



ANNUAL PROGRESS & FINANCIAL REPORT

ASSISTANT project

Please send this report ELECTRONICALLY to the Central Management Unit (CMU) as well as a copy to the National Contact Persons (NCPs) of the coordinator and project partners

The coordinator of the project must submit this report within 60 calendar days after the end of each calendar year, on behalf of the consortium.

***If you have any additional question,
please contact the AAL CMU at CMU@aal-europe.eu,
or your NCP (see details on www.aal-europe.eu/aal-ncp)***

Report date	28/01/2015
Reported period	This report covers the period from 1/1/2014 to 31/12/2014
Report No.	3 rd

PROJECT	
Project full title	Aiding SuStainable Independent Senior TrAvellers to Navigate in Towns
Project acronym	ASSISTANT
Project No.	AAL-2011-4-040
Project Website	http://www.aal-assistant.eu/
Project duration	Starting date: 06/06/2012 Termination date: 30/06/2015
Coordinator's name and details	Full name: Dr. Stefan P. Carmien E-mail address: stefan.carmien@tecnalia.com Telephone number: (+34) 667 119 685

PROJECT PARTNERS			
No.	PARTNER ORGANISATION NAME	PARTNER ORG. ACRONYM	AAL NATIONAL FUNDING AGENCY
1	TECNALIA RESEARCH & INNOVATION (COORD.)	TECN	MITYC
2	ANDAGO INGENIERÍA S.L. (TILL JANUARY 30, 2013)	AND	MITYC
3	CITRUNA TECHNOLOGIES OY	CIT	TEKES
4	E-SENIORS	ESENIORS	ANR
5	FARA OY	FARA	TEKES
6	TRANSPORT & TRAVEL RESEARCH LTD.	TTR	TECHNOLOGY STRATEGY BOARD
7	UNIVERSITY OF VIENNA	UNIVIE	FFG
8	VTT TECHNICAL RESEARCH CENTRE OF FINLAND	VTT	TEKES

1. ADMINISTRATIVE PROJECT PROGRESS

Report below any changes in administrative aspects of the project, excluding all financial aspects.

CHANGE IN	NO	YES	IF YES: REMARKS/EXPLANATIONS
Duration of the project		X	WITH THE APPROVAL OF THE CMU AND ALL RELVANT NCPs THE CONSORTIUM VOTED (DUE TO TECHNICAL RESOURCE AVAILABILITY) TO EXTEND THE PROJECT TILL THE END OF JUNE 2015 WITH NO ADDITIONAL FUNDING
Consortium composition	X		
Project staff members	X		
Other	X		

2. DELIVERABLES SUBMITTED AND MILESTONES ACHIEVED DURING THE REPORTED PERIOD

Please list below the deliverables and milestones, using the same numbering as specified in the description of work.

In case of deviations from the description of work (work plan) regarding delivery dates, achievement of milestones or changes in planned outputs, please give details, and indicate whether and to whom (AAL NFA/NCP) the changes have been communicated.

DELIVERABLE	DUE DATE	RESPONSIBLE PARTNER	DELIVERY DATE	REMARKS/EXPLANATIONS
D4.5.1	30/11/2013	TECN	18/06/2014	First Draft Of Business Plan And Draft Of The Business Model
D5.4	28/02/2014	TECN	28/02/2014	Project Progress Reports: External
D3.2.3	30/05/2014	ESENIORS	23/09/2014	Second User Evaluation Report (Pilot Phase)
D4.1.2	30/05/2014	TTR	20/05/2014	Dissemination Plan & Activities Report (For The Pilot Phase)
D4.4	30/05/2014	TECN	22/08/2014	Cen Standards Workshop
D2.1.1	30/10/2014	UNIVIE	09/02/2015	Telematics Data Aggregation
D2.1.2	30/10/2014	TECN	04/02/2015	Map Enhancement
D2.2.1	30/10/2014	TECN	04/02/2015	Developing And Implementing User Model And Context Modules
D2.2.2	30/10/2014	VTT	04/02/2015	Positioning Module Implementation
D2.3.2	30/10/2014	VTT	05/02/2015	Development Of PND UI And Multimodal Interaction Techniques
D2.1.3	30/11/2014	UNIVIE	09/02/2015	Telematics Server Set-Up
D3.1.2	30/04/2014	TECN	22/08/2014	Pilot Assistant System

MILESTONE	DUE DATE	RESPONSIBLE PARTNER	ACHIEVEMENT DATE	REMARKS/EXPLANATIONS
M7	28/2/2014	VTT	30/05/2014	ROUTE EDITOR AND TRAVEL MAPS INTEGRATED
M8	30/05/2014	ESENIORS	30/09/2015	END OF PILOT PHASE

