

Sleepiness at the wheel

Text of the call

ERA-NET TRANSPORT - ACTION GROUP 15

I. Framework of the calls

The following partners launch a joint call:

Ministry of Ecology, Sustainable Development, Transport and Spatial Planning (MEDAD) - France

Governmental Agency for Innovation Systems (VINNOVA) - Sweden

Public Roads Administration (Vegvesen) - Norway

Centre for Transport and Navigation (DVS) - The Netherlands

This call has been designed in the framework of ERA-NET TRANSPORT (ENT15) and therefore participates in the achievement of ERA-NET TRANSPORT final objective, which is to coordinate national policies and programmes of transport research.

The procedure of this call is adjusted to national conditions.

II. Content of the call

A) Conceptual framework

Sleepiness at the wheel is not only a scientific problem but a political and social issue. Understanding and fighting it are political challenges.

Indeed, sleepiness seems to be a cause of at least 15-20% of road crashes. This factor may be even higher than alcohol. Moreover most of alcohol-related accidents occur during the night and are combined with sleepiness. This stake is then of high importance in the field of road safety.

However, sleepiness is today not really taken into account in transport policies in Europe (both at national and European level). The effects are rather unknown.

The two objectives of the joint call are:

- 1. to understand sleepiness at the wheel – prevalence, risk, mechanisms**
- 2. to identify effective countermeasures to fight sleepiness at the wheel .**

The sleepiness-related risk seems to differ significantly from one country to another. Therefore a transnational and compared approach should have real added value in the understanding of the phenomenon.

Searching for solutions also deserves a transnational European level. A consortium composed of research teams from several countries should find common solutions to this common problem.

ENT15 joint call aims at both raising awareness on this issue and coordinating new national research policies in this field. Synergies between countries bring efficient joint results.

B) Components

Following the two objectives of the call, which are understanding and fighting sleepiness at the wheel, the text of the call will state two compulsory components for the applications:

- 1. Component 1 : A crash study (data collection and analysis)**
- 2. Component 2: Studies/development of countermeasures**

Component 1:

“Crash studies” refers to detailed on-site investigation of the sleep related and other causes of accidents. Very few such studies have been carried out and none in the EU. The added value of a transnational cooperation in this field is to carry out national crash studies with the same methods and to reach comparable results taking possible differences in culture into account.

The crash study should be carried out in Sweden and France on road accidents.

Component 2:

Countermeasures could concern any travel mode and may be behavioural, technological or pharmacological.

This component includes:

- evaluation of existing countermeasures
- prediction and/or detection methods for assessing the risk of sleepiness accidents
- identification of risk factors behind sleepiness related accidents that can be tackled on the short, mid and/or long term
- elaboration of most promising prevention and correction strategies for easing off the risk of sleepiness-related driving
- assessment of preconditions needed for successful implementation.
- development of recommendations for practical short term strategies to tackle sleepiness related accidents (strategy development).

C) Specifications

a- Deliverables

The selected and funded consortium will have to deliver a final report (100 pages) and a summary (20 pages).

Reports, results and further publications should be clearly identified as “Sleepiness at the wheel”/ “ERA-NET TRANSPORT” products.

Target groups of the outputs (reports, summaries, conference) are ministries, project managers, European Commission (DGTREN), agencies, other countries, politicians, police, fire brigades, rescue services, accident departments, traffic inspections, driving licence authorities.

b- Dissemination

ENT15 will organise a dissemination event in **2010** to present the outputs of the consortium's work.

All along the project and in the two years following the project, the project teams will participate to dissemination (papers, conferences) in the pertinent way.

