### Dissemination Material including website and plans

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# Revision Log

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## Abbreviation List

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<td>EC</td>
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<tr>
<td>FW</td>
<td>FrameWork</td>
</tr>
<tr>
<td>IST</td>
<td>Information Society Technologies</td>
</tr>
<tr>
<td>QM</td>
<td>Quality Moderator</td>
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# Table of contents

Revision Log .................................................................................................................................................. 2
Abbreviation List .......................................................................................................................................... 3
Table of contents .......................................................................................................................................... 4
List of Figures ............................................................................................................................................... 6
EXECUTIVE SUMMARY ................................................................................................................................ 7

1. Introduction ............................................................................................................................................... 8
   1.1. Innovation and Contribution to the SAFESPOT Objectives .............................................................. 8
   1.2. Methodology ....................................................................................................................................... 8
   1.3. Deliverable structure .......................................................................................................................... 10

2. DISSEMINATION PLANS ......................................................................................................................... 10
   2.1. Dissemination Goals ........................................................................................................................ 10
   2.2. Dissemination Target Groups ........................................................................................................... 11
   2.3. Dissemination Channels ................................................................................................................... 11
      2.3.1. European and International Events (workshops, conferences etc.) .......................................... 12
      2.3.2. SAFESPOT Events ..................................................................................................................... 12
      2.3.3. Mass Media and Press ............................................................................................................... 12
      2.3.4. Scientific Journals ..................................................................................................................... 12
      2.3.5. Demonstration events ............................................................................................................... 12
      2.3.6. Project’s website ....................................................................................................................... 16
      2.3.7. Project’s User Forum ................................................................................................................. 16
      2.3.8. Collaboration with organizations .............................................................................................. 16
      2.3.9. Synergies with other Projects ................................................................................................... 16

   2.4. Dissemination Road Map ................................................................................................................. 17
      2.4.1. 1st year dissemination activities ............................................................................................... 17
      2.4.2. 2nd year dissemination activities ............................................................................................. 17
      2.4.3. 3rd year dissemination activities ............................................................................................... 17
      2.4.4. 4th year dissemination activities ............................................................................................... 18
      2.4.5. 5th year dissemination activities ............................................................................................... 18

   2.5. Dissemination Procedures ................................................................................................................. 18
      2.5.1. Dissemination Activity proposal ............................................................................................... 19
      2.5.2. Collecting Dissemination Material ............................................................................................ 20
      2.5.3. Event Proposal ......................................................................................................................... 20
      2.5.4. Dissemination Calendar ............................................................................................................ 20
      2.5.5. Dissemination Activities report ............................................................................................... 20

   2.6. Dissemination Reference Person ...................................................................................................... 21

3. REALISED DISSEMINATION ACTIVITIES .......................................................................................... 21
   3.1. Project Logo ...................................................................................................................................... 22
   3.2. Project Leaflet .................................................................................................................................... 22
   3.3. Project Poster .................................................................................................................................... 23
   3.4. Public Website .................................................................................................................................. 24
      3.4.1. Home Page ................................................................................................................................. 25
      3.4.2. Sub-Projects description ............................................................................................................ 26
      3.4.3. News & Events webpage .......................................................................................................... 26
      3.4.4. Public Documents webpage .................................................................................................... 26
      3.4.5. Consortium Webpage .............................................................................................................. 26
      3.4.6. Links Webpage .......................................................................................................................... 26
   3.5. SAFESPOT Publications ................................................................................................................... 26
      3.5.1. Presentations to conferences, workshops and other events ....................................................... 27
      3.5.2. Presentations to various events ................................................................................................. 27

4. Planned Dissemination Activities ............................................................................................................ 28
5. Conclusions ............................................................................................................................................... 30
6. References ................................................................................................................................................. 30
7. ANNEX I Dissemination Form ................................................................................................................ 31
Revision Log ............................................................................................................................................... 31
Project Presentation ...................................................................................................................................... 34
Material for Newsletter and Website ......................................................................................................... 35
8. ANNEX II Dissemination Calendar ................................................................. 38
9. ANNEX III Leaflet Text................................................................................. 44
List of Figures

Figure 1 Dissemination Plan ................................................................. 9
Figure 2 Demonstration activities towards events .................................... 13
Figure 3 SAFESPOT Logo ................................................................. 22
EXECUTIVE SUMMARY

SAFESPOT activities have ambitious targets in terms of innovative results and the acquired know-how is expected to be strategic for Europe and European organizations. A concise dissemination strategy, therefore, will be of major importance for the maximization of the project’s impact to the society and for the successful deployment of its results.

In this document the dissemination strategy and material designed for SAFESPOT project are presented.

The dissemination strategy defines the goals for the dissemination activities of the project. These will be achieved by reaching the specified dissemination target groups through defined dissemination channels. The ways to reach the target groups depend on the stage of the work progress of the project. While at the early stages of the project the dissemination is concentrated to presentations of the idea and concept of the research work to be deployed, at later stages the dissemination task will focus on presenting the achieved developments and results. All these are described to the dissemination roadmap which provides a draft outline of the dissemination activities and their presented content per year of the project.

The dissemination activities are supervised by the Dissemination Reference person and follow specific dissemination procedures which are also described within the document.

Finally, a detailed overview of the already produced dissemination material is included to this report. The leaflets, posters and mainly the project’s website are described. The greater emphasis is put to the website’s continuous update and enhancement so that it remains interesting and attractive for all users.

The report also includes as annexes; the dissemination form which is used for the procedure of gaining approval for each public presentation of the project; the dissemination calendar which highlights the presentation opportunities for the project; and the SAFESPOT leaflet text.
1. Introduction

1.1. Innovation and Contribution to the SAFESPOT Objectives

SAFESPOT activities have ambitious targets in terms of innovative results and the acquired know-how is expected to be strategic for Europe and European organisations. The interest of different classes of companies for SAFESPOT results may be summarized as follows:

- **Car makers** will open new market opportunities offering on the market new functions for safer vehicles at sustainable costs as the “intelligence” will be distributed. The level of complexity of vehicles will be sensibly decreased, compared to autonomous solutions.

- **Suppliers** will meet the challenge of new market opportunities: they want to be prepared to offer fully developed technical solutions and intend to actively drive the evolution in terms of concept generation, technical evaluation, standardisation, public work.

- **Road operators and public authorities** will improve road safety on motorways and urban roads via a combination of infrastructure and vehicle systems that will collect and transmit in real time traffic/weather and accident information to all road users and to traffic information centres.

The co-operative nature of the developed systems imply a high degree of dissemination and sharing of key aspects of the communication and applications, and the definition of common frameworks of tools, methodologies, technologies, protocols for standardisation. In addition, SAFESPOT applications will achieve their greatest impact to the public only if the project’s achievements are widely disseminated to all interested actors, such as the public road authorities, the drivers, the national safety committees etc.

All these aspects have been considered as a project priority and are included to the WP8.2 of the Horizontal Activities Sub-Project, since dissemination concern every aspect of the work carried out within the project. SAFESPOT will deploy a major effort towards disseminating as wide as possible the project’s achievements and results to the public. In this way the SAFESPOT project will be able to achieve its primary goal of enhancing European road safety.

