Dear Madams, dear Sirs,

I do welcome very much your initiatve for a regulation due to my very strange(!) experience out of funded projects to "bring ICT in the car/road", where I had evaluated projects and subjects (GST, ertico) for the DG InfoSoc before as an "Independent Expert".

Further I am ongoing since 20 years contributing now to (wired and wireless) standardization on European and global levels and I can actually report hopeless missusage of enabling technologies like IEEE 802 (WLAN) for Car-to-Car and Car-to-Roadside, ignoring experience from the industry automation and the furthcoming development with special respect to reliability, redundancies/backup and effectiveness.

For me it looks as a good chance (and what up to know I was missing) to bring on the way the absolute necassarity of professional design, "testing", certification, approval, and monitorng procedures to be specified with safety parameters and critical values against clear indicated objectives, performance and capabilitites scaling in reactiveness and movement awareness, all operating conditions and exceptions incl. malfunction scenarios and with respect to all legal aspects/liability, consequences incl. consumer protection.

Please also note, that categories have to be set up what, where and how (hardlining e.g. failure proofed) approvals differ(!) from (soft e.g. quality of service) certifications and compliance e.g. comfort and assisting functions. ("Best practise" is absolutely missleading.)

After quiet a money and time waste I have to state a competence problem of the car manufacturer and supplier industry with the complexity of ICT and still following "post hypes" in other areas. Some authorities, representative organisations and national bodies not minor. In a globally competing world it appears tragic reflecting other proofed progress before(!), like passive chassis safety, ABS, airbags, etc. (About "intelligent light" it appears confusing.)

ESC, TPM, etc. are very good examples of industry sustainable innovations to introduce new requirements as settled transparent regulation for safety-related components for vehicles and incorporatable to UN/ECE understanding and principles. Comparable examples from avionic, maritime or railways can be given.

I can only recommend to install and European Agency(!) for "Car&Road Safety and Environmental Protection". RFI- and air-unpolluted Scotland with huge test fields as former military airports would be appropriate.

Further info can be revealed.

Best Regards

W. Rm.

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