



Driving Innovation in Crisis Management for European Resilience

D95.11 - Annual meeting of the Ethical and Societal Advisory Board (1/4) in Brussels 4th of December 2014

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Start date of the project: 2014-05-01 Actual submission date: 19-12-2014
Duration: 54 months

Lead Beneficiary: PRIO

Contributing beneficiaries: -

Minutes abstract:

The Ethical and Societal Advisory Board (ESAB) is an independent committee that advises DRIVER and in specific SP9 about ethical challenges and societal aspects of crisis management and research done throughout the project. The ESAB met for the first time in Brussels on the 4th of December 2014. The meeting was dedicated to clarifying the overarching goal of the DRIVER project and the role of SP9 in particular. The meeting's purpose was furthermore to solicit feedback about the further integration of societal impact criteria throughout the project and about some specific scenarios vis-à-vis the ethical approvals. The ESAB gave feedback and contributed to valuable discussions.

Dissemination level:

PU
PP
RE
CO

Release Number	Release date	Released by
0.1	5 December 2014	Mareile Kaufmann, Stine Bergersen.
1.0	17 December 2014	Mareile Kaufmann, Stine Bergersen.



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1 Agenda

Time	Topic	Speaker
10 :00	Welcome & Tour de Table	Peter Burgess
10 :20	Introduction to DRIVER & Role of ESAB <ul style="list-style-type: none"> - Including explanation of the procedure for ESAB-related points - What to expect of the next ESAB meetings 	Merle Missoweit
11 :00	Presentation of Ethics & Societal Impact-related work done in DRIVER (all WPs incl. Lessons Learned)	Mareile Kaufmann
11 :30	Discussion on key issues for Ethical Approvals <p>4 Scenarios:</p> <ul style="list-style-type: none"> - Sharing data collected in 1 country/under 1 task with different countries - Collecting data in different countries under 1 lead/1task - Both scenarios with a non-Schengen partner (Israeli partner MDA/non-Schengen partners generally, e.g. 54.2/WP54) - The big, joint experiments in the second half of DRIVER - Notions of Experiments & Human Participants 	Mareile Kaufmann
12 :30	<i>Lunch Break</i>	
13 :10	Discussion of way ahead and identification of opportunities <ul style="list-style-type: none"> - How to teach SP9 outputs to the DRIVER consortium? - How to ensure the overall Integration of SP9 into DRIVER? - What can SP9 be other than a «watchdog»? - What can the ESAB do to promote DRIVER? 	Merle Missoweit
13 :50	Summary of Key Points/ Action Points and Wrap Up	Mareile Kaufmann
14 :00	<i>Closing</i>	

2 Attendants

The following persons attended the meeting:

Name	Organization	
Peter Burgess	PRIO	
Mareile Kaufmann	PRIO	
Stine Bergersen	PRIO	
Merle Missoweit	FHG	
Helene Ingierd	NENT - The National Committee for Research Ethics in Science and Technology	ESAB
Vasiliki Petousi	University of Crete	ESAB
Katerina Hadjimatheou	Warwick University, ADVISE project	ESAB
Guillaume Lapeyre	Project Officer	
Fernando Kraus Sanchez	Atos	
Myriam Ben Ammar	ARTTIC	

3 Discussions

A merged PowerPoint presentation including the presentation of Kaufmann and Missoweit, is included in the annex. Key action points can be found in Chapter 4. Below is a summary of the key points raised in the discussions.

3.1 Introduction to the DRIVER project (Chair: Merle Missoweit)

Merle Missoweit introduced the overarching structure and goals of DRIVER (for details please see the presentation in the annex).

Key points with relevance for SP9, raised during the discussion:

- Both, ethical aspects and the societal impact assessments need to be part of the tool development. A tool can also be understood as a measure, a methodology or a concept.
- The criteria developed in WP92 will in the end of the project feed into the Portfolio of Tools (PoT) and the DRIVER test-bed (methodology). How exactly this is going to happen is still being explored.
- All DRIVER tools and measures will be tested in experiments. The ESAB asked about the meaning of the word “experiments”. At this early stage of the project experiments will include human participants only as assessors or supervisors of the testing of tools. Human participants may be part of follow-up surveys or interviews. This definition of experiments should be reflected in the project’s terminology.
- The test-bed (developed in SP2) is an infrastructure for testing the DRIVER tools, including both people, ideas, physical platforms and methods. Its aim is to be sustainable beyond the project; it will increase – as DRIVER experimentation campaigns get more demanding - in complexity throughout the project.

Key points and questions for further exploration throughout the project:

- There is an added value in the fact that every DRIVER-partner went through the Red Cross Due Diligence Process. It will be helpful to build on this added value and disseminate this more.
- In the final version of the PoT and the test-bed societal impacts will have to speak to different system (complexity) levels, addressing different societal contexts. Take account of that when designing a methodology.

3.2 The Role of SP9 (Chair: Mareile Kaufmann)

Mareile Kaufmann introduced the role of SP9 in DRIVER which was reflected vis-à-vis the overarching project’s objectives. SP9 has two major roles: (1) communicating and monitoring the research ethics

throughout the project and (2) give guidance about potential positive or negative societal impacts created through crisis management and resilience measures and tools (for details please see the presentation in the annex).

Key points about the role of SP9 within DRIVER:

- The ESAB is an independent committee and is valued as that.
- SP9 should send a first selection of relevant deliverables to the ESAB in order to allow the ESAB to get acquainted with the work that has already been carried out.
- During and after experimentation, SP9 could offer de-briefs about societal impacts and research ethics. When doing so, it is important to take account of the fact that different hierarchies in organizations exist and to ensure that feedback from different levels of management in the organization is obtained. For soliciting such feedback, the assembling of groups needs to be designed carefully.

Key points and questions for further exploration throughout the project:

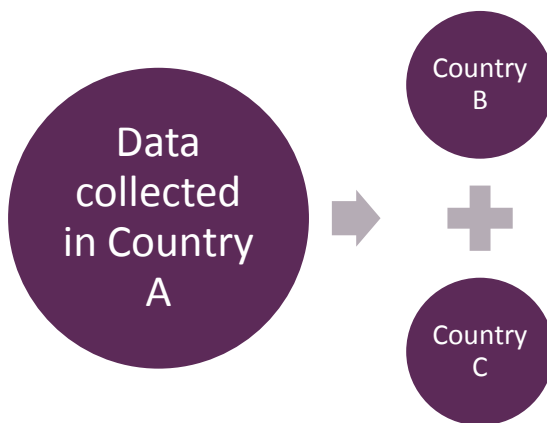
- It is important to acknowledge and pay attention to the fact that the partners are not yet at the same level when it comes to an overarching understanding of the project and a shared terminology.
- Be aware that conflict of interests may arise if the sustainability of the project is driven by commercial goals (DRIVER tools).
- In the coming 18 months give more thought to the methodology for assessing the tools, which feeds into the test-bed. This question can also be further explored in the coming sessions of the ESAB.