1.2. Methodology

The dissemination activities have consequences in term of both financial and time expenditure for the partners of the project. It is therefore essential to establish a plan of predetermined scope and budget with carefully defined goals.

The methodology therefore for the dissemination task consists of a carefully designed plan, developed at the early stages of the project, followed as
closely as possible during its duration and regularly updated to take advantage of newer opportunities for dissemination.

The first step for the dissemination plan is to define the strategy to be followed. The strategy will propose cost efficient ways for each stage of the project, to reach the specified target groups, through the defined dissemination channels with the scope of achieving the dissemination’s goals. Therefore four dissemination elements are carefully described during the scheduling of the dissemination strategy, i.e. the dissemination goals, the target groups, the dissemination channels and the dissemination roadmap. In addition the dissemination material to be produced, such as the leaflets, website, publications etc, depend on the stage of development of the project.

The Figure 1 graphically presents the dissemination plan. As seen below the dissemination roadmap defines the content of the dissemination material depending on the project’s stage of development. The dissemination material reaches the defined target groups through specific dissemination channels which may also vary depending on the project’s progress. The ultimate goal is to have an impact to the society through the public’s increase of awareness to the issues dealt by the project.

Figure 1 Dissemination Plan
The entire dissemination strategy definition, monitoring and updating is supervised by the Dissemination Reference who is also responsible for maintaining a set of dissemination procedures for facilitating the dissemination process.

1.3. Deliverable structure
The deliverable describes in chapter 2 the dissemination plans of the project, including a detailed definition of the main dissemination elements, such as the dissemination goals, target groups, roadmap and procedures. Chapter 3 presents the dissemination material produced for the project so far including the project's website description. Also the achieved dissemination activities for the first year of the project are included in the same chapter. In Chapter 4 on the other hand the planned dissemination activities and presentations are listed.

2. DISSEMINATION PLANS
As described before, it is considered of high importance to define a dissemination strategy from the early stages of the project. In this way the dissemination resources can be allocated in the most cost efficient way to the activities that will maximise the project's impact to the society.

The dissemination strategy will define initially the dissemination goals. These goals may be generic and not easily quantifiable but still need to be described as thorough as possible since these will be the measures of comparison for the achievements of the entire dissemination task.

When the dissemination goals have been defined the target groups for the dissemination task will need to be specified. These target groups will be reached through the various dissemination channels available and implementing the various dissemination material that will be produced for the project. The content of the dissemination material will vary depending on the stage of the project’s progress.

The schedule of the above activities will be described to the dissemination roadmap that will define the combinations of the dissemination materials and the dissemination channels that will be used to reach each specific target group.

The dissemination Plans in addition include the definition of a set of dissemination procedures that facilitate the monitoring and coordinating of the activities realised. The role of the dissemination reference finally, who supervises the dissemination task is described.

2.1. Dissemination Goals
The first and one of the most important steps for setting the dissemination strategy for the SAFESPOT project is to clearly define the goals to be achieved. In this way the dissemination activities can be appropriately designed in order to meet those goals.

In short, dissemination will aim to:
1. Widely disseminate and diffuse the project’s concept and ideas at the early stage of the project and the project’s achievements and results at the mature stage of the project to the public.
2. Demonstrate the project’s results to the public through the SAFESPOT European Workshop.
3. Reach the scientific community by publishing the project’s results to scientific journals and conference proceedings.
4. Continuously inform interested people on the project’s news.

2.2. **Dissemination Target Groups**
Considering the limited resources for the dissemination task, the most cost-efficient ways to increase the public’s awareness should be implemented and carefully designed. Thus, the definition of the dissemination task’s target groups is critical for directing the dissemination resources to the most relevant and interested actors and maximizing the project’s impact to the society. The SAFESPOT activities have ambitious targets in terms of innovative results and the acquired know-how is expected to be strategic for Europe and European organisations. The interest of different classes of companies for SAFESPOT results may be tabulated as follows:

<table>
<thead>
<tr>
<th>Target Group</th>
<th>Examples of stakeholders</th>
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<tr>
<td>End Users</td>
<td>Private car drivers, professional drivers, driver’s unions, automobile clubs, fleet owners/managers, road users</td>
</tr>
<tr>
<td>Automotive industry</td>
<td>Car makers, automotive suppliers, nomad system suppliers, SMEs</td>
</tr>
<tr>
<td>Research community</td>
<td>Universities, research institutes</td>
</tr>
<tr>
<td>Road operators and public authorities</td>
<td>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)</td>
</tr>
<tr>
<td>Standardisation bodies</td>
<td>ISO, CEN</td>
</tr>
<tr>
<td>Other related FP6 projects and FP7 future projects</td>
<td>e.g. PReVENT, EASIS, GST, ISAAC, APROSYS, AIDE</td>
</tr>
</tbody>
</table>

2.3. **Dissemination Channels**
A combination of different dissemination channels is going to be implemented to reach each of the specified target groups. The use of each of the dissemination channel depends upon the specific target group that is selected to reach and the stage of project’s progress. The most important dissemination channels are listed in this chapter. The list of dissemination channels of course may be updated as new opportunities emerge.
2.3.1. European and International Events (workshops, conferences etc)

SAFESPOT project will be represented to a number of European and International events, such as workshops, congresses and conferences throughout its duration. In this way the members of the SAFESPOT consortium can interact with people belonging to the scientific community, industry representatives and public administration people as well as the public. Within the events SAFESPOT can present its work by technical presentations, special sessions on related research or exhibition of the project’s products at stands and booths. Also, SAFESPOT dissemination material such as leaflets and posters can be distributed to the events’ participants so that a greater audience is reached. A few indicative examples of events are the Intelligent Transportation Systems (ITS) World and European Congresses, the TRA conference, the IEEE specialized conferences, European Commission events etc.

2.3.2. SAFESPOT Events

In addition to participation to major European and International events, the SAFESPOT project is planning to organize a specially dedicated SAFESPOT workshop for disseminating the project’s results. This will be scheduled towards the final years of its duration. To the event all target groups are going to be reached, since it will include both technical presentations and demonstrations of the project’s results in exhibition area.

2.3.3. Mass Media and Press

During the project’s duration, SAFESPOT will make every effort to forward press releases and interesting news to the Mass Media such as TV scientific programs, newspapers etc. The power of the Mass Media in today’s society is significant and thus the project will try to exploit any opportunity to reach the wider public. The messages to the Media have to be short and in popular language so that they are easily understood by the inexperienced audience.

2.3.4. Scientific Journals

A major effort towards scientific publications to well respected and highly rated journals will be deployed. This is considered very important to reach the scientific target group. However, since most of the project’s results will be ready towards the end of the project, this channel will be rarely used at the first two years of the project although some early developments may be attempted to be published to specialized scientific reviews.

2.3.5. Demonstration events

The dissemination of the results that will come out from the SAFESPOT integrated project will be based heavily on demonstration activities. The demonstration of the results (simulation and preliminary platform) which will
be obtained in the first phase of the project will provide an opportunity to the consortium partners to show the outcome obtained by the preliminary studies.

The modalities to demonstrate those results will be different; it has been foreseen for instance the use of the test bed, which will be used for the validation of each research topic, to enable the consortium partners to explain the different contents, for instance through dedicated SAFESPOT workshops.

