AdaptIVe Technical Workshop

"Developing Automated Driving"

The Margi Hotel, Litous 11, Vouliagmeni 166 71, GR

21st to 22nd April 2016

Speakers' Short biographies

Aria Etemad, Volkswagen Group Research, Germany

Aria Etemad is working in the area of Advanced Driver Assistance Systems (ADAS) at Volkswagen Group Research in Wolfsburg since May 2013. Before joining Volkswagen, he worked for Ford Research and Advanced Engineering in Aachen and Visteon Automotive Systems in Cologne, Germany. Aria has been actively involved in several external projects: between 2008 and 2013 he has been coordinating two European projects:

- euroFOT, the first European large-scale field operational test on in-vehicle systems (www.euroFOT-ip.eu)
- interactIVe, dealing with the development of the next generation of Advanced Driver Assistance Systems (www.interactIVe-ip.eu).

Aria Etemad currently leads AdaptIVe, a large-scale European project for developing Automated Driving Applications & Technologies (www.AdaptIVe-ip.eu).

Angelos Amditis, Institute of Communication & Computer Systems, Greece

Dr. Angelos Amditis is Research Director in the Institute of Communication and Computer Systems (ICCS) and member of its Board of Directors. He is the founder and the Head of the I-SENSE Group. He is the President and one of the founding members of ITS Hellas. He is representing ICCS at ERTICO-ITS Europe, where he is also a member of its Supervisory Board, of its Strategy Committee and of the Electromobility and Automation Task Forces. He is the writer of several peer reviewed journal articles, book chapters and more than 177 conference papers. His current research interests in the field of ITS include Automated Transport Systems, Cooperative Systems, Electromobility and Smart Mobility both for people and cargo (ITS for Logistics). He is also quite active on Internet related research (IoT, Cloud services etc.). He has participated in more than 80 R&D projects in the last 15 years and he is currently the coordinator of the following projects: FABRIC (www.fabric-project.eu/),AutoNet2030(http://www.autonet2030.eu/),INACHUS(http://www.inachus.eu/), RECONASS (http://www.reconass.eu/), ROBO-SPECT (http://www.robo-spect.eu/) and SENSKIN (http://www.senskin.eu/).

Anastasia Bolovinou, Institute of Communication & Computer Systems, Greece

Anastasia Bolovinou received the Diploma degree in electrical and computer engineering from National Technical University of Athens in 2004. Currently, she is a PhD candidate in UoA, department of Informatics and Telecommunications where she is pursuing her PhD in image semantic annotation. In parallel, since 2011, she is a research engineer collaborator in ICCS dealing with data mining and image classification for automotive safety applications, taking over also European project technical management tasks. Her research interests focus on feature extraction, high-dimensional data clustering and classification for patern recognition in images.

Markus Hahn, Daimler AG, Germany

Diploma in computer science from TU Ilmenau/Germany in 2007. PhD in computer science from University of Bielefeld/Germany, 2011. Since 2012, Principal Engineer at Daimler Research Centre Ulm. His fields of research are signal and image understanding, mobile robotics, and the applications of pattern understanding methods to real-world scenarios of automated driving.
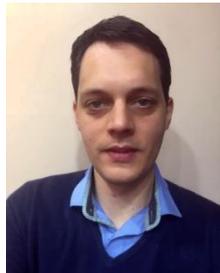
Laurens Hobert, Hitachi Europe, France

Mr. Laurens Hobert is a researcher for the Automotive and Industry Laboratory of Hitachi Europe in Sophia Antipolis, France. He received his Diploma (M.Sc.) in Telematics from the University of Twente in 2012 and participated in various European and French-funded projects, including CoVeL, DRIVE C2X, Score@f, eCo-FEV and AutoNet2030. In AutoNet2030, he was leading the specification of V2X protocols and is developing components for Cooperative Automated Driving and integrating them in the Hitachi demonstration vehicle. His research interests include Intelligent Transport Systems (ITS), Advanced Driver Assist Systems (ADAS), wireless communication, automated driving and machine learning. Furthermore, he is active since several years in ETSI TC ITS WG1 and WG3 for the standardization of V2X communication.

