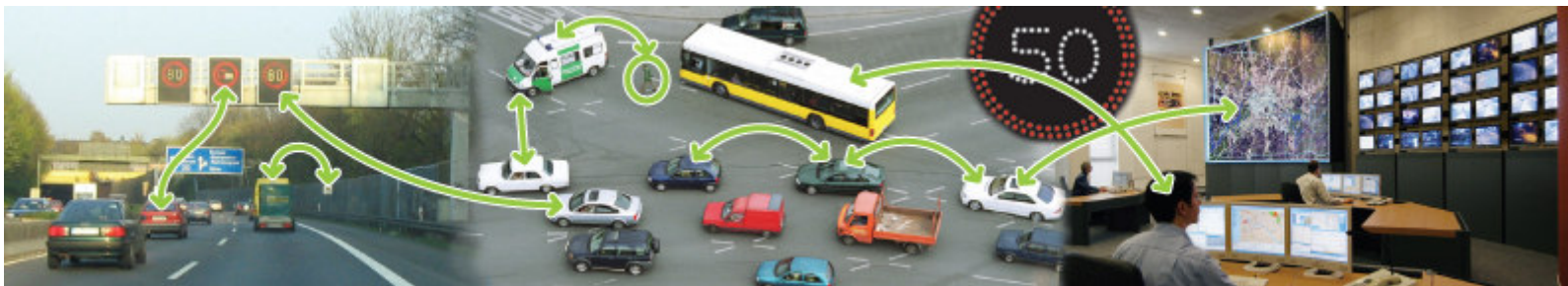


Validation of POMA use cases and system requirements

October 19, 2006



Who was there?



- ERTICO
- TRANSVER
- HARTMAN BECKER
- AISIN AW
- AUTOLIV
- INTERMAP
- LOGICACMG
- ORACLE
- NAVTEQ

How was the discussion?

- Real discussion as small group
- Very useful
- Comprehensive discussion
- Very essential to consolidate as many activities are going on
- Need to have OEM and PA representatives

Highest priority requirements

- Integrity on position, map data sources, map matching
- Map update
- Map accuracy
- Georeferencing language. Need of a common language to exchange georeferenced data
- Adding dynamic content to static content paving the way to local dynamic map

Requirements not feasible/difficult to achieve



- Sub-meter accuracy:
 - Is this really needed?
 - Where? Urban canyon? Everywhere?
 - POMA may be drift off by this and forget more essential things.
 - At least aim for the meter accuracy
- Integrity data chain difficult to specify. Much effort may be required
- Integrity definition is an IP level effort including Safespot, Coopers, CVIS, ...
 - Issues and action plan should be identified
 - Task for the DEPN?
 - Task for FP7?
- Do we need to care about fraud prevention (modify your position) at the POMA level?

Has CVIS got it right?



- Issues to consider:
 - What are the killer applications that could ensure successful deployment of POMA?
 - From inside CVIS
 - From outside
 - Aftermarket or linefitted equipment?
 - What is necessary to run CVIS? What minimum performance requirements are needed?
- POMA has an extensive requirements base maybe even overspecified compared to application needs
 - Will the application use all the POMA features (e.g. integrity)?
 - POMA may need to do some « selling » exercise
- CVIS user benefits are unclear

Do we need more input to the process?

- OEM but which domains:
 - Applications
 - HW
 - ...
- Public Authorities
- PSF (physical map format standardisation)
- Certification (IP level issue)
 - Link with Rosatte, GST-CERTECS