![Diagram](image)

**Figure 2 Demonstration activities towards events**

Another important step for the demonstration activities will be represented by the SAFESPOT final review on which the different applications will be shown to the potential customers. The demonstration has been foreseen to be applied on the different test sites using vehicle prototypes and equipped infrastructure able to cooperate through the application. The demonstration will concern both the applications based upon the complete chain performing the cooperative system and, if applicable, each component belonging to the vehicles and to the infrastructure. Car manufacturers and system suppliers will be mainly involved for these demonstration activities for both their technical competences and their background on the possible exploitation of the developed application.

Furthermore, the main relevant events related to the road transport sector (e.g. ITS World Congress) or organised by project’s Consortia, such as C2C Communication Committee, will be used by the consortium as an opportunity to propose the principals of the SAFESPOT results. The idea in fact is to promote the studies and the contents addressed by the project activities to the main actors involved in the ITS world for assisting also the exploitation and deployment processes.
Test and demonstration sites

**Italy**
This test site will support the SAFESPOT activities of the Italian partners of the project. Most of the activities will be located in the Turin area, where most of the development will take place. Some of the test site locations will be shared with the CVIS project. This synergy will reduce the overall cost, generating also a further contact point between the projects, easing the task for the core architecture group (SP7).

In this test site both vehicle-to-vehicle and vehicle-to-infrastructure solutions will be evaluated. The test site will have four locations and will cover the three road typologies of the project.

The test site will have a main location equipped with existing infrastructure specific for fog critical road segments, that will be completed with SAFESPOT specific infrastructure. It is located on the Torino-Caselle Airport Expressway. Other two locations, close to the first, will be devoted to the evaluation of the application for urban and rural environments. In the urban environment it will also be possible to benefit from the integration of the existing urban traffic management system. Finally a second fog critical segment on the Brescia – Padova motorway will be used for further evaluation activities.

The test site will implement three different kinds of vehicles: cars, motorcycle and truck. These will be tested taking into account the distinctiveness of each vehicle and the effect of their interactions.

Due to the great range of vehicles, locations and considering that all applications will be tested, the Italian test site is the largest one and is expected to provide results for the whole project.

**West Europe**
The Western Europe Site Test (WEST) is located in the west of France and in Spain. It comprises of a set of different and complementary sections of different types of network (real-world road sections, and test tracks).

The site is focused on the implementation, evaluation and demonstration of the SAFESPOT concept of Safety Margin, under the form of co-operative applications which are particularly relevant for motorways, tunnels and rural networks, but can also be applied in urban contexts in some cases. These applications will implement the Safety Margin concept gradually, from simple messages up to more elaborated and directive information. The urban versions of the experiments or the ones which are relevant only in urban environments will all be carried out and managed by the Spanish partners. The specific and important issue of co-operative emergency vehicles will also be addressed by the site, with the SAFESPOT local approach.

Both V2V-based and V2I-based co-operative SAFESPOT applications will be experimented and evaluated on the test site, coming respectively from SP4 and SP5.

The test vehicles will be mainly passenger cars, but also trucks, especially for the tunnel applications involving mainly V2V communication.
**Germany**

The German urban test site is located in the city of Dortmund, which is part of the German Ruhr Area. The Ruhr Area can be regarded as a large conurbation that comprises about 15 larger cities and about 5,400,000 residents. Dortmund as a city of about 600,000 residents is one of the largest cities in the Ruhr Area. The city operates more than 450 intersection traffic light controllers, traffic control centres and several public transport operators. All the subsystems are interconnected.

The Dortmund city area is characterized through a very dense road network that carries in rush hours very heavy traffic and moreover has to support (and prioritise) a large amount of public transport vehicles. The traffic is still growing, and tends to become critical in case of large events (like football games). Safety of drivers, pedestrians and bikers therefore is, besides traffic efficiency, a major topic of the city.

The test site is considered to be the urban test area for the SAFESPOT urban related application that will be developed and implemented mainly by German companies. There will be a full access to the relevant components of the traffic control system including traffic controllers, existing detection equipment, data bases of dynamic, planning and configuration data and traffic control and management centres. Moreover, in this area within the next year a public-private-partnership comes into being in order to realize a Ruhr area wide traffic management and a common service platform for traffic related services.

**Netherlands**

The Rotterdam-Brabant-Antwerp corridor has been chosen to act as a test site for cooperative systems. In this corridor a number of developments are of particular interest to traffic safety and efficiency.

The corridor is the main connection for transport between the two of the world's largest seaports Rotterdam and Antwerp, with rapidly growing volumes of traffic including an extremely high share of trucks in road traffic, causing structural congestion as well as frequent incidental congestion due to accidents. Traffic safety is of particular concern for a well-developed network of rural and urban roads, as well as during road-works on the motorway system.

The corridor has the advantage of comprising both urban and interurban roads and both passenger and truck traffic. Economically, the Brabant region, in which the corridor is located, is one of the most vital and fast growing regions in the Netherlands. Rijkswaterstaat and other participants are traditionally very active in this field, resulting in state-of-the-art traffic monitoring and management equipment along the corridor and the availability of traffic data. The test site is linked and shared with the CVIS test site.

**Sweden**

The Test Site Sweden run developed by Volvo, Swedish Road Authorities and Kapsch TrafficCom will demonstrate SAFESPOT applications in parallel with CVIS applications. The main focus is commercial vehicles and their limitations. The geographical area to be covered is Sweden with focus on the larger cities. A tunnel area will be in Göteborg. Dissemination will be possible during the ITS Conference 2009 in Stockholm.
The site is concentrating on Vehicle-Vehicle focused applications with infrastructure support. The main development will be done in Göteborg.

### 2.3.6. Project’s website

A major effort of dissemination is focused towards the development and continuous enhancement of the project’s website. The internet is offering an ideal opportunity to provide more detailed information to the interested viewers on the project’s activities and achievements. In parallel, its continuous enhancement and update with newsflashes and new project results will maintain the public’s interest to the project, so great emphasis is given to the continuous upload of new press releases.

Through the project’s website the users will be able to view more detailed information on the project, download public reports and deliverables and remain updated on project’s activities as the website is going to be continuously updated.

The detailed description of the website is included to paragraph 3.4.

### 2.3.7. Project’s User Forum

The SAFESPOT User Forum, that will be organized by the University of Stuttgart, will involve all major actors from OEMs, suppliers, road operators, public authorities and Ministries of Transport of different European countries. This forum will focus not only on the dissemination but also the evaluation of the concept, vision and preliminary designs. This will also involve external organizations which will be invited to participate including end users, unions, industrial and research organizations that are not participating to the project.

### 2.3.8. Collaboration with organizations

The SAFESPOT consortium will pursuit cooperation with organizations such as EUCAR that are able to diffuse the SAFESPOT message to a large audience of people relative to the specific research area. These organizations will be used as a multiplier channel as all news and announcements on the project’s developments will be forward to these organizations which in turn will forward the message to their members (OEMs, suppliers, developers, public authorities, end users) and to their contact lists of people working in the relevant area.

