

DRIVE



Accelerate cooperative mobility

Annex to D53.1

Website Documentation

Version number	Version 0.1
Dissemination level	<PU >
Date of preparation	21.06.2011



Authors

Author (Organisation)

Project funding

7th Framework programme
INFORMATION AND COMMUNICATION TECHNOLOGIES
Objective ICT-2009.6.2: ICT for Mobility of the Future
Large-scale integrating project
Grant agreement no.: 270410

Project co-ordinator

Matthias Schulze
Daimler AG
HPC 050 – G003
71059 Sindelfingen
Germany

Phone +49 7031 4389 603
Mobile +49 160 86 33308
Fax +49 7031 4389 210
E-mail matthias.m.schulze@daimler.com

Legal disclaimer

The information in this document is provided 'as is', and no guarantee or warranty is given that the information is fit for any particular purpose. The above referenced consortium members shall have no liability for damages of any kind including without limitation direct, special, indirect, or consequential damages that may result from the use of these materials subject to any liability which is mandatory due to applicable law.

© 2011 by DRIVE C2X Consortium

Revision and history chart

Version	Date	Comment
0.1	21.June 2011	Initial version by EICT

Table of contents

- 1 Website1
 - 1.1 Target groups1
- 2 Structure 2
- 3 Website navigation3
 - 3.1 Quick links 2
- 4 Style3
- 5 Language5
 - 5.1 User interaction5
- 6 Special areas 6
- 7 Implementation 8
 - 7.1 Accessibility 8
- 8 Future work..... 9

1 Website

The web site is the primary dissemination channel for DRIVE C2X as it allows convenient access to up-to-date project information. The website is an essential mean for communicating the project. Information on the website design, contents and structure is outlined in the following sub-sections.

The website may be found under:

www.drive-c2x.eu

The specific URL reflects the project name as well as the European research community.

1.1 Target groups

The main target groups can be categorized into three sectors that are closely interlinked with each other and partially share interests. They can be defined as:

- private sector
- public sector
- user

The information offered is based on the different interest and knowledge level of the target groups. Hence the complexity changes in certain areas. The following areas are addressed on the web site:

- Project
- Technology
- Driving
- Benefits
- Road to market

2 Structure

The website navigation is structured according to the target groups and interests. The figure below shows the different areas.



Blue coloured buttons provide information regarding the project itself. The green buttons represent areas of interest. The project and each area of interest contains additional sub-pages.



3 Website navigation

The DRIVE C2X website-navigation is structured as follows:

- **project**
 - overview
 - news and publications
 - publications
 - structure and plan
 - partners
 - consortium
 - liaison
 - contact
- **technology**
 - system architecture
 - hardware
 - software
 - vehicle integration
 - standards
- **driving**
 - use cases
 - traffic jam
 - road works
 - car breakdown
 - emergency vehicle
 - weather warning
 - electronic break
 - slow vehicle
 - post crash
 - obstacle
 - motorcycle
 - signage
 - glosa
 - itinerary
 - insurance
 - dealer
 - poi
 - fleet
 - leasing
- **test sites**
 - Tampere
 - Gothenburg
 - Helmond
 - Frankfurt
 - Yvelines
 - Brennero
 - Vigo
- methods and tools
- test design and test plans
- **benefits**
 - safety
 - efficiency
 - convenience
 - sustainability
- **road to market**
 - society and business
 - deployment

3.1 Quick links

An additional navigation is located on the right hand side of each page and points to related and additional information. The quicklinks shall encourage the visitor to read further.

The screenshot shows a website header with a dark green background. At the top, it reads "Connecting vehicles for safe, comfortable and green driving on European roads." Below this is the main slogan "Accelerate cooperative mobility." and the "DRIVE C2X" logo. A horizontal navigation bar contains several menu items: "project", "technology", "driving", "benefits", "road to market", "society and business", and "deployment". The "road to market" item is highlighted. Below the navigation bar, there is a content area with a sub-header "Road to market" and a paragraph of text. To the right of this text is a red-bordered box containing a list of three items: "Socio-economic and business economics impact", "Deployment", and "Benefits".

