PRESS RELEASE

INVENT Final Presentation in Munich, April 28, 2005

Experience INVENT– "Mobile with 8 senses"
Traffic research initiative presents novel results

INVENT final presentation demonstrates trailblazing innovations in driver assistance, active safety, and efficient traffic management / stimulates future research and progress in traffic policy

The INVENT initiative, sponsored by the supported by the Federal Ministry for Research and Education (BMBF), has completed its trailblazing four-year research program. On April 28, the 24 project partners will present their solutions for safer and smoother traffic to the public in Munich. Numerous simulations and demonstrations will illustrate the functionality, operation, and value of technical innovations that support drivers in traffic jams or even prevent jams from arising, provide dynamic route guidance, improve the efficiency of logistic services, and promote active safety. Edelgard Bulmahn, Minister of Research and Education, will give the keynote address and open the presentation to around 300 guests invited by the organizers.

„Traffic and transport Traffic and transport are key factors for our economy and our society. By opening up novel directions towards avoiding accidents and improving traffic organization, the INVENT partners have made a key contribution to reliable and sustainable mobility. Thanks to the INVENT researchers, a new generation of vehicles will "see" and "think" with the driver, inter-communicate, and actively support the driver in critical situations."

The three research areas driver assistance / active safety, traffic management, and logistics comprise eight component projects, in which 24 project partners -- including automobile manufacturers and suppliers, electronic, telecommunication, IT, logistic, and software companies as well as research institutions -- have worked together an the development of intelligent vehicles and intelligent traffic networks of the future. The novel technologies and traffic concepts are designed to prevent or minimize the severity of traffic jams and accidents. Many of the new functions are implemented in vehicle and system demonstrators, which can be tested in action in one of the many research vehicles at the MAN testing track in Munich.

- Intersection assistants, which automatically detect crossing traffic -- such as cyclists -- at uncontrolled intersections, opposing traffic during left turns, or stop signs, and which appropriately warn the driver.
- Lateral control assistants, which support the driver in lane keeping and lane changing and which warn the driver in case of a hazard.
- Congestion assistants, which reduce the burden on the driver during stop-and-go traffic.
- Techniques for active pedestrian protection -- if a collision is anticipated, the vehicle's hood is automatically raised to minimize injury.
- Solutions for measuring the driver's viewing field and improving the human – machine interface.
- Vehicle-based systems for supporting drivers to achieve optimizing traffic flow, which work by detecting the traffic state and communicating the information to upstream vehicles and to traffic centers.
- Driving simulators for experimental investigation of driver information / support systems, including their acceptance and impact on the driving experience.
- Systems for simulation and animation allowing one to experience modern traffic-adaptive assistance systems first-hand.
- Data fusion of traffic states and forecasts derived from diverse sources of data (stationary detectors, probe vehicles) in traffic management centers and harmonization of this information with public strategies.
- Dynamic route guidance and navigation systems taking the latest traffic data into account for choosing the optimal route.
- Logistic processes made dynamic by intelligent planning systems.
- Optimized courier services taking into account the individual delivery preferences and the growing mobility of customers (e.g., goods brought to the trunk of the customer's vehicle)

In several presentations, the experts from various research areas will demonstrate the feasibility of these systems, the impact of the INVENT innovations on traffic, and solution approaches for future research and traffic policy.

The research initiative has built on the experience from previous cooperative projects such as PROMETHEUS and MOTIV. A total of 76 million Euros were invested in INVENT. About half of the funding for this cooperation was provided by the Federal Ministry for Education and Research, and the rest was supplied by the industry

partners themselves. Due to this combination of competence and financing from public and private sources, a strong partnership emerged, which made it possible to create and develop new driver assistance systems, information technologies, and efficient traffic management systems and to achieve a competitive advantage in international markets. In the future, the challenges of traffic and mobility are to be met in a public-private partnership, in order to maintain and enhance the attractiveness of Germany as a center of innovation and progress.

INVENT

INVENT stands for „Intelligent traffic and user-oriented technology“. This research initiative brings together 24 companies -- automobile manufacturers and suppliers, electronic, telecommunication, IT, logistic, and software companies as well as research institutions. With the goal of improving both traffic flow and traffic safety in the future, the partners are working together to develop novel driver assistance systems, knowledge and information technologies, and solutions for efficient traffic management. The four-year cooperation will continue through mid 2005 and has been supported by grants from the Federal Ministry for Education and Research (BMBF).

The research partners of the initiative include Audi, BMW, Bosch, DaimlerChrysler Research and Technology, the German Aerospace Agency (DLR) Ericsson, the Aachen Vehicle Research Institute (fka), Ford, Hella, Hermes Parcel Service, IBM, the Magdeburg Institute for Automation and Communication (ifak), MAN Commercial Vehicles, Navigation Technologies, Opel, PTV, Siemens AG, Siemens Restraint Systems, Siemens VDO, TransVer Traffic Consultancy of Munich, the German Standards Group (TÜV), the University of Cologne, the law firm Vogt & Co., and Volkswagen. Numerous university institutes as well as small to medium-sized companies are also contributing to the projects as subcontractors. Continuity of research in traffic, transport and traffic safety also aims to strengthen the competitiveness of German industry.

Further information is available under www.invent-online.de.

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