Filip Geuens, XenomatiX, Belgium

Filip Geuens is CEO of XenomatiX, a Belgium-based company focusing on laser-based automotive vision. Filip graduated as a mechatronics engineer at the university of Leuven, Belgium and also holds a master degree in Operations Management. He spent his entire career in optical metrology. He started as the 7th employee at a company called Krypton, developing optical Coordinate Measuring Machines. The company was acquired by Metris and Metris was acquired by the Japanese company Nikon, evolving to 70, next 700 and finally to 27.000 employees. In his previous role he was CTO of Nikon Metrology, one of the 6 business units of Nikon. That business unit is developing optical 3D inspection systems for quality control in automotive and aerospace. Early 2015 Filip gave up this position at Nikon and started all over again. His past experience in optical systems and automotive business allowed him to appreciate the technology XenomatiX started developing in 2012. Today, the company has 13 people and is interacting with all key players in the European automotive market on surround scanning for ADAS and autonomous driving.

Tinosch Ganjineh, Autonomos GmbH, Germany

Tinosch Ganjineh is the CEO of Autonomos GmbH (www.autonomos.xyz) – a Berlin startup for smart safety solutions specializing in the areas of automotive software, digital image processing and 3D sensor technology. Prior to founding the Autonomos GmbH he worked as a research assistant and lecturer at the Freie Universität Berlin where he conducted general research in the field of mobile robotics and artificial intelligence. After participating in the DARPA Urban GC in 2007 he created the Autonomos Labs (www.autonomos-labs.de) - a research project around autonomous cars funded by the Federal Ministry of Education and Research (BMBF). Since 2011 Autonomos is testing the highly automated car "MadeInGermany" on public roads in Berlin and other countries around the world. His current research interests in the field of highly automated cars include HD-maps, localisation & mapping -techniques and technical challenges for SAE L5-systems.

Mauro Da Lio, University of Trento, Italy

Mauro Da Lio received the Laurea degree in mechanical engineering from the University of Padova, Italy, in 1986. He is professor of mechanical systems with the University of Trento, Italy. His earlier research activity was on modeling, simulation and optimal control of mechanical multi-body systems, in particular vehicle and spacecraft dynamics. More recently his focus shifted to the modeling of human sensory-motor control, in particular drivers, and basic human motor control. A related field is robotics, and in particular artificial cognitive systems that mirror the human sensorimotor architecture. He was/is involved in several EU framework programme 6 and 7 projects in the filed of ITS (PReVENT, SAFERIDER, interactIVe, adaptIVe), and in human motor control modeling (VARITAS, NoTremor).

Tom Westendorp, TomTom Group, UK

As a Product Marketing Manager at TomTom Automotive, Tom is responsible for bringing together TomTom's strategy on Automated Driving across the product divisions Maps, Software and Services. He has held numerous positions at TomTom, including working in the UK and South Africa where he was responsible for new business development for the Licensing business unit. On top of that, he was one of the Business Development managers responsible for the first steps the company made to bring its revolutionary traffic technology to new markets such as government and GIS. Tom holds a MSc. in Business Administration from the University of Groningen.

Anna Schieben, German Aerospace Center - DLR, Germany

Anna SCHIEBEN holds a degree in Psychology and works as a human factors specialist at DLR (German Aerospace Centre). She received her diploma degree in Psychology at the Technical University of Braunschweig in 2005. At DLR she is currently leading the team on Human-Machine Integration of the Institute of Transportation Systems. This team is focussing on finding human-centred solutions for interacting with automated vehicles. She participated in several national and European research projects related to automated driving such as Citymobil 1 and 2, HaveIt, InteractIVe and AdaptIVe and is member of related network activities such as the VRA project and the Trilateral Working Group on Human Factors.

