

## D9.5 Report on the activities of and recommendations made by the User and Expert Advisory Boards

*Interview with Antonio Avenoso*

While developing the i-DREAMS platform, the i-DREAMS research team members are focused on realising the best results. Of course, that largely stems from the scientific efforts that are made. To make sure that all of these efforts remain pointed in the right direction, two advisory boards assist the i-DREAMS team in staying on track. In this interview, we had a talk with Antonio Avenoso, from the European Transport Safety Council (ETSC), who is the work package leader for WP9 (on communication and dissemination), and the main author of D9.5.

**Hello Antonio, thank you for meeting with me! Deliverable D9.5 elaborates on two advisory boards. Can you introduce them to us?**

*ANTONIO: “Of course. In i-DREAMS we have a User Advisory Board (UAB) and an Expert Advisory Board (EAB). The UAB supports the i-DREAMS consortium by ensuring the research continues to address the key issues and by providing a major route to implementation of the results. This board consists of stakeholder organisations which might have an interest in the results of the project, either from a commercial point of view (e.g. as potential license taker, reseller), as an end user or employer of end users (e.g. transport operator), or from policy making point of view (e.g. to draft policy recommendations or future best practice guidelines). The EAB is a targeted group of experts in the field of road safety, human factors and automation and supports the consortium in strategic choices throughout the project by providing useful input in terms of knowledge, network and policy orientation. The EAB contributes to relevant deliverables with comments and feedback, to support the drafting of recommendations, to support the exploitation of the concepts and technologies created by the project and to support the development of new road safety interventions.”*



### How are these advisory boards involved in the project? How did that work practically?

ANTONIO: *“I will start with the UAB. Throughout the course of the project, the consortium met three times with the UAB members: early in the project (in March 2020), halfway through (in March 2021) and near the end (in September 2022). The first two meetings were digital, due to COVID, the third one was physical. In the first meeting, their role as UAB member was explained, as well as the goal of the project. Questions were asked and suggestions were made to the consortium to take into account throughout the course of the project. In the second meeting the technology (comprising the in-vehicle sensors and warnings, the smartphone app and the coaching web platform) that had been developed at that point and which would be used in the simulator and field trials was demonstrated. UAB members were able to get familiar with it and form an idea of how it would be used in the research trials. The last meeting was finally a physical one. A first glimpse of the outcome results was provided, live demos of the final technology were given and the roadmap to market and society was presented. Quite a few insights were shared on how the users perceived what would work in real life and what might be a bit of a challenge. A number of UAB members will also join the final event on April 26 to find out what the final project outcomes turned out to be.”*

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<sup>1</sup> [Finnish Crash Data Institute OTI](#) - [Wiener Linien](#) - [Toyota Motor Europe](#) - [Nea Odos](#) - [Budapesti Közlekedési Központ \(BKK\)](#) - [Edinburgh Trams](#) - [City of Gothenburg](#) - [International Federation of Pedestrians \(IFP\)](#) - [Autoridade Nacional de Segurança Rodoviária \(ANSR\)](#) - [Carris](#) - [RAC Foundation](#) - [Österreichische Bundesbahnen \(ÖBB\)](#) - [Empresa Municipal de Transportes de Madrid \(EMT Madrid\)](#) - [Hellenic Institute of Transport](#)

### Who were these UAB members exactly?

ANTONIO: *“It is a large group of stakeholder organisations with an interest in improving road safety on the one hand, and an interest in the concept and approach we are deploying in i-DREAMS. In total 22 stakeholder organisations are part of the UAB<sup>1</sup>, including commercial actors (like resellers), transport operators and the policy sector.”*

### Can you also elaborate a bit on the Expert Advisory Board?

ANTONIO: *“The EAB also gathered three times with the consortium throughout the project. The first time was physical on 12 and 13 December 2019, that was before COVID. We shared our aspirations with the EAB members and discussed with them work package per work package what the best way to go was. The second meeting, organised on the 10<sup>th</sup> of December 2020, was digital. During that meeting the impact of COVID and our mitigating measures were discussed. In the last meeting, organised on the 5<sup>th</sup> of October 2022, we shared our first preliminary outcome results and we received several valuable advices on how to proceed with the important analyses that were still ahead of us at that time.”*

(HIT) - [The European Cyclist's Federation \(ECF\)](#) - [Federdrive](#) - [Safe.T](#) - [AustriaTech](#) - [Automóvel Club de Portugal \(ACP\)](#) - [Interamerican](#) - [Ministry of Transport of Greece](#) - [Athens Public Transport Organization \(OASA S.A.\)](#)



**And who were those experts that were part of the EAB?**

ANTONIO: *“The EAB consists of five experts from the fields of human factors, road safety and automation. Professor Judith Charlton is the Director of the Monash University Accident Research Centre in Australia, dr. Ward Vanlaar is the Chief Operation Officer of the Traffic Injury Research Foundation in Canada, dr. Wael Khaleel Alhajyaseen is Assistant Professor at the Qatar Transportation and Traffic Safety Center, dr. Carol Flannagan is Research Associate Professor at the University of Michigan Transportation Research Institute in the USA and Professor Samuel G. Charlton is affiliated to the University of Waikato in New Zealand. Prof. Flannagan and Prof. J. Charlton will also join us at the final event on April 26.”*

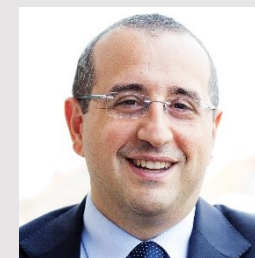
OK Antonio, thank you!

Edith Donders

DisCom Manager

Deliverable 9.5 is part of WP9:  
Stakeholder consultation and dissemination

## i-DREAMER in the spotlight



**ANTONIO  
AVENOSO**

Antonio holds an academic degree cum laude in Political Science from the University of Pavia (1998) and an M.Phil. in European Studies from the University of Cambridge (2001).

Employed at ETSC since 2001, in the role of Executive Director since 2008

Passionate about rail transport and airports

Tasks in i-DREAMS: Leader of WP9 on Stakeholder consultation and dissemination. Also active on WP8 on Road map to market and society.