3.3 Discussing the four scenarios (Chair: Mareile Kaufmann)

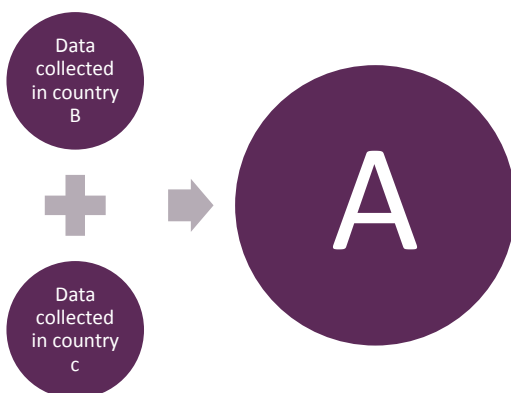
Mareile Kaufmann presented four specific scenarios of data collection and data sharing that the project needs advice about (for details please see the presentation in the annex). These scenarios were discussed, and feedback was given from the ESAB and the other participants.

An overview of the discussed scenarios is the following:

- **Scenario 1** includes an example where data is being collected in France (Country A). This data is then shared with Ireland (Country B) and Germany (Country C), both of which are part of the same task.



- **Scenario 2** addresses an example where data is being collected in Ireland (Country B) and Germany (Country C), who then shares it with France (Country A), who is the task leader.



- **Scenario 3** takes up the example where data is being collected by, or shared with a Non-Schengen country, for example an Israeli partner.

- **Scenario 4** addresses large scale demos where many countries take part in one Europe-wide task (such as the Joint Experiments/ Experimentation Campaigns).

Feedback on scenario 1/3:

- The ESAB understood the legal terms as rather clear for this scenario. It follows the relevant articles in the EU Directive 95/46/EC on personal data.¹
- Article 25 states that the transfer of personal data to another Schengen-country is permitted as long as the level of protection is adequate. If you have approval to collect data, you have approval to share it within Schengen.
- Article 26 states that data may be shared with non-Schengen countries, but only if they can assure the adequate level of protection for handling the data.
- For DRIVER, the non-Schengen countries, in this case Israel, is generally considered as a country that adheres to the Schengen-regulations and Data Protection rules. The relevant partners should issue a statement that they will adhere to the rules set out by EU data protection regulation and the ethical standards developed by the DRIVER projects.
- The potential sharing of data (regardless of Schengen/ non-Schengen), the anonymization of data and the potential publication of data should be part of the informed consent form as well as the application to the DPA.

Feedback on scenario 2/3:

- The scenario could be understood in two ways. 1) Either Country A commissions data collection from Country B and Country C, so that Country A is the operation owner and responsible for getting approval. Or, 2) Country B and Country C will have to get approvals within their respective countries. *It was decided that the ESAB will get back to SP9 about this question.*

Feedback on scenario 4:

- No other ethical bodies, such as medical boards, need to be consulted if DRIVER does not collect health data. Health data could, for example, be psychologist patient records or other medical records.
- A general rule is that informed consent is always needed if the collected information can in any way be linked back to individuals.
- A possibility for obtaining approvals is to determine the different countries that take part in the experiment and declare one data owner per country who gets approval from their local DPA. All partners then have to declare that they share data with each other and use a common informed consent form with all necessary information.

General advice and output from the session:

- Always specify with whom the data will be shared and how it will be stored; indicate also if it *may* be shared. Inform as much as possible in consent forms and information sheets. Always

¹Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data. Available at: <http://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:31995L0046>

include in the application to the data protection authority who will own the data and who the data may be shared with.

- A general principle that should be followed is data minimization, which means that you should collect as little data as strictly necessary for the cause.
- As DRIVER has some leeway to decide who the data collector will be, thought should be given to who the most sensible operation owner could be.
- Even the external experts etc. who give feedback about tools potentially produce personal data. It is important to consider whether anonymization is necessary. The anonymization of data is an option to protect data, but this will not make approvals obsolete. It should be specified in the informed consent form if data will be anonymized.
- It is furthermore important to consider the question of the potential publication of the material afterwards. Specify in the informed consent form if data is going to be published in a report. Non-publication does not free from DPA approval.
- Approvals need to stay manageable. DRIVER needs an operational approach that minimizes the need for multiple approvals.
- Solicit input from other projects about approvals for big demos (such as one project by Lancaster University) to discuss what kind of approval is needed and to discuss potential challenges.
- Non-Schengen partners always need to confirm that they are following the DRIVER-rules and ethical principles and the EU regulations on Data Protection.

3.4 Discussing the way forward (Chair: Merle Missoweit & Mareile Kaufmann)

After lunch, the meeting continued with an open discussion about the way forward for SP9 within DRIVER. Mareile Kaufmann closed the meeting with a summary of key insights and action points.

Key points and questions for further exploration throughout the project:

- Continue emphasizing the high importance of approvals to the consortium. Stress that they need to be obtained *before* the research activity starts. Task leaders are ultimately responsible and accountable for obtaining approval, on the basis of information given in both 91.3 and 95.21.
- PRIO will continue sending collected “packages” of approvals before the research activity starts. If information is given that activities will start earlier than expected, single approvals will be sent earlier.
- If workshops etc. that are not explicitly mentioned in the DOW are foreseen, notification needs to be given to PRIO (and CT, see below) from the leader team or those who run the workshop to ensure compliance with the routines for approvals. The potential need for approval for a workshop has to be included into the notification of events involving external experts (see DRIVER D11.1 Project Handbook, section 8.3).
- For CT/SP9/ARTTIC: Consider tailoring the value-added of SP9 for different groups; follow up on the idea of tools and measures that are “Societally acceptable by design” as an asset of the project and to shape the demand. It is possible to utilize the fact that resilience is based

within society as starting point for emphasizing the necessity that CM measures and tools need to be societally acceptable (for WP94).