### 2.3.9. Synergies with other Projects

Considering the available synergies that may be obtained there is an agreement with the CVIS project to join dissemination effort with common initiatives (e.g. the Workshop), cross-links in order to amplify the efficacy of all dissemination actions.
2.4. Dissemination Road Map

The selection of the appropriate dissemination channel and the respective message to be disseminated, heavily depends on the stage that the project is at each specific moment. At the beginning of the project the concept and the idea of the research work will be transmitted since almost no results are available. Towards the end of the project, however, more technical presentations and publications can be realised as new developments are achieved.

The dissemination Road Map provides a draft outline of the way that the dissemination channels and material are going to be used for reaching each of the specified target group per year of the project.

2.4.1. 1st year dissemination activities

During the first year of the SAFESPOT 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 and disseminated to various events. In addition, the website was developed and initial description on the project’s work plan was included.

The publications and presentations of this period are describing mainly the project’s concept and research methodology. Presentation to events such as TRA, ITS Europe, ITS world, etc., were realised.

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 this stage to be used for the duration of the project.

2.4.2. 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.

2.4.3. 3rd year dissemination activities

At the 3rd year of the project a major part of project’s developments will be available and some of the test and simulation results will be published. During this year, the dissemination task will have the best opportunity to deploy SAFESPOT’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.
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.

### 2.4.4. 4th year dissemination activities

For the final year of SAFESPOT activities there will be a major effort of disseminating the project’s results to all target groups using every dissemination channel available.

Press releases and Mass Media will be employed for transmitting the SAFESPOT message to a wider public while the scheduled project event will attract both scientific and industrial audience.

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.

As always the website will continue providing updated information and final deliverables for downloading.

### 2.4.5. 5th 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. In addition, newer research projects continuing the work of SAFESPOT are expected to also have access to the Forum community formed within SAFESPOT.

### 2.5. 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 procedures.
2.5.1. Dissemination Activity proposal

The participation of any Partner in an event should be approved beforehand by the SAFESPOT Project Coordinator and by the Core Group. The SAFESPOT Dissemination Reference is Angelos Amditis of ICCS who supports the Project Coordinator, the Core Group and the project Consortium in planning the dissemination activities.

In general, the following are considered dissemination events:

- Exhibition stands and demos
- Realization of project’s workshops
- Press releases
- Public project presentation
- Publications in relevant Journals
- Presentations in Conferences
- Participation in non-project workshops, forums and/or events
- Production of SP newsletters, leaflets, posters etc
- Special session organisation

The process for submitting a dissemination activity is the following:

1. Submission of the proposal for presentation or publication to the Project Coordinator and the Dissemination reference before the submission to an outside actor allowing sufficient time for review, that is more than 1 week.
2. Completion of the form found at SF_DisseminationForm_MainAuthor_Date_vx.y_template.doc and submission of it to the Dissemination reference. The template is found in ANNEX I.
3. For all relevant exchange of information with the Dissemination Reference, the project coordinator and the relevant SP leaders should also be informed (eg by cc)
4. The Dissemination Reference distributes the material to the Core Group for its approval which must be given within 5 working days. Then the QM informs the relevant partner/s for the decision. If approval is given then the partners proceed to the submission/participation.
   i. If a conflict is created or further material is needed then the Dissemination Reference informs the partner and requires modifications or additions. Then the material is proposed again to the Dissemination Reference and the previous procedure is followed.
   ii. 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 always (on informative basis).
5. The 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 Project Coordinator to find consensus.
6. After participation/presentation acceptance, the revised relevant Form from SF_DisseminationFrom_MainAuthor_Date_vx.y_template.doc will be
sent to the Dissemination Reference together with a copy of the final presented material.

7. After the dissemination event takes place, a final version of the relevant Form will be sent again to the Dissemination Reference for SAFESPOT’s archives.

The history log of the dissemination template will record the status of the above described procedure.

2.5.2. Collecting Dissemination Material

Each partner of the SAFESPOT consortium can send short articles, announcements, news flashes etc to be published either to the project’s website, or to the press releases. In addition, the SP leaders are required to provide material on their SP status, achievements, results, events, publications etc at a regular basis.

The general rules that apply for the material to be sent are:

- The text needs to be as simple as possible so as to attract the inexperienced public’s attention
- Images and figures are a benefit to the publication’s quality
- All images need to be in a good resolution above 300dpi
- News related to the internal SAFESPOT work must be approved by the relevant WP or SP Leader
- Every partner that sends material is responsible for ensuring:
  - The validity of the content
  - The authorisation to publish the content, images etc.

The material are sent using the same dissemination form template found to ANNEX I.

2.5.3. Event Proposal

In case a partner wishes to organise a workshop or special event for SAFESPOT then again the approval of the Core Group on the content is required. The respective dissemination form to be filled is found to ANNEX I.

2.5.4. Dissemination Calendar

Within the responsibilities of the dissemination reference the issuing of the Dissemination Calendar is included. The dissemination calendar includes a short description and relevant references for future events that may be an opportunity for presenting the project’s results. The dissemination calendar is regularly updated and distributed to all partners and is also uploaded to the BSCW server. ANNEX II presents the dissemination calendar version for December 2006.

2.5.5. Dissemination Activities report

The dissemination Activities report is the list of achieved and planned dissemination events for SAFESPOT project. The report is an active record of
all dissemination activities and is continuously updated by the Dissemination Reference person.

2.6. Dissemination Reference Person

All dissemination procedures will be closely monitored by the Dissemination Reference and will be approved by the Core Group.

**SAFESPOT Dissemination reference coordinates:**

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

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

- Issuing the dissemination deliverable at month 12.
- Ensuring the compliance of SAFESPOT’s publication and presentation activities with the following principles:
  - The presented material to people outside SAFESPOT’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 or 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 SAFESPOT partners on future events relevant to the project
- Co-ordinate the production of leaflets, posters, website and other dissemination material.
- Supervise the Road Map structure.
- Monitor the events organized within the project and issue the Dissemination Activities Report (ANNEX V).

3. REALISED DISSEMINATION ACTIVITIES

In the following paragraphs the already realized dissemination activities for SAFESPOT are listed. These include the development of dissemination material and the project presentation to various occasions.
3.1. Project Logo
The logo of the project was initially designed with the aim to develop a graphic element that will be used for all dissemination material and will be representative of the project’s idea and concept. The design of the Figure 3 was selected after a voting procedure that took place at the project’s kick-off meeting. The specific design includes the basic SAFESPOT elements of vehicle and infrastructure (road) and the project’s acronym embedded to the graphic. Below the graphic the phrase “Cooperative systems for Road Safety” is attached so that the concept of the project is directly explained. The logo was chosen to be simple, easily recognizable and self-explanatory so that people could immediately grasp the main idea of the project and understand what it is about.

Figure 3 SAFESPOT Logo

The SAFESPOT logo is used to every document or dissemination material produced by the project so it serves the purpose of the “graphic identity” of the project. Also the dissemination material produced follows the basic graphical elements of the project’s logo with the scope to create a recognizable project’s visual image.

3.2. Project Leaflet
One of the most prominent ways for disseminating the project’s ideas, results and concepts is the project’s leaflet. The leaflet of the project is a non-electronic mean of providing short information on the project’s activities and expected achievements.

