

ward-looking radar to monitor the distance to the vehicle ahead. The vehicle speed is calculated through a global positioning system (GPS) receiver. This speed is compared to a digital map of speed limits for the Dutch road network.

“As soon as the feedback and reward system ended, most drivers lapsed into their old habits.”

If all Dutch drivers had a Belonitor unit installed in their vehicles, the number of fatalities and serious injuries would decrease by around 15 percent, accidents would reduce by 10 percent, and fuel consumption would reduce by 5.5 percent, according to the Rijkswaterstaat.

The trial driver received rewards if the Belonitor unit calculated that the vehicle was driven with a safe headway and under the speed limit. The number of points earned was displayed on the unit when the vehicle stopped.

Driver Rewards


A reward point was provided for every 15 seconds of “correct driving.” Points could be converted into prizes including holidays. Every month, the driver with the most points received €500.

To prevent the participants driving more kilometres to win extra rewards, the number of points was adjusted according to the distance travelled.

Belonitor is a merger of the Dutch words for monitor and reward. In addition to the Rijkswaterstaat and LeasePlan, the project team includes ARS T&TT, Emove, Pluimen, Technolution, and TrafficTest.

Belonitor is part of the Dutch Roads to the Future initiative that also includes the Assisted Driver

automated driving project, Travel Time Information, and Roadwise in-car driver information (see *TIH Online*, Jan. 1, 2006).

For more information on Belonitor, visit www.rijkswaterstaat.nl. The Dutch digital speed map can be accessed through www.maximumsnelheden.info. 

COMMUNICATIONS

DG Infso to Host Workshop On Radio Spectrum Needs for eSafety

European Commission to organise meeting on spectrum requirements for advanced road safety systems. Event to focus on eSafety applications based on vehicle-infrastructure communications. Comparison to be made between Europe, Japan, and U.S.

The European Commission’s directorate general for information society and media (DG Infso) is planning to hold a workshop in the radio spectrum requirements for advanced road safety applications.

The event, organised by the Radio Spectrum Committee and the eSafety Forum, is scheduled for Feb. 28 in Brussels. The workshop will cover the requirements of vehicle-highway cooperative systems.

Presentations will be made by representatives of the Car2Car Communications Consortium, European Telecommunications Standards Institute (ETSI), and European Conference of Postal and Telecommunications Administrations (CEPT). A comparison between developments in Europe with those in Japan and the U.S. is planned.

International Comparison

“The purpose of this workshop is to get the interested parties together to discuss the spectrum requirements of future safety critical applications in the context of cooperative systems,” says DG Infso.

“Cooperative systems, as an extension to autonomous or stand-alone systems, in which the vehicles communicate with each other and the infrastructure, have the potential to greatly increase the quality and

reliability of information available to the vehicles, their location, and the road environment,” DG Infso explains. “Cooperative systems will make transport more efficient and effective, safer, and more environmentally friendly,” it claims.

“The status of current activities in Europe, and internationally, in terms of harmonisation and standardisation” will be addressed at the meeting, says DG Infso.

Participants

DG Infso expects participants in the workshop to include Association des Constructeurs Européens d’Automobiles (ACEA), Association Européenne des Concessionnaires d’Autoroutes et d’Ouvrages a Peage (ASECAP), Clepa European Association of Automotive Suppliers, Ertico ITS Europe, and the European Road Federatio.

Research projects funded by the European Commission will take part in the spectrum meeting. These include COMeSafety, Cooperative vehicle information systems (CVIS), Cooperative networks for intelligent road safety (Coopers), eImpact, and Safespot covering road junction support.

For more information on the DG Infso spectrum workshop, contact infosafety@cec.eu.int. 