3. SCIENTIFIC/TECHNICAL PROJECT PROGRESS TO DATE

Please check appropriate box:

The project ☒ is in line with (or) ☐ deviates from the valid description of work (V 8.0 14/01/201)
In the case of deviation, please explain how and why:

Provide a summary of developments since the last report, including:

- The performance of the project consortium
- Technical achievements
- End-user services

Event/ Development	Technical Achievement	Comments
LOCALIZATION IMPLEMENTED	ALL THE TEXT THROUGH THE MOBILE APP AND WEB ROUTE PLANNER ARE TRANSLATED IN FINNISH, GERMAN, SPAIN AND ENGLISH.	
USER DB IMPLEMENTED	DB HAS BEEN IMPLEMENTED ACCORDING TO THE DESIGNS. DDBBHANDLER IMPLEMENTS METHODS FOR MANAGING ALL THE INFORMATION REGARDING THE USERS OF THE PLATFORM.	
PREFERENCES DB IMPLEMENTED	PREFERENCE AND USER_PREFERENCES TABLES HAVE BEEN ADDED TO THE DB. DDBBHANDLER'S INTERFACE HAS BEEN EXTENDED WITH METHODS TO MANAGE THIS INFORMATION.	
ROUTE AND REAL-TIME DB IMPLEMENTED	DB HAS BEEN COMPLETED WITH TABLES FOR CONTAINING ROUTE AND REAL-TIME INFORMATION (IN THE CASE OF SANSEBASTIAN'S SERVER). THESE TABLES ARE USED FOR ESTIMATIONS OF THE LOCATION OF THE BUS AND STOP TIMES FOR NEXT STOPS.	THESE ESTIMATIONS ARE NEEDED BECAUSE REAL-TIME INFORMATION IS UPDATED BY THE TRANSPORT AGENCY EVERY 2 MINUTES.
FINISHED PND GUI DESIGN	PND GUI IS UPDATED BASED ON THE 2014 PILOTS. IN NAVIGATION MODE, ALL THE TEXT INFORMATION IS PLACED IN THE UPPER SIDE OF THE SCREEN, TEXT SIZE IS ENLARGED AS MUCH AS POSSIBLE AND CONTRAST IN ALL ITEMS IS RAISED.	
IMPLEMENTED ROUTE EDITOR PREFERENCES SYSTEM WITH DB	ROUTE EDITOR HAS BEEN LINKED WITH SERVERTRIPGUIDEENGINE'S INTERFACE SO CHANGES IN PREFERENCES ARE REFLECTED IN ASSISTANT'S DB.	ANY CHANGE IN THE PREFERENCES WHICH IS DONE THROUGH ROUTE EDITOR IS NOTIFIED TO THE PND THROUGH PUSH NOTIFICATIONS IN ORDER TO KEEP IT UPDATED.
TIED OTP SYSTEM TO DBUS DATA	OPENTRIPPLANNER'S INTERFACE HAS BEEN EXTENDED IN ORDER TO INCORPORATE REAL-TIME INFORMATION COMING FROM DBUS. SERVERTRIPGUIDEENGINE INTERFACE HAS BEEN ALSO EXTENDED IN ORDER TO PROVIDE METHODS TO GET THE REAL-TIME INFORMATION IN ASSISTANT'S FORMAT USING REALTIMEWRAPPER FUNCTIONALITIES.	
IMPLEMENTED API ACCESS TO TRANSIT INFORMATION IN HELSINKI AND VIENNA	HELSINKI AND VIENNA ROUTING APIS HAVE BEEN INTEGRATED IN ASSISTANT. ROUTEREQUESTWRAPPER IS THE RESPONSIBLE FOR TRANSFORMING THEIR SPECIFIC FORMATS FROM/TO ASSISTANT'S FORMAT.	REAL-TIME INFORMATION HAS NOT BEEN INTEGRATED YET. IT IS GOING TO BE INCLUDED DURING THE FIRST MONTHS OF 2015.

