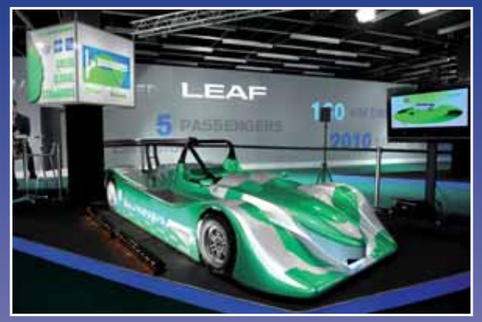
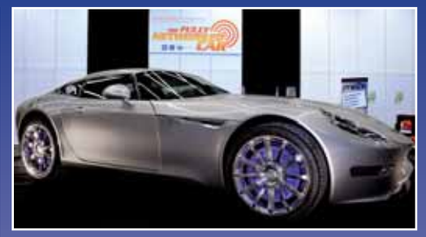
Call for Abstracts

Workshop on Information and Communication Technologies (ICT) in Motor Vehicles

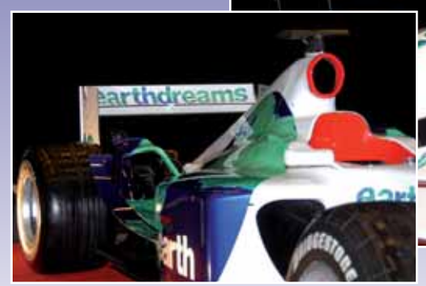


The "GreenGT" at the Fully Networked Car 2010



The "Lightning GT" prototype electric sports car from the Lightning Car Company was a special feature of the workshop in 2009

Hamadoun I. Touré, ITU Secretary-General
Max Mosley, President, FIA (Fédération Internationale de l'Automobile)
Malcolm Johnson, ITU Director TSB



Honda Racing F1 "Earthdreams car" featured at the workshop in 2008

Photo credits: ITU

For updated information, please see: **www.itu.int/ITU-T/worksem/ict-auto/201103**

For more information on ITU-T workshops:	**www.itu.int/ITU-T/worksem**
For information on ITU-T:	**www.itu.int/ITU-T**
For ITU-T Technology Watch:	**www.itu.int/ITU-T/techwatch**
For ITU-T membership information:	**www.itu.int/ITU-T/membership**
Workshops contact:	**tsbworkshops@itu.int**

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11.2010 tsbcar@itu.int

Organized by: IEC ISO ITU

THE FULLY NETWORKED CAR @ GENEVA MOTOR SHOW

Deadline 1 December 2010

Call for Abstracts

Fully Networked Car @ Geneva International Motor Show, 2-3 March 2011

Workshop on Information and Communication Technologies (ICT) in Motor Vehicles

The Fully Networked Car workshop

With the **Geneva International Motor Show** on its doorstep, The Fully Networked Car is in a unique position to engage with the motor industry.

For the **sixth year running**, the three international standards organizations, **ITU**, **ISO** and **IEC**, will bring together key players involved in the development of technologies and standards, as well as other major industry representatives.

Held during the **2nd Press Day and the first public day** of the motor show, the event represents unequaled opportunity for experts and executives from the automotive industry, ICT community, governments, research and development institutes, and academia to share their vision and strategies.

A particular focus in 2011 will be **managing driver distraction**. Texting, making calls, and other interaction with in-vehicle information and communication systems while driving is a serious source of driver distraction and increases the risk of traffic accidents. Standards and design guidelines for these systems and devices, whether portable or fixed in the vehicle, can contribute to decreasing driver distraction, allowing the driver to focus on the road ahead.

Highlights of previous Fully Networked Car workshops, such as **ICT and climate change**, and the **electric vehicle**, will feature again strongly on the agenda.

Car industry's perspective - rebounding from the crisis

The automotive industry is recovering from the world's financial crisis that erupted in 2008. Worldwide car sales are expected to reach their **2nd best results in 2010** after the record year in 2007, and 2011 is predicted to be the year with more than 60 million cars sold for the first time. New models are being churned out, and the electric vehicle is no longer a fad — at least for some car manufacturers. Change is omnipresent, with significant opportunities as well as challenges. A key issue continues to be standardization.

Today's communications capabilities give the potential for cars to foresee and avoid collisions, navigate the quickest route to their destination, make use of up-to-the-minute traffic reports, identify the nearest available parking slot, minimize their carbon emissions and provide multimedia communications.

More information will be available on the event website at:
www.itu.int/ITU-T/worksem/ict-auto

ICT industry perspective

The ICT community continues its move towards Internet protocol (IP) based managed and converged broadband networks with the implementation of next generation networks (NGNs). **Broadband will become a commodity** — like roads, electricity or water.