- The training needs to be tailored to tool developers and end-users.

4 Action list

The following actions were decided during the meeting:

N°	Who	Action	To whom	When
1	SP9	SP9 shares relevant deliverables with ESAB.	ESAB	January 2015 & ongoing
2	SP9	SP9 sends ESAB the minutes and the link to the registration page for the DRIVER community.	ESAB	ASAP
3	ESAB	ESAB is getting back to SP9 on the question about collecting data in different countries vis-à-vis 1 data owner (who commissions the data collection).	SP9	January 2015
4	ESAB	DRIVER would like to get the inputs from the ESAB before the Milestones in order to be able to include their impact.	CT & SP9	ongoing
5	WP11 (ATOS)	CT feed knowledge about potential workshops & data collecting activities that are not mentioned in DOW to SP9. Update D11.1 as soon as possible.	CT	ongoing
6	CT and SP9	<i>Potential</i> action point: Organize an ESAB meeting with other project leaders who have run big demos to discuss research ethics and approvals for the Final Demo.		2015 or 2016

Annexes

1. PowerPoint- presentation by Mareile Kaufmann and Merle Missoweit.

This project has received funding from the European Union's Seventh Framework Programme for research, technological development and demonstration under grant agreement no 609043




Driving Innovation in Crisis Management for *European* Resilience


1ST ETHICAL AND SOCIETAL ADVISORY BOARD MEETING

Brussels, 4 December 2014

A presentation slide with a light beige background featuring a repeating wavy pattern. A dark purple horizontal bar is positioned across the middle. On the left side of this bar is the DRIVER logo. To the right of the logo, the text "Introduction to the DRIVER project" is written in a dark purple, sans-serif font.

 Introduction to the DRIVER
project

DRIVER: Facts & figures




3



























Demo project for improved crisis management and crisis management capacity building	Built on the needs and findings of the ACRIMAS and CRYISIS projects	Project started on May 1 st 2014
Spanning from M1 to M54	~ 34 M € EU contribution ~ 45 M € in total budget 1-2 Open Calls	37 partners from 15 countries

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DRIVER consortium: multidisciplinary & complementary expertise

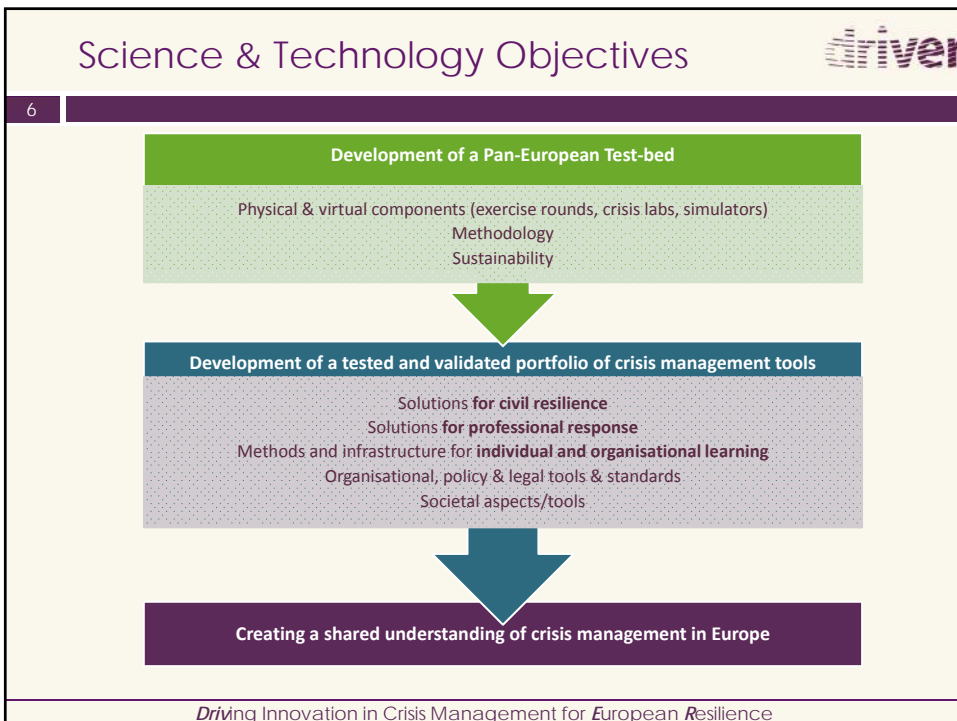


4


								
								
								
								

➤ **> 20 % End-user partners**
 ~ 18% of total funding


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DRIVER paradigm: laying the foundation for innovation




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- Crisis management is complex: There is **no one-shot-validation** in Crisis Management
- Many possible scenarios, many scales (local, regional, national, EU, UN level, etc.)
- **Iterative testing** in different contexts is needed > series of experiments
- Tools cannot be tested in real-life operations > **space for experimentation** is needed
- **Evidence based capability** development to **overcome inertia of innovation in CM**
- Encourage the **acceptance** for new solutions (tools) among end-users
- Establish a European meeting space for the development of a **common CM culture**

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System-of-Systems approach



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"Loose" system integration

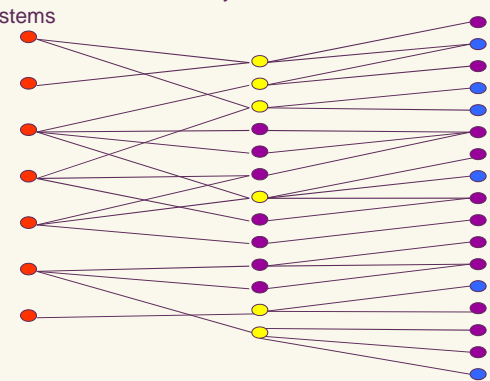
←

System of Systems Systems Tools

→

"Fixed" system integration

EU CM is a loosely coupled SoS deployed in varying configurations that needs to be tested in different configurations



- Upgraded systems
- Novel tool
- Legacy

DRIVER Joint Experimentation, high complexity

DRIVER Sub-project Experimentation, low complexity

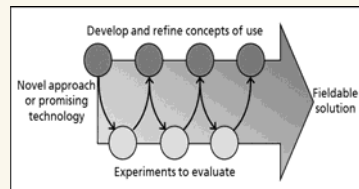
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Concept Development & Experimentation (CD&E) I