Event/ Development	Technical Achievement	Comments
NEW OPEN TRIP PLANNER SYSTEM IMPLEMENTATION MANUAL WRITTEN	AN INTERNAL DOCUMENT DESCRIBING HOW TO INTEGRATE EXISTING INFORMATION (PUBLIC TRANSPORTATION, STREETS, ELEVATION PROFILES) IN OPENTRIPPLANNER IN ORDER TO MOUNT A NEW ROUTING SYSTEM FROM ZERO HAS BEEN WRITTEN. DBUS INTEGRATION HAS BEEN USED AS EXAMPLE.	THIS DOCUMENT IS INTERESTING FOR THOSE SMALL CITIES WHICH PUBLIC TRANSPORTATION AGENCIES DO NOT PROVIDE AN API TO ACCESS THEIR INFORMATION.
TIED PREFERENCES TO USER THEMES AND PND	THEMES (TYPICAL SENIOR, FRAGILE ADULT, TOURIST, MOBILITY DISABILITY AND VISUAL DISABILITY) HAVE BEEN IMPLEMENTED IN THE ROUTE EDITOR AND LINKED WITH THE SERVER. DEFAULT VALUES FOR PREFERENCES FOR EACH THEME HAVE BEEN DEFINED SO THE USER DOES NOT NEED TO SPECIFY VALUES FOR ALL THE PREFERENCES.	
TERMINUS FEATURE IMPLEMENTED	ASSISTANT'S PLAN STRUCTURE HAS BEEN IMPROVED INCORPORATING TERMINUS FEATURE.	THIS FEATURE IDENTIFIES THE DIRECTION (FINAL DESTINATION) OF A PUBLIC TRANSPORT LINE. IT IS OF SPECIAL INTEREST FOR THE PND SIDE AND HELPS THE USER TO CHOOSE THE CORRECT BUS WHEN SEVERAL BUSES ARE PRESENT IN THE SAME STOP.
IMPLEMENTED SIMPLE ERROR TRAPPING ALGORITHM	PND CAN TRAP SEVERAL ERRORS: 1. USER IS WALKING TO WRONG DIRECTION. a. NOTIFY USER BY PROMPT THAT THE WALKING DIRECTION IS WRONG. 2. USER IS WAITING THE VEHICLE IN THE STOP, BUT VEHICLE IN QUESTION IS ALREADY GONE OR LATE MORE THAN 10 MINUTES. a. USER CAN OPEN THE HELP SCREEN WHERE IT IS POSSIBLE TO SELECT TWO OPTIONS: RE-CREATE ROUTE TO THE DESTINATION OR CREATE NEW ROUTE BACK TO HOME 3. USER HAS MISSED THE DESTINATION STOP. a. NOTIFY USER BY PROMPT THAT (S)HE HAS MISSED THE DESTINATION STOP AND ASK HIM/HER TO STEP OUT OF THE VEHICLE IN A NEXT STOP. AS USER HAS STEPPED OFF THE VEHICLE, RE-ROUTING WILL BE PERFORMED AND GUIDING WILL CONTINUE ACCORDINGLY. 4. NO NETWORK COVERAGE IN MOBILE DEVICE a. BOTH BACKEND AND FRONTEND KNOW IF NETWORK IS DOWN. BOTH HAVE THEIR OWN STRATEGY HOW CAREGIVERS ARE CONTACTED 5. GPS TOO INACCURATE LOW QUALITY OF GPS SIGNAL IS INFORMED TO USER AND ASKED TO BE MORE VIGILANT FOR A WHILE. IF OTHER LOCATION SERVICES ARE AVAILABLE, THOSE ARE USED.	
FIELD TESTED PILOT SYSTEM IN 3 CITIES	ASSISTANT SYSTEM WAS PILOTTED IN THREE EUROPEAN CITIES (HELSINKI, VIENNA AND SAN SEBASTIAN) IN JUNE 2014.	THE ASSISTANT - PROJECT PARTNERS PUT TOGETHER A COMMON METHODOLOGY FOR THE TESTING SESSIONS ENSURING THAT THE RESULTS FROM THE THREE TESTING SITES ARE COMPARABLE AND THAT ALL THE TEST PARTICIPANTS ARE TREATED IN AN EQUAL MANNER. THE END-USER TEST PARTICIPANT WAS PREPARED FOR THE TRIAL WITH INDIVIDUAL TESTING SESSIONS WHERE THE PARTICIPANT WAS ASKED TO CREATE A ROUTE FOR A JOURNEY IN A PUBLIC TRANSPORT WITH THE WEB ROUTE PLANNER AND THEN TO TRAVEL THE PLANNED ROUTE THAT INCLUDED WALKING TO THE BUS STOP, THEN TRANSIT WITH THE SELECTED PUBLIC TRANSPORT AND, IN THE END, WALKING TO THE ROUTE DESTINATION.

