www.eScope.info
Thank you for your attention!