Connecting vehicles for safe, comfortable and green driving on European roads.

Accelerate cooperative mobility. DRIVE C2X

project technology driving benefits road to market
society and business deployment

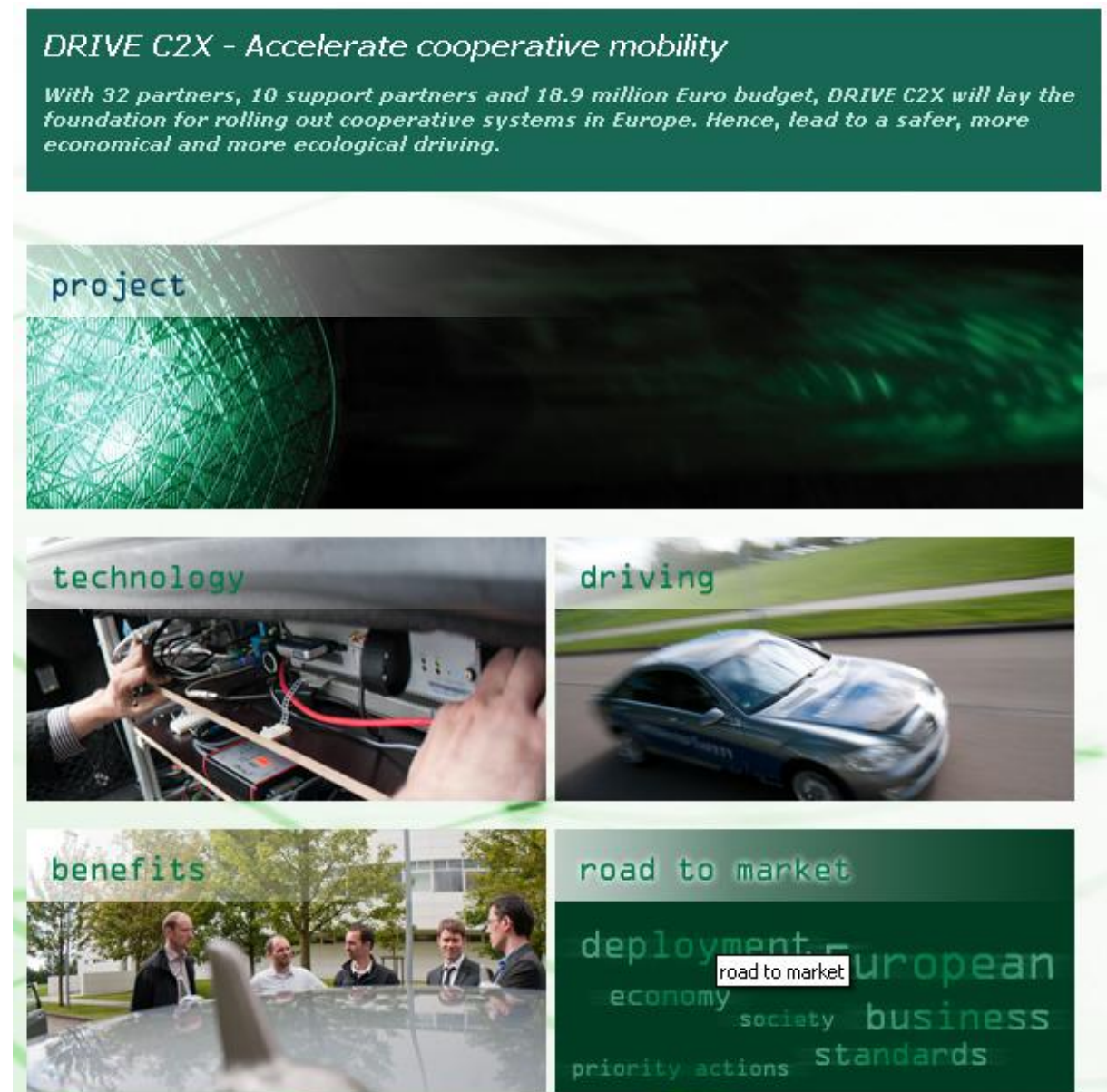
Road to market

Successful implementation of vehicular communication requires considerable investments and coordinated efforts of all stakeholders involved. Otherwise the huge benefits that can be expected of this technology can not be realised. The key to successful implementation is a commonly agreed roadmap, which defines the necessary steps towards market introduction. In order to achieve this agreement each stakeholder needs clarity about what is involved in such an implementation decision.