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- ...is the appropriate approach, if
 - requirements have to be formulated at a systems or SoS level
 - selection, adaptation and integration of technological solutions has to happen at systems or SoS level
 - the budgetary situation requires an early “proof of added value” rather than just a “proof of concept”
 - early detection of high **and low** innovation potential in current R&D



- ...requires..
 - interactive development, continuous validation of results and continuous collaboration with stakeholders in different roles
 - V&A of of **hard factors** (technological and operational performance, relations of tools etc) and **soft factors** (organisation, procedures & people incl. **human factors and societal & ethical aspects**)

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The DRIVER Test-bed: Infrastructure for experimentation



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- **People**
 - The DRIVER partners
 - Networks of people and organisations linked to DRIVER partners
- **Platforms**
 - The DRIVER platforms
- **Test-bed tools**
 - Modelling and simulation tools, data recording systems, data analysis tools
- **Methods**
 - Experiment design, campaign planning, analysis, evaluation
- **Ideas**
 - From the whole network of actors associated with the platforms
 - Including industry, RTOs, universities, NGOs etc

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The DRIVER platforms

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- **Pôle Risques**
 - Several sites and partner organisations (southern France)
- **MSB (Swedish Civil Contingencies Agency)**
 - Revinge, southern Sweden
- **THW (Technisches Hilfswerk)**
 - Several sites: Bonn, Wesel, Bad Neundorf, Hoya...
- **City of Hague**
 - Operational crisis management organisation, extensive networks
- **Polish Crisis Management Organisations**
 - Through DRIVER partner ITTI
- **JRC**
 - Hub for the DRIVER Network Experimentation Platform

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DRIVER experiments

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A progression of **experimentation campaigns** of increasing complexity and a final demonstration...

1. SP Internal experimentation campaign

SE1

2. SP Internal experimentation campaign

SE2

3. Two parallel joint experiments

JE1: Flooding in connection with pandemic

JE2: Major ice storm with power & ICT failure

4. Final demonstration

Mediterranean Tsunami with add-on hazards

...requiring a progressively more sophisticated test-bed.

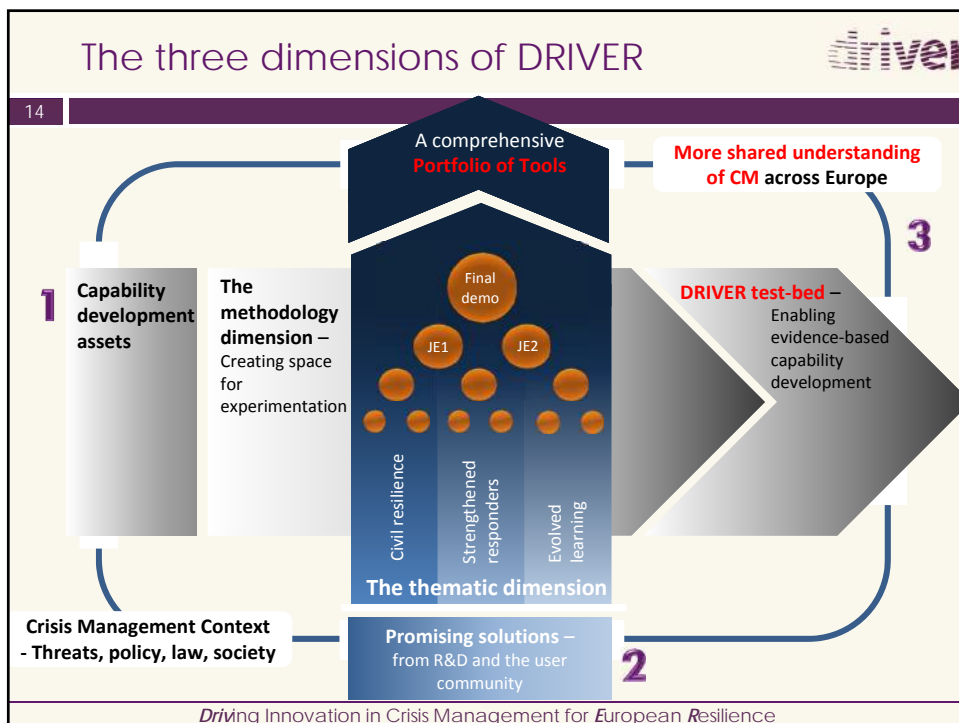
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Test-bed Sustainability

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- Test & Validation infrastructure, i.e. the test-bed, is supposed to **survive** the end of the project
(should be demanded from a project of this size!)
- Already **viable**, since it is based on existing organisation and assets:
 - The DRIVER platform partners
 - Experimentation support tools and methodology
- Laying the ground for **sustainability** through dedicated efforts
 - **Stakeholder dialogue**: Added value(s) for end-users, industry, policy makers, research, society as a whole
 - Development of an appropriate **business model**
 - **Proving the approach** through improved V&A of crisis management tools
- **Long-term goal: a Crisis Management (and Security) Innovation Eco-system**
 - European Capacity Building Mechanism
 - Defined stakeholder roles in the innovation process
 - Awareness can be only the first step!
 - A distributed test-bed can be the vehicle

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DRIVER 1st round of experimentatio (SE1) – lower level complexity experimentation (ongoing)



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- Sub-Project 3: Civil Resilience
 - Individual and volunteer preparedness
 - Community based psycho-social support
 - Factors of risk perception
 - Train the trainer approach
 - Community Resilience
 - Models for community resilience
 - Facilitation of real life social networks
 - Agent based model on cooperation of professionals and citizens
 - Resilience of local governments
 - Resilience framework to be tested with DRIVER cities
 - Crisis Communications (with the general public)
 - Tailored across relevant sectors including media, public policy makers and community
 - impact, behaviour and attitudes
 - Impact of key messages and levels of awareness
 - Organisation and mobilisation of individuals and communities
 - capitalise on existing software
 - solutions to organise pre-organised volunteers (i.e. spontaneous volunteering communities)

Driving Innovation in Crisis Management for European Resilience

DRIVER 1st round of experimentatio (SE1) – lower level complexity experimentation (ongoing)



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- Sub-Project 4: Improving professional response I
 - Decision support and risks alerting system
 - geographical area and risk independent
 - Preparedness and Response Tool for Emergencies
 - Emergency management; Resources management; Contacts management and Lessons learned
 - GIS based information system developed
 - support alerting of populations
 - Crowd-tasking
 - Crowd-sourcing and crowd-tasking
 - Common situation awareness and communication between crisis managers
 - Interactive gaming
 - Simulation of physical phenomena
 - Simulation of social phenomena
 - Simulation-based Decision Support System (DSS) for logistics and better coordination
 - impact of "what-if" crisis and business ideas, rules, and strategies before implementation
 - Delphi tool
 - Gathering of expertise