Onn Haran, Autotalks Ltd., Israel

Onn Haran co-founded Autotalks in 2008, and serves as the company CTO. Autotalks has become the leading supplier of integrated VLSI solutions for vehicle-to-vehicle (V2V) communication. Onn is responsible for guiding the technological excellence of the company, by identifying the properties of a complete and superb V2V solution, bringing advantages to the market. Prior to founding Autotalks Onn was a CTO of Passave, the technology and market leader in Fiber-To-The-Home (FTTH) access solutions, later acquired by PMC Sierra in 2006. Onn was Fellow at PMC Sierra following acquisition. Previously he was the architect of Texas Instruments' Bluetooth solution and managed the ASIC R&D unit of the Israel Defense Forces. He has significant contributions to standardizations, most notably bluetooth, IEEE802.3ah (EPON) and ITU g.984 (GPON) and has multiple patents in the field of V2V and communication. Onn holds a B.Sc. (cum laude) from the Technion, Israel Institute of Technology in Haifa, and M.Sc. in electrical engineering from Tel-Aviv University.

Udo Pletat, IBM, Germany

Dr. Udo Pletat works in the IBM Germany Research and Development Lab in Böblingen and he is a member of IBM's worldwide network of Internet of Things Centers of Competence. In the IoT CoC he has the role of a solution architect with one of his recent projects being a collaboration with Volkswagen and Continental on the topic of in-vehicle analytics. As an IoT solution architect he introduces customers to Internet of Things technology. Previous areas of activity include business process management, information models for complex industrial infrastructures, e.g. in the oil & gas industry, complex event processing and service oriented architecture. The latter also in conjunction with automotive manufacturing execution systems, and finally development tools for automotive embedded systems. Dr. Pletat received his MSc in Computer Science from University of Dortmund in 1980 and a PhD in Computer Science from University of Stuttgart in 1984. He joined IBM Germany's Scientific Center in 1986.

Marc-Michael Meinecke, Volkswagen Group Research, Germany

M.Sc. degree in electrical engineering from TU Braunschweig in 1997 and PhD degree in radar waveform design optimization from the Technical University of Hamburg-Harburg in 2001. Currently he is expert research engineer with Volkswagen Group Research in Wolfsburg/ Germany. His research area covers automotive radar, sensor fusion, and pedestrian safety as well as automated driving for heavy commercial vehicles. He was involved in several European and national funded projects. He is the author of more than 120 papers, holds 80 patents and teaches driver assistance at the Ostfalia University in Wolfsburg.

Christian Rösener, Institut für Kraftfahrzeuge, RWTH Aachen University, Germany

Christian Roesener, M.Sc. studied mechanical engineering at RWTH Aachen University with focus on Automotive Engineering. Since 2014 he is employed at the Institut für Kraftfahrzeuge (ika), RWTH Aachen University in the Driver Assistance department. He is working on evaluation frameworks for verification and validation for ADAS and automated driving functions. Within AdaptIVe, he is working on the technical and impact assessment of automated driving functions.

Álvaro Arrúe, IDIADA Automotive Technology, S.A., Spain

Mr Álvaro Arrúe is Project Manager at the Electronics department in Applus IDIADA, Álvaro Arrúe holds an MsC in Telecommunications Engineering and an MsC in ICT in mobile networks by University of Zaragoza and he has developed his career close to R&D projects and Innovation activities. He is responsible in IDIADA for connected and automated driving activities and is currently involved in the following projects: iGAME (www.gcdc.net), COMPANION (www.companion-project.eu) and VRA (vra-net.eu). Álvaro Arrúe also represents IDIADA in several forums and working groups as EARPA (Chairman of the Electronics and Communications task force), ERTICO, iMobility Forum Automation Working Group or the C2C-CC among others.

Sami Koskinen, VTT, Finland

Dr. Sami Koskinen works as a Senior Scientist at VTT Technical Research Centre of Finland Ltd. During the last eight years he has been active in Field Operational Tests (FOTs) of new vehicle information technology, e.g. DRIVE C2X and TeleFOT projects. He coordinates EU project FOT-Net Data, which operates a networking platform for more than 30 organisations. He has worked in numerous EU projects, developing and evaluating advanced driver assistance systems. This development work has included navigation and communication technologies, collision avoidance algorithms and environmental sensor data processing.

Felix Fahrenkrog, Institut für Kraftfahrzeuge, RWTH Aachen University, Germany

Dipl.-Ing. Felix Fahrenkrog studied mechanical engineering at the RWTH Aachen University with focus on Automotive Engineering. Since 2009 he is employed at the Institut für Kraftfahrzeuge, RWTH Aachen University (ika) in the Driver Assistance department. From 2014 on he is leading the active safety team. Amongst other projects, he has worked in different European research projects, like euroFOT (field operational test for ADAS) and interactIVe (project on active safety functions). Within the automated driving related European research project AdaptIVe he is currently leading the subproject Evaluation.