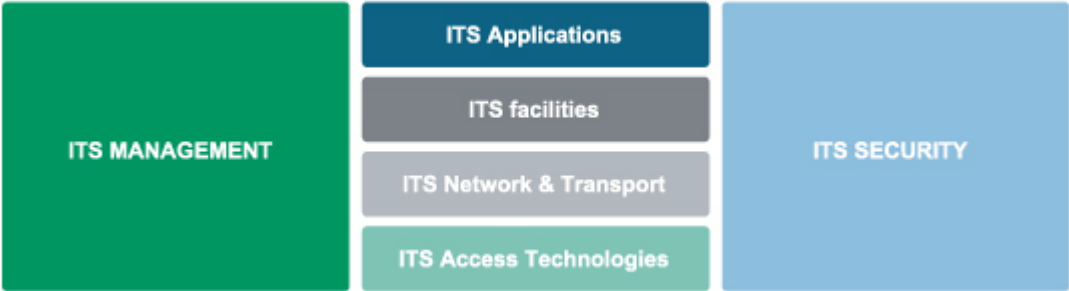
- ▶ Socio-economic and business economics impact
- ▶ Deployment
- ▶ Benefits

4 Style

The webpage communicates with photos and interactive illustrations.



The illustrations are reduced to the most essential information in order to provide easily comprehensible pictures. Additionally, all images follow the DRIVE C2X style guide: <https://service.projectplace.com/pp/pp.cgi/d590371793/IR52.1%20Style%20guide.pdf>



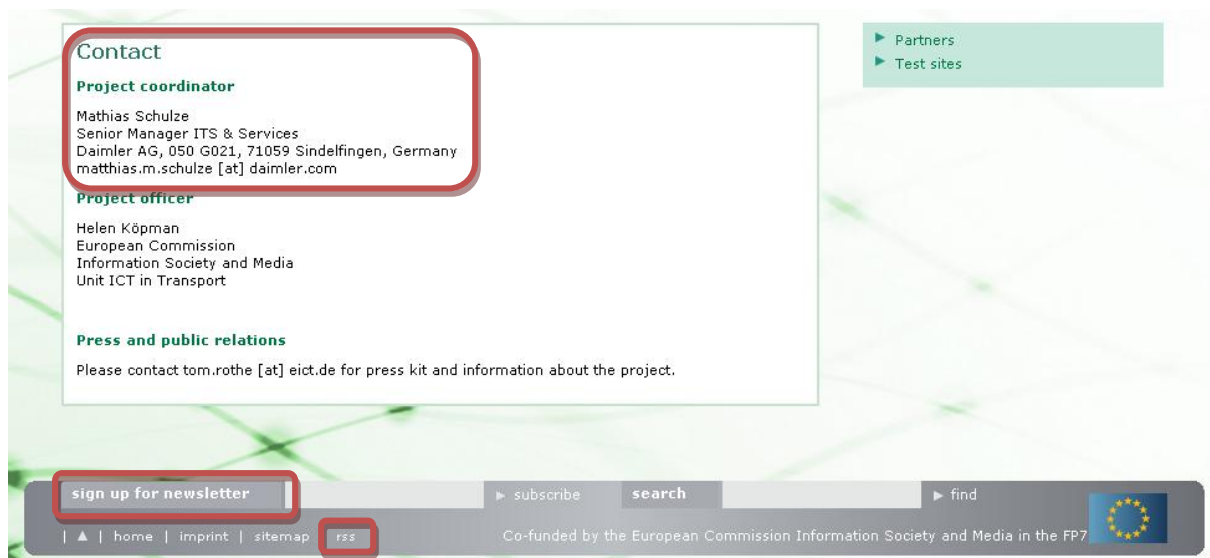
5 Language

The type and complexity of the language matches the knowledge level of the addressed target group/interest group. E.g. articles in the technology area use a more technical terminology, because the reader is expected to have a basic technical understanding. On the other hand, articles in the driving area are written in an easily comprehensible manner.