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DRIVER 1st round of experimentation (SE1) – lower level complexity experimentation (ongoing)



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- Sub-Project 4: Improving professional response II
 - Interoperability of organisations
 - (i) collect and capacities of responders, (ii) formalize doctrines and business rules, (iii) characterize crisis situation and (iv) automatically build and infer collaborative processes
 - Simulation of Urban Mobility
 - Routing, Traffic simulation, Interaction with ITS and communication models, Emission modelling
 - Satellite and airborne crisis mapping products and thematic monitoring
 - Remote sensing, processing, analysis and information extraction
 - Camera System
 - Emergency Support System (ESS)
 - eal-time data-centric technologies : actionable information to crisis managers during abnormal events
 - real-time synchronization between forces on the ground and Command & Control Centres
 - Shared Situation Awareness
 - monitor, tracks and command assets (clients, web service, external systems)
 - Distributed database that provides an interface to publish, update, query, download and subscription of structured and unstructured products
 - Assignment of resources and monitoring of reponse actions in a GIS
 - Windows Desktop application

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DRIVER 1st round of experimentation (SE1) – lower level complexity experimentation (ongoing)



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- Sub-Project 4: Improving professional response III
 - Command & Control system
 - End user client toll for map based situational awareness
 - Operative control and follow up on rescue services operations
 - erial Dispersion tool for toxic condensed gases
 - data interchange service component for exchanging data between components above
 - Dangerous substances inventory
 - Decision support database and search engine for first responders with data on most relevant aspects of approximately 3700 toxic substances
 - Resources
 - Decision support database and search engine for first responders with data on relevant resources (experts, equipment, etc.)
 - Protected web based system for information sharing in crisis management
 - Collaborative workspaces and situation awareness tool for large events
 - Graphical editor to define mapping between different structured data format, automatic mapping execution
 - Shared situational awareness with a GIS based user interface

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DRIVER 1st round of experimentatio (SE1) – lower level complexity experimentation (ongoing) 

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- Sub-Project 4: Improving professional response IV
 - Tools for Situation reasoning and risk assesment
 - Operational Picture with relevant information.
 - Predictive models, early warnings and risk assessment
 - Context aware ontology-driven reporting system
 - Generating and evaluating large sets of (competing) hypotheses
 - Defining and visualizing the connection between specific events and event types
 - What-if analyses
 - Secure Intranet Services
 - Exchanges of structured data between two Enterprise Content Management systems
 - Client-server application that supports the collection, processing and dissemination of crisis-related information via Twitter, mobile devices
 - focus on content moderation (incl. a workflow for Twitter integration) and a flexible category system for structuring content
 - Different simulation tools and supporting tools
 - New dashboard tools
 - Forecasting systems
 - Evacuation decision support, Riskmap
 - Multi-layer risk tool
 - GIS based Incident and Crisis Management Component Framework


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DRIVER 1st round of experimentatio (SE1) – lower level complexity experimentation (ongoing) 

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- Sub-Project 5: Evolved learning
 - Competence framework for Crisis Management
 - increased efficiency of learning activities in CM within the EU
 - Lessons Learned Framework for Crisis Management
 - Training for High-level decision-making
 - Collaboration of CM professionals and the general public
 - Enabler for SP3

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DRIVER Experimentation campaigns– high complexity experimentation (JEs) starts around autumn 2016 


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Name	Complexity level	WP/SP-level	Scenario
SP-Experiments (SE) 1	Component level	Intra WP	various
SP-Experiments (SE) 2	(Sub-)system level	Intra SP	various
Joint Experimentation (JE) 1	(So)System-level	Cross SP incl. legacy	Flooding & Pandemics
Joint Experimentation (JE) 2	(So)System-level	Cross SP incl. legacy	Major Icestorm & Power Outage
Final Demo (FD)	(So)System-level	Cross SP incl. legacy	Mediterranean Tsunami

➤ Testi & Validation of all tools and combination of tools will include technical/operational performance plus context dependend performance (national conditions) and societal aspects (positive and negative)

WP = Work Package SP = Sub-project


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The DRIVER Portfolio of Tools (PoT) 

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- All tools to be assessed (using experiments) for
 - Technical performance incl. integrability
 - Usability
 - Operational performance at SoS level
 - Context: Organisational, Procedural, Legal, Policy
 - **Societal consequences: negative and positive**
- Multi-Criteria Decision Analysis
- Tools will come mostly with different assessments in different dimensions
 - Up to the end-user to decide

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Dimensions to be covered by DRIVER ESAB 

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Research ethics (Grant Agreement, Special Clause 15)

- Data protection approvals (WP91, 95)
- Research ethical approvals (if any, WP91, 95)

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Dimensions to be covered by DRIVER ESAB 

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Research ethics (Grant Agreement, Special Clause 15)


- Data protection approvals (WP91, 95)
- Research ethical approvals (if any, WP91, 95)

Scientific work in SP9 (development of societal tools for the PoT)

- Avoiding potential negative impacts of DRIVER tools (WP92)
- Fostering potential positive impact of DRIVER tools (WP93)
- Training for developers and end-users (WP94)
- Overseeing the SP9 strategy (WP91)

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Draft ESAB meeting schedule



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- ESAB recommendations / decisions to be included into the Milestone (MS) Reports
 - Draft MS reports should be available before the meetings

- **Pre-MS1 (M10, Feb 2015): 04 Dec 2015 (kick-off)** SE2 design
 - D95.31: Ethical Monitoring Report (M12)
- **Pre-MS2 (M21, Jan 2016): Nov/Dec 2015** JE design
 - D95.32: Ethical Monitoring Report (M24)
- **Pre-MS3 (M31, Nov 2016): Sep/Oct 2016** JE readiness
 - D95.33: Ethical Monitoring Report (M36)
- (Pre-MS4 (M42, Oct 2017): Sep 2017) FD design
- **Pre-MS5 (M48, Apr 2018): Jan/Feb 2018** Validation of PoT
 - D95.34: Ethical Monitoring Report (M48)
- (Pre-MS6 (M54, Oct 2018): Sep 2018) End of project

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Thank you for your attention!