The project’s leaflet is a fold of paper that is distributed to workshop’s, special events etc to all interested people. It includes a short text on the project while it also provides links and contacts for further information. Its scope is to reach both the scientific audience and the general public such as drivers, authorities, road safety officials etc. Thus, the information provided is kept as simple as possible, emphasizing the project’s expected impact and explaining in short the concept, ideas and scheduled activities.

Two sets of leaflets are expected to be produced for SAFESPOT. The first set is an early informative version including only the structure, concept and future results of the project. Towards the end of the project a second set will include all project’s achievements and results.

The first informative set of leaflets is already designed and printed.
The basic concept of the leaflet’s graphic is based to the representation of the road infrastructure, vehicles and communication means (e.g. satellites) as pieces of the same puzzle which form a complete picture. This is evident to the main picture where a car, a satellite and a road component are embedded to the picture of a road as puzzle pieces. The pictures, such as the traffic controller to the side of the road, are intentionally abstract so as to provide only the impression of the object and avoid any false ideas that the project produces these specific products.

The leaflet is divided to six sections and it is folded five times in a way that each section is independent from the other. Thus, the leaflet includes 12 separate sections, each containing different informative text. The 12 sections can be described as follows:

1. **The leaflets front page.** The leaflet is folded in a way that this page is always at the outer part. It includes the project’s logo, the acronym, the EC and IST logos and the basic project’s graphical picture as described above.

2. **Information.** This section is also always at the outer back side of the leaflet and includes the contact information of the project’s coordinator, the SP leaders, the project’s EC officers and a reference to the support of EUCAR to the project.

3. **4 sections with SP descriptions.** The Sub-Projects are described to 4 sections of the leaflet. Next to each of the Sub-Projects a relative picture appears.

4. **Overview.** To this section general information on the project is provided.

5. **Applications.** A short description of SAFESPOT’s applications.

6. **Challenges.** A reference to the problem to which SAFESPOT provides solutions.

7. **Objectives.** The project’s objectives.

8. **The consortium.** The list of the project’s consortium in two sections.

The leaflet’s text is included to Annex III.

The leaflet was printed in 2000 copies and was already disseminated to major events such as the ITS World Congress 2006, held at London in October 2006.

In addition to the final version of the first leaflet presented above, an initial version was also designed at an earlier stage of the project especially for being disseminated to the TRA Conference, Gothenburg, Sweden 12-15 June 2006. 1000 leaflets were printed for this scope using an earlier design concept.

### 3.3. Project Poster

In addition to the project’s leaflet a SAFESPOT poster will be printed. The poster is to be used to project’s events as a visual attraction. It contains only
short information on the project while it follows the same graphic concept as in leaflet. The draft poster design is included to the Annex IV

3.4. Public Website

The World Wide Web has become a major information channel. This success is explained by the variety and multitude of information it makes available to a wide number of people at any time with a few clicks of a mouse. It has become indispensable for producers of information – particularly in the scientific and technical domains to publish on the web [1].

The SAFESPOT project, thus, is putting major effort towards setting up and continuously improving the project’s website. The SAFESPOT website’s url address is www.safespot-eu.org emphasizing the link to the European Union. The graphic layout follows the basic design concept used for all other dissemination material of the project.

On the top of the website the basic picture and logo are placed. Below the top picture the main navigation bar is found which divides the website pages to 6 major thematic areas. On the left the secondary navigation bar is placed that changes depending on the main area that the website user has selected to view using the main navigation bar.

Below the secondary navigation bar there are the logos of 6th FW, EUCAR and EC with their respective website links.

On the right of the website the different Sub-Projects are listed and by clicking on the titles the user is directed to the respective webpages inside the website. Also the link for the online collaboration tool which is password protected and is used only by the SAFESPOT partners is attached.

The website is structured to tree-based webpages as follows:

1. Home Page
   - Introduction
   - Background
   - Objectives & Activities
   - Applications
   - Challenges

2. Sub-Projects
   - SP1 - SAFEPROBE
   - SP2 - INFRASENS
   - SP3 - SINTECH
   - SP4 - SCOVA
   - SP5 - COSSIB
   - SP6 - BLADE
   - SP7 - SCORE
   - SP8 - HOLA
3. News & Events

- News 2006
- Events
- Newsletter

4. Public Documents

- Deliverables
- Publications

5. Consortium

- Consortium
- Contacts
- Internal

6. Links

- European Projects
- European Commission
- CAR 2 Car Consortium

7. Footer

- Home
- Contact us
- Sitemap

The numbered items above can be browsed through the main navigation bar on the top of the website, while the items in bullets are accessed using the secondary navigation bar on the left. The field on the center is the area where the different webpages are viewed.

3.4.1. Home Page

Starting from the Home page the Introduction page is loaded. There a brief project description is included and below that the most current news are presented. The news are continuously updated and highlighted to the starting page in order to maintain the user’s interest on the project.

The Background page includes a more detailed description of the project. In addition the Objectives page presents the project’s objectives and expected results.

The Applications page includes discussion on the future applications that SAFESPOT will produce.

The Challenges page shows the technological and deployment challenges that the project is dealing with.
3.4.2. Sub-Projects description

The next main section of the website is providing more details on the work of each specific Sub-Project. The descriptions are accompanied by explanatory graphs and pictures to enhance further the understanding of the project’s work and activities.

3.4.3. News & Events webpage

To the News and Events webpage the latest news of the project are presented combined with the news archive. As discussed above a great emphasis is given to continuously updating the website with newsflashes and reports on the achieved dissemination activities of the project. In this way the user of the website remains interested and is informed on upcoming activities which may want to participate.

3.4.4. Public Documents webpage

To the public documents webpage the public deliverables and publications are uploaded and are made available for download by the public. The executive summary of the restricted deliverables is also uploaded.

3.4.5. Consortium Webpage

To the Consortium webpage the logo, company name and link to the company’s official website is included for each member of the SAFESPOT consortium.

A very important section of the SAFESPOT website is considered to be the Contacts webpage. There, the contact details of the project’s coordinator, project officers and dissemination reference person are included. In this way, the interested user of the website will have the opportunity to contact the project’s members and inquire for further information or for possible future collaborations. In this way a direct contact between the consortium and the public is achieved.

3.4.6. Links Webpage

To the Links area of the SAFESPOT website the links to relative projects are included. Also the link to the European Commission website and the Car2Car organization are inserted.

3.5. SAFESPOT Publications

Although SAFESPOT is now just one year old, there were several occasions where its concept and ongoing activities were presented. Specifically, the following presentations took place during the first year of the project.
3.5.1. Presentations to conferences, workshops and other events

To this paragraph the project presentation to various events are listed. These may be workshops, scientific conferences, project events etc.

- **APSN Network and APROSYS Integrated Project 6th Annual Conference, 12 May 2006.**

- **2nd SAFE&RELIABLE TUNNEL Symposium Lausanne, 30-31st May 2006**
  Project presentation: “Infrastructure/Vehicle Communication” by Roberto Brignolo (CRF).