5.1 User interaction

There are several possibilities for the visitor to interact with the project and receive information on a regular basis:

- Contact-page
- Newsletter subscription
- RSS feed



6 Special areas

The web page contains areas on which the visitor can find information on special topics:

News and publications

This page shows the development of the project and is updated regularly. Additionally, news and recent publications are shown in the start page's quicklinks box.

Use cases

Each use case represents a special scenario in which DRIVE C2X is applicable. For every use case a memorable icon has been developed. Each icon links to detailed information regarding the respective use case. During the project's progress the description will be further refined.

Within this area the quicklinks provide a navigational overview of all use cases.

Use cases

This work builds on PRE-DRIVE C2X where a number of potentially useful functions were defined for further studies. For the tests we have grouped the functions and use cases in three different categories:

- Safety related functions
- Traffic efficiency related functions and
- Selected infotainment, business and deployment related functions.

Please see the full list of use cases below

- Traffic jam ahead warning
- Road works warning
- Car breakdown warning
- Approaching emergency vehicle
- Weather warning
- Emergency electronic brake lights
- Slow vehicle warning
- Post crash warning
- Obstacle warning
- Motorcycle warning
- In-vehicle signage / Speed limit
- GLOSA
- Traffic information
- Insurance and Financial Services
- Dealer Management
- Point of interest notification
- Fleet management
- Transparent leasing

Test sites

The map of the test site is interactive. By clicking a point on the map, the visitor can gain insight into the test site's specifics and the location. The data on the perspective test site pages will be updated in a later phase of the project. Within this area the quick links provide a navigation overview to all use cases.


Test sites

DRIVE C2X test sites penetrate Europe from North to South encompassing seven test sites in total. Two types of test sites are distinguished: System Test Sites (STS) and Functional Test Sites (FTS). On a system test site the full DRIVE C2X system will be installed prototypically allowing implementation, test and evaluation of all functions selected for DRIVE C2X. Of the test sites shown below the test site in Helmond, Netherlands, serves as a system test site.

Functional test sites are test sites that do not necessarily comply with the full DRIVE C2X spectrum. However, they allow evaluation of use cases that are the same or similar as the use cases agreed for DRIVE C2X. The purpose of the function test sites is primarily to deliver data for the evaluations. Besides they will also serve for interoperability and harsh conditions tests and demonstration of the Europe-wide functioning of the DRIVE C2X.

Please click the test sites below, to get more detailed information.

- ▶ Tampere
- ▶ Gothenburg
- ▶ Helmond
- ▶ Frankfurt
- ▶ Yvelines
- ▶ Brennero
- ▶ Vigo



The map displays the geographical locations of the seven DRIVE C2X test sites across Europe. Each site is marked with a white circle and labeled with its name and country. The sites are: Tampere (Finland) in the north; Gothenburg (Sweden) in the north-west; Helmond (Netherlands) in the north-west; Frankfurt (Germany) in the west; Yvelines (France) in the west; Brennero (Italy) in the south; and Vigo (Spain) in the south-west.

7 Implementation

The web site runs on a CentOS based server, which is located in a dedicated computer/server center. For managing the content of the website the Content Management System named *Contao Open Source CMS* (current version 2.9.4) has been chosen.

7.1 Accessibility

The website's pages have been structured and annotated to conform to the *W3C Accessibility Guidelines – Priority 1*.

8 Future work

The web page will be updated on a regular basis. Hence news and publications will be added depending on the project's status. More pictures, interactive elements and enhanced texts will be added. Especially the interest area regarding benefits will be extended.