Managed broadband IP capabilities, including QoS security, mobility and security and safety aspects, are under consideration to support new applications and services in the various modes of communication: vehicle-to-vehicle, vehicle-to-infrastructure, vehicle-to-home, vehicle-to-power grid and in-vehicle.

The **smart phone industry** is offering a plethora of services and applications which also find their way into the motor vehicle, causing driver distraction to become a growing problem. Telecom operators and service providers are struggling to cope with the huge **surge in required bandwidth**.

Call for Abstracts for Technical sessions at the Fully Networked Car Workshop

Authors are encouraged to submit presentations using the following topics as a guide:

Area 1: The automotive industry's perspective and ICT solutions

- How do we arrive at truly global standards to ensure interoperability?
- What are the requirements from a user perspective?
- How does the next generation network (NGN) support applications and services in the fully networked car?
- What regulatory aspects (e.g. security, privacy) have to be considered in the development of global standards?
- What evolution of mobile services and applications can be expected?
- What are the trends in car technologies (material, design) and their impact on communications capabilities?
- What evolution of network platforms (e.g. vehicles and ad hoc networks) should be expected and what impact will this evolution have on global standards?
- Convergence and emergence of new technologies — how standards bodies need to collaborate to meet industry needs.

Area 2: Managing Driver Distraction

- Blessing or curse — how can the use of in-vehicle information and communication systems be made less distracting?
- How is driver distraction measured and which standards do exist to assess distraction?
- Red or green lights — what regulatory aspects have to be considered in the development of global standards to reduce driver distraction?
- Smartphones — do we need standards for roadworthy iPhones, Androids and Google Maps?
- How do we bring road safety to the app store?

Area 3: ICTs (Information and Communication Technologies) and electric vehicles — their environmental impact

- Electric vehicles are no longer just a fad — at least for some car manufacturers. What progress is expected in the coming year(s)?
- Which new policies and standards have emerged for the environmental impact of electric vehicles and for ICTs?
- What are the requirements and system capabilities needed to support applications and services in the Fully Networked Car, in particular for electric vehicles?
- What are the latest field-operational test results and large-scale studies?

Area 4: Wireless Systems and Technologies

- What are the requirements for existing and new wireless systems to support fully networked cars and applications?
- What is the role of RFID and sensors in fully networked cars and what is their impact on wireless access technologies (short-range devices (SRD), ultra wide band (UWB), millimetre wave integrated radiocommunication systems) and communication modes?
- What is the possibility of applying TD-LTE for vehicle-to-vehicle and vehicle-to-infrastructure cooperative systems in the 5.8/5.9 GHz and 700 MHz bands?

Submission of Abstracts, Deadlines

Authors wishing to submit a proposal for a presentation should submit a one-page abstract, including the title of the presentation, the author's full name, affiliation, a short biography, address, telephone and e-mail, to tsbcar@itu.int by 1 December 2010.

Demonstrations are also welcome. Please include a short description with the abstract (see also Exhibition below).

Authors will be notified of the acceptance of their papers by 15 December 2010. The accepted presentations shall be submitted by 31 January 2011.

Fully Networked Car — Exhibition

In front of the workshop room, space is available to demonstrate the practical implementation of solutions and to present projects related to topics addressed in the workshop.

For more information of this part of the event, please contact: tsbcar@itu.int

Sponsorship

For event sponsorship and other exposure possibilities, please contact tsbcar@itu.int.

Previous Fully Networked Car events

For the latest information as well as presentations from previous workshops, please see www.itu.int/ITU-T/worksem/ict-auto.

Previous Fully Networked Car events featured, among others,

- Max Mosley (2008, President of Fédération Internationale de l'Automobile);
- Michel Mayer (2008, CEO Freescale Semiconductor);
- David Butler (2008, Honda Formula 1 Racing Team);
- Burkhard Göschel (2009, CTO Vehicles & Powertrain Group Magna International and Chairman to the Formula 1 Manufacturers Advisory Committee);
- Tadao Saito (2009, CTO, Toyota InfoTechnology Center);
- Christoph Huss (2010, International Federation of Automotive Engineering Societies; BMW);
- Juhani Jääskeläinen (2010, European Commission, Directorate-General Information Society);
- Samuel Loyson (2010, Orange);
- Raymond Resendes (2010, National Highway Traffic Safety Administration, USA);
- David Schutt (2010, CEO of SAE International);
- Yasuro Nakanomori (2010, OKI, Japan).

More information will be available on the event website at:
www.itu.int/ITU-T/worksem/ict-auto