- **TRA Conference 2006 Goteborg, Sweden June 12th - 15th 2006**
  Presentations:
    - “The SAFESPOT Integrated Project Co-operative systems for road safety of SAFESPOT Activities” by Roberto Brignolo, Luisa Andreone, Gianfranco Burzio
    - “Cooperative Systems increase safety for all road users” by Luisa Andreone

  Project presentation

- **ITS World Congress, London, UK, 9-12 October 2006**
  Project presentations:
    - “Co-operative systems for Road Safety” by Roberto Brignolo (CRF) presented to Executive Session No6 “Integrating different systems to deliver cooperative vehicle safety”.
    - “Co-operative Systems for Road Safety - Smart Vehicles on Smart Roads” by Christine Bartels (TeleAtlas) presented to Maps II Technical Session
    - “Cooperative Systems’ applications to improve Road Safety: the SAFESPOT and WATCH-OVER projects” by Luisa Andreone and Roberto Brignolo presented to Special Session No 31, “Applications for cooperative systems – The EU approach”.

SAFESPOT project was also present to the EC booth at the exhibition area.

3.5.2. Presentations to various events

- **EUCAR 2006 Conference, 23 November 2006, Brussels, Belgium**
  Project presentation by Roberto Brignolo (CRF)

- **EUCAR Integrated Safety Program Board, 13 December 2006, Brussels, Belgium**
Project presentation by Roberto Brignolo (CRF)

- **Communication Technologies for Vehicles Trends & actual situation conference, 14 December 2006, Essene, Belgium**

  Project presentations:
  - “Local dynamic maps in cooperative systems” by Christine Bartels (TeleAtlas)
  - “Vehicle to Vehicle communication applications and cooperative driving” by Dirk Jan Verburg (TNO)


  Presentation of the SAFESPOT project advancement status.

## 4. Planned Dissemination Activities

In the future a number of project presentations are already scheduled for the dissemination of the SAFESPOT activities so as to follow as close as possible the defined dissemination strategy. The following list includes the already submitted proposals for project presentations. This list will be continuously updated as more opportunities for dissemination arise.

- **ASECAP 2007 annual meeting, May 27 - 30, 2007, Crete, Greece**

  Submitted Presentation: “SAFESPOT : a co-operative vehicle - infrastructure system to improve road transport safety” by Guy Fremont (COFIROUTE).

- **IEEE Intelligent Vehicles IV2007 Symposium, Istanbul, Turkey 20 June 2007**

  Submitted Presentation: **“The SAFESPOT Integrated Project: On Overview”** by Roberto Brignolo (CRF).

- **Proposed Special Session to ITS European Congress, Aalborg, Denmark 18-20 June 2007** (as submitted not finalized yet)

  Session Title: **“Safety Margin Assistant based on V2I and V2V: the SAFESPOT Integrated Project”**

  Session Organisers: Angelos Amditis (ICCS), Luisa Andreone (CRF)  
  Moderator L. Andreone (CRF, Italy)  
  Opening from I. Heiber (EC)

  - SAFESPOT overview (Roberto Brignolo –CRF, Italy)
  - Vehicle Probe (Christian Zott, Bosch, Germany)
  - Infrastructure probe (Angela Spence, MIZAR, Italy)
  - Enabling technologies for ad hoc networking and localization (Achim Brakemeier, DC, Germany)
  - SAFESPOT vehicle to vehicle and vehicle to infrastructure applications (Guy Fremont, COFIROUTE, France)
  - SAFESPOT core architecture (Abdel Kader Mokaddem, Renault, France)

  Also submitted papers:
  - “From User Needs to Applications: the SAFESPOT Approach Based on Road Accident Data Analysis” by Fabien Bonnefoi, Tobias Schendzielorz, Francesco Bellotti
- “Co-Operative Intersection Collision Prevention System – The SAFESPOT Approach” by Tobias Schendzielorz (TUM), Paul Mathias (SIEMENS)
- “Specifying applications for infrastructure-based co-operative road-safety” by Bonnefoi Fabien, (COFIROUTE), Francesco Bellotti (DIBE), Filippo Visintainer (CRF), Tobias Schendzielorz (TUM)
- “Infrastructure-Based Co-operative Architectures: How SAFESPOT Deals with Different Road Network Areas” by Filippo Visintainer (CRF), Bonnefoi Fabien (COFIROUTE), Francesco Bellotti (DIBE), Tobias Schendzielorz (TUM)
- “SAFESPOT Local Dynamic Maps – Virtual Worlds for Safety Applications” by Christine Bartels (TeleAtlas)
  • ATA International Workshop “Future Perspectives on Cooperative Systems for a Safe and Sustainable Mobility” 17/18.05.2007, Aosta, Forte di Bard, Italy
  SAFESPOT presentation: “Local Dynamic Maps in SAFESPOT” by Christine Bartels
5. Conclusions

Dissemination activities are of major importance for SAFESPOT project and therefore a vast number of dissemination activities are planned for its duration. To coordinate the activities there is a need for a concise dissemination strategy.

To this report, the dissemination strategy designed especially for SAFESPOT project is presented. The goals of the dissemination activity have been set, the dissemination material to be used has been designed and the dissemination channels to reach the specified target groups have been defined. All these dissemination elements are combined to a concise roadmap that is supervised by the dissemination reference according to specific procedures.

In addition, the dissemination material to be used have been described in detail. A major focus is put to the project’s website which is designed to be as user friendly and attractive as possible. Emphasis is also placed to the continuous update of its content so as to remain interesting and provide news on the ongoing research activities and events to the website’s users.

6. References

7. ANNEX I Dissemination Form

To this annex the dissemination Form that is used for approving every project public presentation is attached. This form is available to the project server and is filled in each time by the person responsible for the presentation. It is later sent to the Quality Moderator for initiating the approval procedures. The dissemination procedure is also described to the paragraph 2.5.1.
## SAFESPOT Dissemination Form

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# Project Presentation

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## In case of SAFESPOT event
### Material for Newsletter and Website

Each partner of the SAFESPOT consortium can send short articles, announcements, news flashes etc to be published either to the project’s website, or to the newsletter that will be frequently distributed. In addition the SP leaders are required to provide material on their SP status, achievements, results, events, publications etc at a regular basis.
The general rules that apply for the material to be sent are:

- The text needs to be as simple as possible so as to attract the inexperienced public’s attention
- Images and figures are a benefit to the publication’s attractability
- All images need to be in a good resolution above 300dpi
- News related to the internal SAFESPOT work must be approved by the relevant WP or SP Leader

- **Every partner that sends material is responsible for ensuring:**
  - The validity of the content
  - The authorisation to publish the content, images etc.

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In case of Event announcement or realized event:

| Event title: |   |
| Event Type (conference, workshop etc): |   |
| Date and place of event realization: |   |
| Organisers: |   |
| Relevant url: |   |
| Announcement or article Title: |   |

Announcement or article text:

Additional Info:
Contact person from the consortium for this event (and e-mail) for more information.