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Safety Region Haaglanden

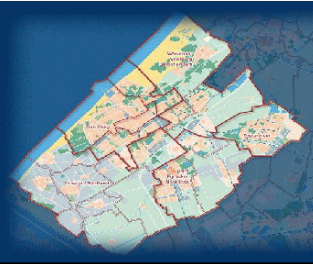


27

- ▣ About 1 million people
- ▣ 44.079 hectare
- ▣ Territory of 9 municipalities
- ▣ Regional Fire Brigade
- ▣ (together 800 professionals and volunteers)
- ▣ Regional Health and Ambulance Service (GHOR, 5 hospitals)
- ▣ National Police Police



28 Veiligheidsregio's



(500

Driving Innovation in Crisis Management for Europe

Pôle Risques / EPLFM



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- 200 computers linked
- 220 display screens, beam projectors, interactive boards and screens.
- 2 helicopter cockpits
- 2 plane cockpits
- 1 boat cockpit
- 2 training rooms with computers next gen by persons



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**Platform #1 : National Fire Fighter Officers Academy (ENSOSP)
Conferences & training rooms, lodging and food facilities**




**Platform #2 : Fire Department of the county of Marseille (SDIS13)
Conferences & training rooms, lodging and food facilities**



ITTI Polish network resources




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DRIVER Kick-off Meeting, Madrid, 2014-05-13 9

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The role of SP9 within DRIVER

The role of SP9 in DRIVER



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- CM & Societal resilience: “measures and tools that allow individuals, communities, public and private sector to adapt their behavior, help oneself and help each other in times of crises”
- Successful CM and societal resilience is not only about having tools and measures in place.
- The resilience of a society is also dependent on shared values and identities (Examples: US, Norway)
- SP9 identifies **opportunities to foster these values** and ensures that DRIVER measures and tools produces **as little as possible unforeseen negative side-effects on society.**
- SP9 ensures that **research** conducted within DRIVER is **conducted ethically**

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SP9 Contributions to DRIVER objectives



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- **A distributed pan-European test-bed**
- *Sustainability:*
- SP9 ensures that negative impacts are avoided and positive impacts are produced. This contributes to sustainability of CM toolset from a societal perspective.
- Criteria, assessments, recommendations are developed (WP92 & 93) and taught to the consortium (WP94) to sensitize the partners to develop societally sustainable measures and tools.
- After DRIVER: Criteria & Assessments can be adapted to individual contexts

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SP9 Contributions to DRIVER objectives



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- *Facilitate change through campaigns of experiments:*
- SP9 “accompanies” the tools and measures (that are tested in experiments) and conducts re-assessments of societal impacts based on their experience from the experiments → adapt criteria & recommendations where necessary
- SP9 ensures that all experiments are sustainable from a research-ethics perspective (WPs 91 & 95)

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SP9 Contributions to DRIVER objectives



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- **A well-balanced comprehensive portfolio of tools aligned with current crisis management priorities and European CM legacy**
- SP9 ensures that DRIVER measures and tools are in line with the EU’s perspectives on Ethics and Norms (WP 92 & 93):
 - European Charter of Fundamental Rights
 - European Policies, UN, RCRC – specifically with perspectives on CM, DRR, Resilience Strategies
 - Outputs from other European Research Projects that conducted Societal Impact Assessments (ValueSec, DESSI etc.)
- Criteria, assessments and recommendations are based on this CM legacy, but will also seek to add novel criteria to support innovation.

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SP9 Contributions to DRIVER objectives



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- **Creating a more shared understanding of CM across Europe**
- SP9 overarching mission to raise awareness about the value-dimension of societal resilience (WPs 92-94).
- Create a common understanding of opportunities of fostering societal resilience (WP93) and for avoiding unintended negative effects (WP92)
- A revised set of criteria will be embedded into the final DRIVER portfolio of tools *to be used for self-assessments in the future* to ensure

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Ethics Monitoring in DRIVER

Ethics Monitoring – Two Deliverables



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- **Introduction to Ethical Procedures: create an understanding for research ethics and personal data**
 - General Research Ethics Principles
 - Guide to Special Clause 15
 - *The beneficiary(ies) shall provide the REA with a written confirmation that it has received (a) favourable opinion(s) of the relevant ethics committee(s) and, if applicable, the regulatory approval(s) of the competent national or local authority(ies) in the country in which the research is to be carried out before beginning any REA approved research requiring such opinions or approvals. The copy of the official approval from the relevant national or local ethics committees must also be provided to the REA. (FP7 Framework)*
 - Risks and Procedures & How to mitigate risks and limit intrusions
 - Data Collection
 - Human Participants: Treatment and Recruitment
 - Rules for Informed Consent and Data Protection
 - Questionnaire about Data Protection and Informed Consent
 - Planning for Ethical Approvals
 - How to get Approval
 - Overviews of Approvals needed
 - Key Questions for Experiments
 - Recommendations (easy to understand and follow)

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Ethics Monitoring



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- PPT-presentation for self-monitoring ethical issues
- General presentation on research ethics at the General Assembly in February, also after 1st ESAB meeting
- Give advice: phone calls & CM meetings
- Makes templates available: consent forms & application scheme
- Collect approvals:
 - Combinations?
 - *In 1 single case : SP4 leader collected 1 approval for several experiments and tasks, because they were all held at the same place at the same time by the same people, but these cases need to be solved individually*
 - Who is responsible?
 - When to submit if task starts, but not planned yet whether interviews etc. will take place?
- Give guidance on notions of “Experiments” and “Human Participants”
 - Medical Research Ethics Approval is not relevant
- Potential need for PM shift into 95

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Three kinds of DRIVER experiments 

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1. Experimenting through **table-top** experiments (e.g. in T52.3)
2. Experimenting through the **testing** of CM tools (e.g. in 32.4)
3. Experimenting through **playing out** a situation (potentially SP6)

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Societal Impact Assessments in DRIVER

Coming: WP92, 93, 94 about Societal Impacts

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- Setup of SP9 Deliverables that should help DRIVER partners to avoid negative secondary impacts on society