### Panos Kouvalis, INTERAMERICAN (ACHMEA Group), Greece

Panos Kouvalis is the Motor Underwriting Manager of Interamerican Property & Casualty, since 2014. He is responsible for pricing and portfolio management of more than 550.000 vehicles of all distribution channels including the Direct brand Anytime. He joined the company in 2007, in Non-Life actuarial team, as a senior actuary. Since 2011 he was responsible for the Non-Life pricing, being the project manager of a cross-departmental team (dynamic pricing project). Besides, he has been very actively involved in the implementation of new Solvency II framework, having a key role in the project team implementing a partial internal model for Non-Life Underwriting risk. Furthermore, he has participated in the publication of a book entitled "The Solvency II Handbook, Practical Approaches to implementation" with the publisher Riskbooks. Panos holds an MSc in Actuarial Science from City University of London, as well as B.Sc. in Mathematics from the University of Athens.

Jochen Feldle, University of Würzburg, Germany

Jochen Feldle is currently writing his Ph.D. thesis at the chair of Prof. Dr. Dr. Eric Hilgendorf at the University of Wuerzburg, Germany. He studied law in Wuerzburg, Germany, and the Université de Caen Basse-Normandy, France. After his basic studies he specialized in labor law. Mr. Feldles Ph.D. thesis center on criminal liability of autonomous systems.
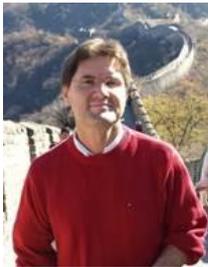
Yves Page, RENAULT, France

Yves Page is currently working at Renault, France, Engineering-Innovation-Research Division where he is Project leader 'Automated Driving Experiments'. He also coordinates the legal aspects of automated driving for the company. He was previously Expert in Road Safety (2011-2015), Deputy Director of the Advanced Projects in Safety Division (2009-2011). From 2004 to 2008, Yves Page was Deputy Director of the Laboratory of Accidentology, Biomechanics and human behavior studies PSA Peugeot Citroën-RENAULT (LAB) as well as responsible for accident research and primary safety unit. He was particularly in charge of the EU-funded TRACE project (Traffic Accident Causation in Europe) and of in-depth accident investigations and analysis as well as the evaluation of the effectiveness of e-safety systems. He previously made road safety studies and evaluation of road safety public policies at the Road Safety Department of the French Ministry of Transport and also coordinated the accident analysis at the European Centre for Safety Studies and Risk Analysis (CEESAR). He is member of the Scientific Committee of the French National Road Safety Foundation, of the Committee of Experts for the National Council for Road Safety, of the Scientific Committee of the Belgian Road Safety Institute, of the Ethics Committee of IFSTTAR. He's also the current president of the Technical Committee 22 (Road Vehicle) / Sub Committee 12 (passive safety) of ISO. He was member of the Scientific program Committee of the AAAM for 5 years (2008-2013). He published more than 90 articles and reports about road safety those last 20 years.

Maxime Flament, ERTICO-ITS Europe, Belgium

Dr. Maxime Flament joined ERTICO-ITS Europe in 2003. He is Head of Department for Connectivity and Automation and leading contributor to many European activities on Road Safety, Connected Vehicles, Automated Driving, large scale Field Operational Tests, and Digital Mapping. He is European Chair of the Trilateral EU-US-Japan WG on Automation in Road Transport. He is also Sherpa expert for the European commission GEAR2030, member of the DG MOVE C-ITS platform, co-chair of the iMobility Forum Working Group on Probe Data and member of the ERTRAC WG on Connected and Automated Driving. Maxime holds a Ph.D. E.E. (2002) and M.Sc. E.E. (1997) from Chalmers Technical University, Sweden. He also holds an "Ingénieur Civil" degree from the Free university of Brussels (1997). In 2001, he was visiting researcher at Stanford University, CA, USA.