c- Language of the project

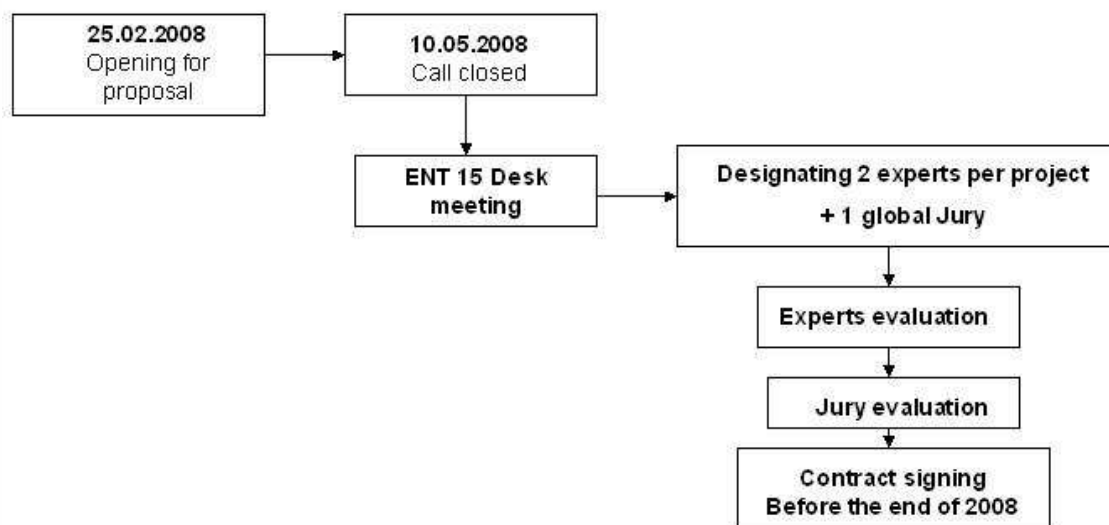
English is the official language of the project. Reports should be written in English.

The final report should be translated into French also.

Synthesis should be translated into Swedish, Norwegian, Dutch and French too.

III. Process of the call

The process can be summed up by the scheme just bellow:



The proposal is opened on the **25th of February 2008**.
The call will close on the **10th of May 2008 at 4p.m.**

A) Application

Proposals must be sent as a registered letter.

The proposals should be sent by post mail to :

Laurent RICCI
ENT15 CALL (ne pas ouvrir)
MEDAD
DRAST
Tour Pascal B
92 055 La Défense Cedex
FRANCE

Please provide 1 paper copy and 1 CD copy (exactly same version)

The proposals (20 pages maximum) must be written in English, and a 10 pages synthesis must be joined in French.

The cover page (one sided) should include:

- the project designation
- possibly an acronym
- complete contact information of the project coordinator
- listing of the participating partners.

Proposals should include at least:

- a description of the problem
- the project focus and the R&D content
- the contributions of each partner to the project
- the organisation of the project (coordination, partnership)
- the means of communication between the partners
- the experience of the partners (5 lines for each partner + a list of the international papers, previous national or European projects)
- the duration, budget and allocation to partners.

Proposals should be dated, stamped and signed by the coordinator.

Annexes can be added.

B) Evaluation

Every project will be first analysed by 2 experts chosen by ENT15 partners. Then the ENT15 partners select out the project(s). They indicate which projects are selected, and what are the conditions. The jury is allowed to combine the projects in the interest of the call's aims. Before the end of the year, the projects should be financed by partners.

C) Criteria

a- Eligibility

- The proposal answers to (at least) one problem in the call.
- The team has to be composed by at least two of the four countries participating to the call (France, Sweden, Norway, the Netherlands)

b- Quality of the proposal

- Level of the proposal : pertinence, scientific efficiency and validity
- State of art analysis with a comparison of the methods
- Clarity, accuracy and precision and reproducibility of methodology
- Innovation level (component 2)
- Coherent coordination between the consortium teams and their research work for the targeted results

c- Quality of the teams

- Multi-disciplinary teams
- Scientific level of the teams involved (experience)

d- Pertinence of the budget

IV. Contact persons

Country	Name of the country leader	E-mail
France	Laurent RICCI	Laurent.ricci@developpement-durable.gouv.fr
Norway	Richard Muskaug	Richard.muskaug@vegvesen.no
Sweden	Emma Gretzer	Emma.gretzer@vinnova.se
The Netherlands	Rob Methorst	Rob.methorst@rws.nl

The candidates can require support in the “get in touch” phase from the national contact person of ENT15. National contact persons will provide their support according to their means and availability.