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Data & Information	
Collection & Storage	36.3, 43.1, 43.2, 43.4, 45.2, 45.3, 45.4, 52.4, 53.2, 55.3, 55.4
Facilitating Data Processing	43.5, 72.4, 72.4
Analysis & Evaluation	36.3, 43.1, 43.2, 43.3, 43.5, 52.4, 53.2, 55.4
Exchange	36.3, 43.1, 43.2, 43.3, 43.5, 52.4, 53.2, 55.4, 36.3
Identification Tools & Technologies	
Gap analysis	34.1, 52.2, 53.1
Situational Analysis & Impact Assessment	43.2, 43.4, 43.5, 44.2
Early warning, Risk Analysis & Forecasting	43.1, 43.3, 44.1
Costs & Effectiveness	44.1, 44.5
Communication Systems	45.2, 45.3, 45.4
Networking & Intl. Collaboration	33.2, 36.3, 44.2, 45.2, 45.3, 45.4, 52.2, 53.1, WP55
Communication Tools & Training	35.2., 35.3, 35.4, 36.2, 43.3, 44.3, 45.3, 45.4
Other Forms of Training	
Psychosocial	32.2, 32.3, 32.4
Media & Policy	35.2
Resilience Logistics & Contingency Plans	
Resources, Supply chains & Contingency Plans	44.1, 44.2, 44.4, 44.5, 46.1
Core functions in the city	34.1
Scenarios & Simulations	35.3, 44.1, 44.4, 44.5, 54.3
Strategy Design	
For Community Resilience	WP33
For Early Warning & Risk Analysis	43.1, 43.3, 44.1
For Learning Activities & Lessons Learned	WP51, 52.2, 52.4, 53.1, 53.2, 55.1, 55.3
For Competence-Building	WP52
For Decision-Making	43.1, 54.1, 54.3
Harmonization	43.1, 54.1, 54.3

Dimensions for task 92.1: Insecurities (Unease, Fear) and Secondary Risks																
Category	Sub-category	Addresses	Emo. Insecurities		Secondary risks									Measures as of WP/Tasks		
			1 Fear	2 Deploying technologies	3 Legality			4 Socio-economic								
					Unease	Suspicion	Function creep vs. limitations	Applicability	Misuse	New vulnerabilities	Technology Dependency	Legality	Truthfulness		Efficiency & Impacts on market (production, consumption, innovation), Economic stability	Insurance
Data and Information	Collection & storage	Population													36.3, 43.1, 43.2, 43.4, 55.3	
		Professionals													43.1, 43.2, 45.2, 45.3, 45.4, 52.4, 53.2, 55.3, 55.4	
		Volunteers														36.3, 53.2, 55.3
		Food Developers														21
		Unknown														
	Facilitating data processing	Population														23.2
		Professionals														43.5, 72.5
		Volunteers														
		Food Developers														23.2, 27.3, 72.4
	Processing & Evaluation	Population														36.3, 43.2, 43.3, 43.4
		Professionals														43.1, 43.2, 43.3, 43.5, 52.4, 55.4
		Volunteers														36.3
		Food Developers														21, 23.2, 23.4
		Unknown														43.1, 53.2
		Population														36.3, 43.2, 43.3, 43.4, 44.4
		Professionals														43.1, 43.2, 43.3, 44.4, 43.5, 45.2, 45.3, 45.4, 45.5
		Professionals														

Consolidated list of criteria for assessing negative and positive societal impacts



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Accountability, Applicability, Cultural & Gender Sensitivity, Dignity, Diversity, Freedoms & Protest, Economic Stability, Efficiency & Effectiveness, Employment, Insurance, Integrity, International Cooperation, Legality & Legitimacy, Non-discrimination, Open society, Participation, Political Reputation, Privacy & Data Protection, Social Cohesion, Solidarity, State-Citizen Relationship, Suitability/Necessity/Proportionality, Transparency, Trust, Truthfulness

Unease, Suspicion, Function creep, Misuse, New vulnerabilities, Creating Technology Dependency, Negative Standardization

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Structure for assessments



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1. Introduction into measure/tool (about CM in general and DRIVER in particular), e.g. Risk assessment tools
2. Assessments of key criteria (6-10 on average, with 1 para text per criterion)
3. Example for illustration (DRIVER)
4. Operational Recommendations (how to avoid)

Next steps:

- Preparation for the identification of opportunities for positive intervention (WP 93)
- Cross-checking and comparing criteria with EU, UN and RCRC documents
- Teach the consortium the meaning of potential societal impacts & opportunities (WP 94)
- Make iterations of the deliverables

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Societal Impact Assessments

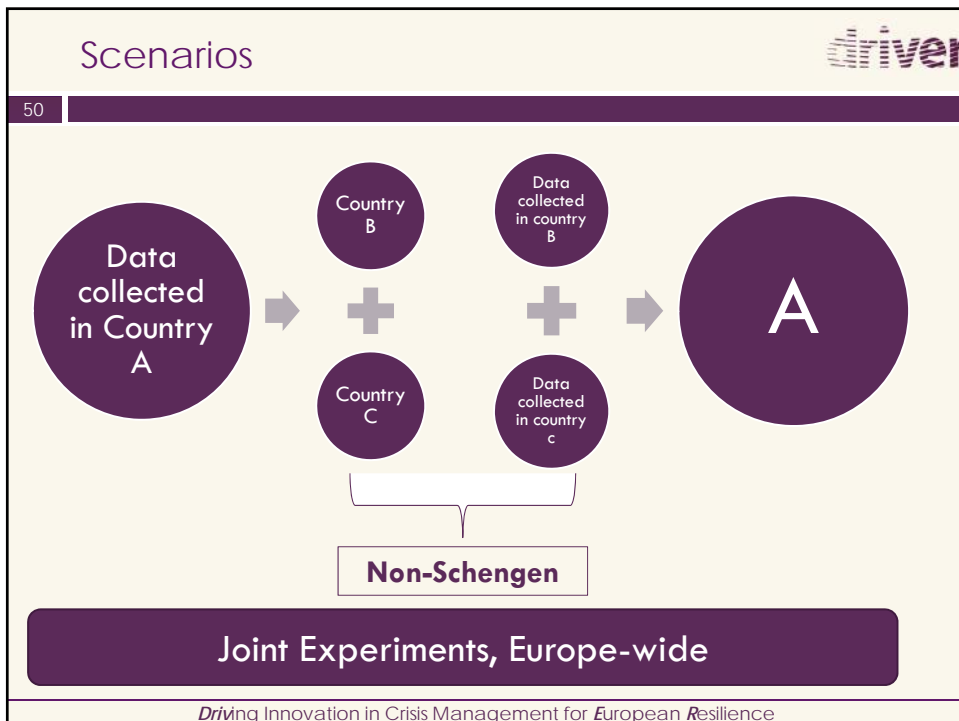


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- **Feedback for the iterations of the deliverables:**
- Suggestions for how to implement them vis-à-vis the tools?
- Advice for teaching?
- How to make tool developers/end users do self-assessments?
- How to integrate them into an over-arching assessment system (testbed)?