Event/ Development	Technical Achievement		Comments
DEBUGGED PILOT TRIAL ERRORS IN SYSTEM	ALL THE ERROR GATHERED DURING THE PILOTS ARE FIXED DURING THE END OF THE YEAR 2014	- COMPASS PROBLEMS FIXED. - VOICE BASED GUIDING IS IMPROVED, USING BETTER TECHNOLOGY AND SLOWING DOWN THE SPEECH RATE TO 80% OF TYPICAL RATES. - ERROR MITIGATION ALGORITHMS ARE IMPROVED (MISSED BUS STOP AND WRONG DIRECTION WALKING) - BUG FIXES AND STABILITY IMPROVEMENTS - VEHICLE TERMINUS INFORMATION (THE END POINT OF THE TRANSIT ROUTE IN THIS DIRECTION I.E. "AIRPORT") IS SHOWN TO ENSURE THAT USER IS ON THE RIGHT SIDE OF THE ROAD AND DOES NOT GO TO VEHICLE WITH SAME NUMBER BUT WRONG DIRECTION.	
COLLECTED USER EXPERIENCE RESULTS FROM PILOT TRIAL AND PUT INTO PROTOTYPE REQUIREMENTS	ALL THE USER EXPERIENCE REPORTS ARE GATHERED IN THE ONE SINGLE TABLE. THIS TABLE WAS USED AS AN ACTION POINT LIST FOR ALL THE BUG REPAIRING WORK.	THE BUG LIST WAS GONE THROUGH STEP-BY-STEP DURING THE END OF THE YEAR 2014 AND ALL THE BUG WERE REPAIRED SUCCESSFULLY. THIS WORK WAS TRACKED BY BI-WEEKLY MEETING WITH THE TECHNICAL PARTNERS.	
How many consortium meetings were held during the period covered by this report?			
FIVE, TWO PHONE STEERING MEETINGS (MARCH 2014 & SEPTEMBER 2014), TWO PHYSICAL STEERING MEETINGS (HELSINKI, JUNE, 2014 AND PARIS, DECEMBER 2013) AND ONE TECHNICAL (HELSINKI, JUNE 2014)			

4. IMPACT AND AWARENESS ACTIVITIES

PLEASE INDICATE IF THE PROJECT WILL PRODUCE/ACHIEVE OR HAS PRODUCED/ACHIEVED ANYTHING OF SPECIAL INTEREST FOR THE AAL JP (E.G. A PROJECT EVENT, PRESS RELEASES, PUBLICATIONS, PATENTS, DEMONSTRATORS, ETC.).

Project participant responsible	Activity	Date	Medium and reference	Indicative coverage
Led by TTR (UK) with inputs from other partners	Website	Ongoing throughout 1/1/14-31/12/14	Website, www.aal-assistant.eu/	Led by TTR (UK) with inputs from other partners
As above	Linked In group	As above	Website, www.linkedin.com/groups?home=&gid=4571161&trk=anet_ug_hm	As above
As above	Twitter account	As above	Website, @AAL_ASSISTANT	As above
As above	Newsletter 3	March 2014	Electronic, www.aal-assistant.eu/Media-Centre/Newsletter-3-Feb-2014/	As above
As above	Newsletter 4	September 2014	Electronic, www.aal-assistant.eu/Media-Centre/Newsletter-4-Sept-2014/	As above
Led by TTR (UK) with input from other partners	Press release, ASSISTANT: Working with users to design a novel app.	June 2014	Electronic, www.aal-assistant.eu/downloads/pdf/Press%20Release_pilot%20testing_EN_FINAL.pdf	Led by TTR (UK) with input from other partners
Led by TTR (UK) with input from other partners	Press release, ASSISTANT pilots show the way forward	July 2014	Electronic, www.aal-assistant.eu/downloads/pdf/Press%20Release_pilot%20testing_EN_FINAL.pdf	Led by TTR (UK) with input from other partners
TTR (UK)	Publication	2015	www.hfes-europe.org/human-factors-high-reliability-industries-2/	TTR (UK)