SAFESPOT’s presence:

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Other Comments:
8. ANNEX II Dissemination Calendar

To this annex the SAFESPOT Dissemination calendar is included. This table is available for download to all partners through the project's public server. This is a working document where new events are added continuously for the consortium information.
# SAFESPOT Proposed Event Calendar

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<td>Issue Date:</td>
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<td>Project start date and duration</td>
<td>01 February 2006, 48 Months</td>
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<td>Forthcoming Events</td>
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<tr>
<td>4th Workshop on Mobile Ad-Hoc Networks (WMAN 2007)</td>
<td>February 26 - March 02, 2007, Bern, Switzerland</td>
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| 2nd Fusion Forum Workshop                      | 14-15 March 2007, Paris, France | **The topics of the 2nd Fusion Forum Workshop are:**  
• Research advances on sensor data fusion in automotive safety applications  
• Deployment of sensor data fusion in future applications  
• Presentation of the ProFusion2 project and its results  
• Establishment and promotion of the Fusion Forum activities  
**The topics will be addressed through:**  
• Keynote speeches from academia and industry worldwide on sensor data fusion advances and deployment  
• Presentations from ProFusion2 Consortium on sensor data fusion activities  
• Poster session, demonstrating results from sensor data fusion activities. |                                                            | Contact: PreventFusionForum@iccs.gfr                                                                                           | www.prevent-1p.org/profusion |
<table>
<thead>
<tr>
<th>Event</th>
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<tr>
<td><strong>4th Int’l Workshop on Intelligent Transportation</strong></td>
<td>20-21 March, 2007, Hamburg, Germany</td>
<td>This workshop provides an outstanding forum for experts in the fields of transportation, communication and sensor technologies. It gives an excellent opportunity to present latest research results, discuss about technical experiences and new ideas. It is located near the famous harbour of Hamburg, Germany, and takes place on March 20th and 21st, 2007.</td>
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<td><a href="http://wit.tu-harburg.de">http://wit.tu-harburg.de</a></td>
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<td><strong>2007 IEEE 65th Vehicular Technology Conference</strong></td>
<td>23-25 April 2007, Dublin, Ireland</td>
<td>The conference will bring together individuals from academia, government, and industry, to discuss and exchange ideas in the fields of wireless and vehicular technology. The conference will feature world-class plenary speakers, tutorials, and technical as well as applications sessions.</td>
<td>closed</td>
<td><a href="http://www.vtc2007spring.org">www.vtc2007spring.org</a></td>
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<td><strong>IEEE IV’07</strong></td>
<td>June 13-15, 2007, Istanbul, Turkey</td>
<td>The Intelligent Vehicles Symposium gathers researchers from industry and universities to discuss research and applications for Intelligent Vehicles and Intelligent Infrastructures.</td>
<td>15 Dec 2006</td>
<td><a href="http://www.iv2007.itu.edu.tr/">http://www.iv2007.itu.edu.tr/</a></td>
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<td><strong>6th ITS in Europe Congress and Exhibition</strong></td>
<td>18-20 June 2007, Aalborg, Denmark</td>
<td>This Congress is organised by ITS Congress Association, on behalf of ERTICO, in co-operation with ITS Denmark, the County of North Jutland and the City of Aalborg. The Congress is an opportunity for transport executives and members of the ITS community to meet and make the necessary contacts to move initiatives forward.</td>
<td>1 December 2006</td>
<td><a href="http://www.itsineurope.com/">http://www.itsineurope.com/</a></td>
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<td><strong>10th International Conference on Information Fusion</strong></td>
<td>9-12 July 2007, Québec, City, Canada</td>
<td>Fusion 2007 will be the opportunity to reflect on the achievements of the past ten years. It will also be the appropriate moment to invite the Fusion community to identify where it stands and what needs to be done to meet the challenges of a changing world.</td>
<td>15 February 2007</td>
<td><a href="http://www.fusion2007.org/">http://www.fusion2007.org/</a></td>
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<td><strong>IEEE ITSC 2007</strong></td>
<td>Sept. 30 - Oct. 3, 2007, Seattle, Washington, US</td>
<td>ITSC 2007 is the premier technical conference on ITS and will be an international forum that brings together professionals from the fields of transportation, automotive technology, and information technology. In the long standing tradition of the IEEE ITS Conference, we are including a range of important program topics including:</td>
<td>1 March 2007</td>
<td><a href="http://www.ewh.ieee.org/tc/its/itsc2007/index.html">http://www.ewh.ieee.org/tc/its/itsc2007/index.html</a></td>
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<td>44th ITS World Congress and Exhibition</td>
<td>October 2007, Beijing, China</td>
<td>January 15 2007</td>
<td>Based on the success of past Congresses, it will bring together representatives of governments and related organizations as well as industry experts from many countries in the world, providing a unique exchange of ideas on ITS and discussing strategies and initiatives. The Congress will also review and showcase the ITS industry's latest products and technological achievements, offering a window on future trends. At the same time the Congress will give the world a glimpse at China's ITS achievements by organizing technical tours and sightseeing activities, including the ITS projects underway in preparation for the 2008 Beijing Olympics, 2010 Shanghai Expo and Guangzhou Asia Games.</td>
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<td>Fourth Annual IEEE Communications Society Conference on Sensor, Mesh and Ad Hoc Communications and Networks SECON 2007 Merged with IEEE International Workshop on</td>
<td>June 18-21, 2007, San Diego, California, USA</td>
<td>30 November 2006</td>
<td>IEEE SECON provides a forum to exchange ideas, techniques, and applications, discuss best practices, raise awareness, and share experiences among researchers, practitioners, standards developers and policy makers working in sensor, ad hoc, and mesh networks and systems. The conference will provide collegiality and continuity in the discussions of the various topics among participants from the industrial, governmental and academic sectors. Original technical papers on the communications, networking, applications, systems and algorithmic aspects of mesh and sensor networks, as well as those that describe practical deployment and</td>
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Wireless Ad-hoc and Sensor Networks (IWWAN)

implementation experiences are solicited for presentation and publication.

For any other proposals for events please contact Dr. Angelos Amditis (e-mail: a.amditis@iccs.gr)
9. ANNEX III Leaflet Text

To this annex the text that is included to the project’s leaflet is included.
OVERVIEW
The SAFESPOT Integrated Project started its activities in February 2006. It is a research project co-funded by the European Commission DG Information Society and Media, under the strategic Objective “eSafety Cooperative Systems for Road Transport”.

The goal of SAFESPOT is to understand how intelligent vehicles and intelligent roads can cooperate to produce a breakthrough in road safety.

SAFESPOT is developing a “Safety Margin Assistant” that detects in advance potentially dangerous situations and extends in space and time drivers’ awareness of the surrounding environment.

The Safety Margin Assistant is an Intelligent Cooperative System based on Vehicle to Vehicle (V2V) and on Vehicle to Infrastructure (V2I) communication.

APPLICATIONS
The "dynamic vehicle network" and the "vehicle to infrastructure network" being developed by SAFESPOT will enable the extension of the operative range of on-board vehicle systems, and provide road users with information which allows the avoidance of critical situations.

The SAFESPOT applications permit practical demonstration of the Safety Margin concept in a range of driving conditions, including both static and dynamic “black spots”.

Static and dynamic black spots

Static black spots are road scenarios identified by accidents statistics as being intrinsically dangerous. These scenarios are addressed in general by vehicle to infrastructure applications; the information is then propagated from vehicle to vehicle via an ad hoc dynamic network to provide relevant information to all approaching vehicles.

Dynamic black spots result from a combination of factors which creates a temporary safety risk in the local area. They can be provoked by several causes such as adverse weather conditions, an accident which has just occurred, and dangerous driving behavior. The great difficulty faced in these situations is to detect the risk and generate warning messages rapidly enough to permit to avoid being involved in an accident.