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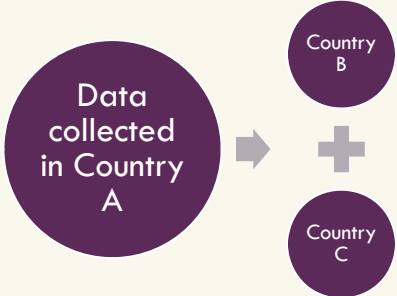
driver Ethical Approvals – 4 Scenarios



Scenario 1

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- Data is collected in France and under 1 task. This data is shared with Ireland and Germany. Both partners are part of the same task.
 - ▣ Who applies for approval?
 - ▣ What should be said in the Informed Consent form?
 - ▣ If this was between tasks?

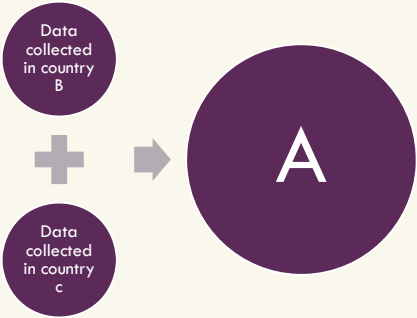


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Scenario 2


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- Data is collected in Ireland and Germany, who shares it with France, who is the task leader.
 - ▣ Who applies for approval?
 - ▣ What should be said in the Informed Consent form?
 - ▣ If this was between tasks?



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Scenario 3




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- Data is collected by an Israeli partner.
- Data is shared with an Israeli partner.
 - ▣ Is this doable?
 - ▣ What should be said in the Informed Consent form?

Non-Schengen

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Scenario 4

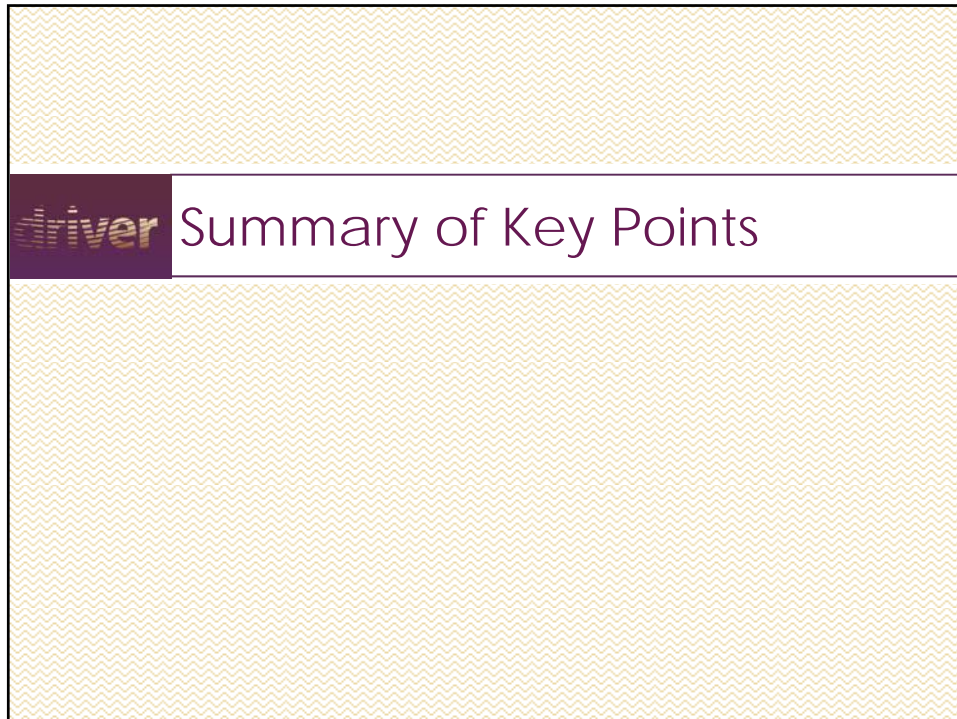


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Joint Experiments, Europe-wide

- Many countries take part in one Europe-wide task.
 - ▣ Who should apply for approval?
 - What are ethical bodies for large multi-partner tests of CM tools? → Most local body should be consulted. Possibility to shift tasks to partners in Universities to make approvals easier?
 - ▣ How to deal with informed consent?
 - Large-scale pilots & the need for informed consent: Big city scenarios: public notices are sufficient, crowd-behaviour: not individually identifiable.

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Key Insights – Ongoing aspects



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- ▣ ESAB is an independent committee & are valued as that
- ▣ How to assemble the methodology for assessing the tools?
- ▣ Take hierarchies etc. into account when soliciting feedback
- ▣ Every partner went through the Red Cross Due Diligence Process – how to build on this and disseminate this more?
- ▣ SP9: Tailor values added for different groups
- ▣ Societally acceptable by design: shape the demand (with the help of ARTTIC? & Training needs to be tailored)
- ▣ Use societal resilience as starting point for making CM societally acceptable a core point for CM: use narratives of sth that has already happened
- ▣ Are there potential conflicts of interests if project is driven by commercial acceptance (DRIVER tools)?

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Key Insights Ethics



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- According to articles 25 & 26 (EU Directive) collected data can be shared between countries that ensures the same level of protection in /outside of Schengen (need for confirmation by non-Schengen countries)
- Non-Schengen: Israel adheres to Schengen rules and DP rules
- Information sheets/consent forms need to include that data may be shared (inform as much as possible)
- Data minimization!
- Even those externals who give feedback about tools potentially produce personal data (also important: anonymisation & potential publication of results, however, non-publication does not free from DPA approval)
- Approvals need to stay manageable
- Solicit input from other projects about approvals for big demos
- Emphasize to the Consortium that approvals are key and need to be obtained before research starts. Task leaders are responsible.

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Action Points



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- Action Points
 - SP9 shares deliverables with ESAB
 - ESAB is getting back to SP9 on question about collecting data in different countries vis-à-vis 1 data owner (who commissions)
 - SP9 sends ESAB the link to the registration page for the DRIVER community
 - CT feed knowledge about potential workshops & data collecting activity that is not mentioned in DOW to SP9

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