Project participant responsible	Activity	Date	Medium and reference	Indicative coverage
TECN (Spain)	Presentation/publication, 8th International Conference on Universal Access in Human-Computer Interaction, Crete	22-27/6/14	Presentation, Smartphones and seniors, and also on Programme Board. Conference website: www.hcii2014.org/uahci . Publication: Elders using smartphones – A set of research based heuristic guidelines for designers. http://link.springer.com/chapter/10.1007%2F978-3-319-07440-5_3 .	TECN (Spain)
E-Seniors (France)	Presentation at Connected Devices for Active and Healthy Ageing, at Réunion Domicile, Paris	15/10/14	Presentation	E-Seniors (France)
TTR (UK)	Seminar on inclusive mobility at Newcastle University	3/12/14	Presentation. This formed part of a Masters module on Intelligent Transport Systems.	TTR (UK)
E-Seniors (France)	Presentation at Digital Tools Increasing Social Inclusion, at Maison des Seniors du 12ème arrondissement, Paris	3/12/14	Presentation	E-Seniors (France)
VTT and Fara (Finland)	Attendance at 10th ITS Europe Congress, Helsinki	16-19/6/14	ASSISTANT dissemination materials distributed. Conference website: www.itsineurope.com/its10/ .	VTT and Fara (Finland)
TECN (Spain)	AAL Forum 2014, Bucharest	9-12/9/14	Exhibition, with poster and demonstration of prototype ASSISTANT app.; presentation of paper to AAL Forum, Fitting adaptive real-time technology to the population geography and regional resources across the European Union; co-organisation & participation in and presentation, ASSISTANT: Public transport navigation support, at side event "Mobile apps for independent living" (MAIL). www.aalforum.eu/ , www.mail-aal-forum.com	TECN (Spain)

5. OTHER COMMENTS

Report below any other issue or comment (optional)

N/A

**DO NOT FORGET TO FORWARD ALL UPDATES OF OFFICIAL PROJECT DOCUMENTS
(E.G. DESCRIPTION OF WORK, CONSORTIUM AGREEMENT, ETC.)
TO THE AAL CENTRAL MANAGEMENT UNIT AND NCP OF THE COORDINATOR AND
PROJECT PARTNERS.**

6. FINANCIAL REPORT

PROJECT FINANCIAL DEVELOPMENT DURING THE REPORTING PERIOD					
PARTNER ORG. ACRONYM	Actual cost of the project for the reporting period	Planned cost of the project for the reporting period	Actual effort in person/ months for the reporting period	Planned effort in person/ months for the reporting period	Remarks
TECN	160.735,79 €	140.868 €	24,59 PM	24, 59 PM	10293 € for travel costs
CIT	28.900 €	40.184 €	5,4 PM	4,1PM	
ESE	103.062,83 €	98.568,32 €	12,09 PM	11,83 PM	3905 € for travel costs
FARA	39.180 €	54.084€	0,11 PM	0,42 PM	3074 € for travel costs
TTR	139.777,05€	150.238,82 €	12,2 PM	12,0 PM	£ 101,485.74 & £109,081.55
UNIVIE	111.980 €	76.594€	16,42 PM	15,00 PM	
VTT	101.368€	187.855€	8,1PM	16 PM	
TOTAL	685.003,67 €	748.392,14€	70.81 PM	83.94 PM	

PROJECT PAYMENTS DURING THE REPORTING PERIOD					
Partner Organisation Acronym	Funding requested (if applicable)	Date of request sending (if applicable)	Date of receiving the money	Time between request and receive(if applicable)	Remarks
TECN	N.A.	--	--	--	--
CIT	9.434 €	01/05/2014	13/05/2014	12 days	
CIT	2.570 €	03/09/2014	23/09/2014	20 days	
CIT	8.088 €	28/01/2015	19/02/2015	20 days	
ESE	73.867 €	10/05/2014	30/05/2014	20 days	Yes, this does look odd, but coincidences happen....
FARA	73.867 €	08/09/2014	17/09/2014	9 days	
TTR	19.247,64 €	17/03/2014	27/03/2014	Less than one month	Quarter 7, Dec 13 - Feb 14 (£13,974.83)
TTR	16.192,93 €	16/06/2014	27/06/2014	Less than one month	Quarter 8, Mar - May 14 (£11,756.95)
TTR	18.727,48€	18/09/2014	16/10/2014	Less than one month	Quarter 9, Jun - Aug 14 £13,597.17
TTR	15.720,48€	05/12/2014	22/12/2014	Less than one month	Quarter 10, Sep - Nov 14£11,413.92
UNIVIE	61.016€	08/07/2014	01/08/2014	1 month	
VTT	38.247€		23/05/2014		01/01 – 30/4/2014
VTT	9.784€		15/09/2014		01/05 – 31/8/2014
VTT	12.009€		31/12/2014		01/09 – 31/12/2014
TOTAL	358.770,53€				

If applicable, please differentiate between EC and national grant payments (additional line for partner)
Please add more lines if required

ADDITIONAL INFORMATION

Please check appropriate box:

The financial progress of the project ☒ is in line with (or) ☐ deviates from the partner's Grant Agreements & Work Packages plans (personal efforts, other costs, etc)?

In case of deviation, please explain how and why:

Have you encountered or do you foresee any financial difficulties for the project realisation (e.g. payments, additional costs, other)?

If yes, please explain.

Do you want to make any other comments in relation to the financial aspects of the project?

If yes, please explain.