CHALLENGES
Technological challenges:
o To collect and transmit information in real time on incidents, dangerous road conditions and driving behavior to road users in the immediate area.

o To make available a fast, secure, and potentially low cost protocol for local 'vehicle-to-vehicle' and 'vehicle-to-infrastructure' communications.

o To develop reliable and highly accurate methods for the relative positioning of vehicles.

o To make available local dynamic maps which can be updated in real time.

o To demonstrate the ability to improve road safety in a range of driving situations on motorways, urban and rural roads.

Deployment challenges:

o To open new opportunities in the market for Car Makers by integrating advanced safety functions in their vehicles at sustainable costs.

o To allow suppliers to meet the challenge of a demanding market by providing validated technical solutions.

o To achieve widespread implementation in Europe of a new generation of infrastructure-based and vehicle sensing systems.

o To demonstrate the potential for a substantial improvement in road safety in a variety of driving conditions on motorways, urban and rural roads.

OBJECTIVES

Objectives & Activities

A key aspect of the project is to extend the time horizon for acquiring safety-relevant information for driving.

o To improve the range, quality and reliability of safety-related information available to all vehicles by providing "extended co-operative awareness" through a reconstruction of the driving environment in real time.

o To support drivers in making safer manoeuvres in a range of different driving contexts.

o To optimise the intervention of assistance and emergency vehicles in critical situations.
o To manage incidents in order to minimize the negative safety impact.
o To develop new safety applications based on the cooperative approach.
o To increase safety for all road users, including cars, trucks, motorbikes and pedestrians

SP Description

SP1 SAFEPROBE
In vehicle sensing and platform
In the SAFEPROBE sub-project an in-vehicle platform will be developed that generates safety related messages through the acquisition and processing of in-vehicle data. The safety related messages will be exchanged cooperatively between other vehicles and static road-side units using ad hoc networking technologies. Examples of in-vehicle information sources providing input to the SAFEPROBE platform are:

- Vehicle dynamics and body networks
- On-board surround sensors
- Occupant safety systems
- Global satellite-positioning, static map and navigation systems

This information will be filtered, classified and fused into a standardized local dynamic map which captures the surrounding environment of the equipped vehicle. This will enable vehicle based safety applications to be developed by the SCOVA sub-project. Public interfaces, messages and protocols will be specified and validated to achieve inter-operability with other SAFESPOT subsystems.

SP2 INFRASENS
Infrastructure sensing and platform
The INFRASENS sub-project is developing an infrastructure based sensing platform which will provide high quality and reliable safety related information to complement vehicle-based data.
Key objectives are:

- To explore the potential of innovative low-cost and low energy roadside sensing systems.
- To ensure that there are minimal differences in the level of information available to equipped and non equipped vehicles.
- To develop improved incident detection algorithms and data fusion techniques.
- To ensure that safety-related actions are compatible with traffic management strategies.

SP3 SINTECH
Innovative technologies
The SINTECH sub-project is developing innovative technologies as key components to be integrated in the vehicles and in the infrastructure platforms. SINTECH is focusing its activities on the development of:

- Technologies and systems for accurate relative positioning
- Innovative techniques to create and maintain local dynamic maps
- Communication and networking technologies for vehicle-to-vehicle and vehicle-to-infrastructure communications

The precise localization of vehicles which co-operate in an active safety application is critical and all intelligent vehicle functionalities rely on the vehicle’s knowledge of the surrounding environment represented by local dynamic maps.

**SP4 SCOVA**

Cooperative systems applications vehicle based

The SCOVA sub-project is developing safety related applications based on cooperative system, mainly V2V, to implement the active Safety Margin concept.

Key objectives are:

- To develop specific applications that are mainly addressing dynamic black spots
- To increase the Safety Margin of vehicles using on-board information fused with information provided by other vehicles and in some cases by the infrastructure
- To develop applications for extended cooperative awareness by means of real-time reconstruction of the driving context and environment
- To open the development of new safety applications based on a cooperative approach.

**SP5 COSSIB**

Cooperative safety systems infrastructure based

The COSSIB sub-project is developing a set of co-operative safety systems tailored on road scenarios where the main focus is on the contribution of roadside equipment.

A number of applications will be developed and validated in test sites (located in France, Spain, Italy, Germany, the Netherlands and Sweden) where experiments will involve a range of conditions relating especially to static black spots.

The aim is to understand the extent to which the cooperative systems for road safety can be developed through cooperation between the infrastructure and the vehicles with a view to designing viable strategies for the deployment in the near future.

**SP6 BLADE**

Business models – Legal aspects and deployment

The BLADE sub-project aims to "pave the way" from the experimentation and tests to real world deployment taking into account the complexity of the cooperative approach and the large number of different factors involved.
The main topics tackled in BLADE are:

- Organizational architecture
- Risk analysis and legal issues
- Business models
- Socio-economic impacts
- Market, cost and financial analysis

**SP7 SCORE**

Core Architecture

The SCORE sub-project is defining the Core Architecture to be used as a reference across Europe for the development of new cooperative systems for road safety and traffic efficiency.

The definition of this architecture will be carried out by teams of experts (the European ITS cooperative system cluster) from SAFESPOT and other related projects and standardization initiatives.

This approach guarantees the convergence of the specifications developed in parallel by different projects and committees to enable the effective integration of all related architectural components into a common reference system architecture.

**SP8 HOLA**

Horizontal Activities

The HOLA sub-project is responsible for the overall coordination of the SAFESPOT Integrated Project, the exploitation and dissemination of the results and related training activities.

The project management is led by Centro Ricerche Fiat supported by the SAFESPOT Core Group.

Key elements are:

- Integrated Project coordination, quality strategies and tools
- Dissemination and promotion activities
- Exploitation strategies, via the development of a technological implementation plan
- Training activities and gender issues
- Interaction activities inside the project and with all other related projects

**INFORMATION**

<table>
<thead>
<tr>
<th>Project Coordinator</th>
<th>Roberto Brignolo</th>
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<tr>
<td>E-mail:</td>
<td><a href="mailto:Roberto.Brignolo@crf.it">Roberto.Brignolo@crf.it</a></td>
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<td>Centro Ricerche Fiat</td>
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**SP Leaders**

SP1 Christian Zott (BOSCH)  
E-mail: christian.zott@de.bosch.com  
SP2 Angela Spence (MIZAR)
E-mail: angela.spence@torino.miz.it
SP3 Achim Brakemeier (DC)
E-mail: achim.brakemeier@daimlerchrysler.com
SP4 Giulio Vivo (CRF)
E-mail: giulio.vivo@crf.it
SP5 Guy Fremont (COFIROUTE)
E-mail: guy.fremont@cofiroute.fr
SP6 Han Zwijnenberg (TNO)
E-mail: Han.Zwijnenberg@tno.nl
SP7 Abdel Kader Mokaddem (RENAULT)
E-mail: abdelkader.mokaddem@renault.com

Project Officers
Irmgard Heiber
E-mail: irmgard.heiber@ec.europa.eu
Elina Holmberg
E-mail: elina.holmberg@ec.europa.eu
Francisco de Lacerda Melo Ferreira
E-mail: francisco.ferreira@ec.europa.eu
European Commission, DG INFSO
European Commission www.cordis.lu
Contract No: FP6-2004-IST-4 026963

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