



**12th eSafety Forum Plenary Meeting
"eCall Summit: Time for Deployment"**

**Centre Albert Borschette. Room 0A
Brussels, Belgium**

29th October 2009 • 10h00 – 16h30

Minutes

1. Welcome and Opening remarks

The chair, Mr Juhani Jääskeläinen - European Commission, Head of Unit DG INFSO.G4 - welcomed the participants to the summit and explained the importance of eCall and that this eSafety Forum Plenary was dedicated to the deployment of eCall in Europe. Besides eCall, the important topic of the future of the eSafety Forum would also be addressed as the last item of the agenda.

Mr Jääskeläinen clarified that eCall is a service for the citizens of Europe and not pushed for the sake of the Commission only. The emergency services of the Member States will benefit from knowing where an accident takes place and can provide adequate rescue services more quickly and thereby contribute to saving lives. The Commission supports the deployment of the pan-European eCall service in all vehicles in Europe but is not against private solutions which have been deployed to the market.

The eCall summit would focus on three round tables discussions, chaired by different Directorate Generals since eCall is a truly joint initiative of the European Commission services: DG Enterprise and Industry, DG Transport and Energy and DG Information Society and Media.

Following these welcoming remarks, Deputy Director General Antti Peltomaki, DG INFSO gave an introductory speech and there were videos with additional opening remarks from MEP's Dr Dieter-L. Koch, Vice-Chair of the Transport Committee and Ms Zita Gurmai, Vice Chair of the Committee on Constitutional Affairs. All of the speakers stressed the need to quickly move forward with the deployment of eCall.

2. Status of the eCall Initiative

Mr Emilio Dávila from the European Commission, DG INFSO, gave an update on the current status of eCall deployment in Europe. Up until now consensus has been reached by the relevant stakeholders on the following issues:

- eCall is a pan-European service which operates in all Member States and Associated States. eCall service should be available in all vehicles, irrespective of brand, country and actual location of the vehicle
- eCall is based on 112/E112, the single European Emergency number
- eCall consists of an Audio/Voice Call together with a Minimum Set of Data (MSD)
- The European Standardisation Organisations have been asked to provide a common open standard solution for establishing a voice call and the quasi-simultaneous transmission of the MSD to the PSAPs, as well as an eCall discriminator
- The discriminator (eCall flag) shall be implemented to allow differentiation between mobile 112 calls and eCalls
- Pan-European public eCall service may coexist with private services, provided they offer at least similar level of quality and that Member States agree on allowing their handling
- eCall service shall comply with privacy and data protection recommendations provided by art. 29 WP

The last EC Communication "eCall: Time for deployment" has set up the final goal to fully roll out the pan-European eCall service and make it standard in all new type-approved vehicles in Europe. Furthermore the Communication concludes the following:

- eCall has been identified as one of the most efficient, low-cost ITS services that can be deployed in the short term
- The technology is mature and the standards are ready
- Citizens recognize its value and want an affordable eCall with their next vehicle
- The European Parliament and most Member States support the eCall service.
- Stakeholders have joined forces in the European eCall Implementation Platform
- It is time to start deploying the systems in vehicles, mobile networks and emergency service infrastructures
- The Commission proposes measures to accelerate the introduction of the eCall service in all new vehicles in Europe
- Should the voluntary approach not meet this objective, the Commission will consider introducing in 2010 regulatory measures

3. The European eCall Implementation Platform

Ms Anu Laurell, co-chair of the European eCall Implementation Platform (EeIP), reported on the work done in the platform since it was set up in February 2009. The objective of the Platform is to guide, coordinate and monitor the progress of the implementation of the eCall service across Europe to ensure a timely, effective and harmonized deployment of the service. The Platform intends to do so by monitoring the progress in the Member States, exchanging best practices, sharing evidence, issuing guidelines and

providing recommendations. Several task forces have been set up to progress on the implementation work and all eSafety Forum members are invited to participate. The next meeting of the eCall Implementation Platform is planned for February 2010.

4. Round Table 1: Implementation of the In-Vehicle Part

Moderator: Mr Emilio León, DG Enterprise

Panellists: Wolfgang Reinhardt (ACEA), Ansgar Pott (KAMA-Hundai), Tashiyika (JAMA), Lutz-Peter Reyer (Continental), Olivier Beaujard (Sierra-Wireless), Alexander Schelhase (Infineon), Frank Daems (NXP), Nikolai Leung (Qualcomm), Davide De Sanctis (Octo Telematics S.p.A), Theo Kamalski (TomTom International), Michael Schürdt (MEDION).

Each panellist was given a few minutes to make introductory remarks to the panel discussion.

Aftermarket equipment manufacturers explained they will be ready to produce aftermarket equipment to equip cars currently on the market. There can be also solutions providing part of the eCall functionalities, which could also produce benefits for the services. Octo Telematics explained they anticipate added value services on top of the eCall platform. This could contribute to a possible business case for eCall.

N. Leung (Qualcomm) confirmed that the in-band modem technological solution proposed by Qualcomm and adopted by 3GPP and ETSI as solution for the transmission of the eCall MSD along with the voice call is an open standard, available for all and can be implemented in other platforms, not necessarily in a Qualcomm's one. Mr. Leung indicated that Qualcomm has licences on wireless communications, but will not add new licenses for the use of the in-band modem for eCall.

Automotive suppliers explained that in the past years they have studied and designed affordable solutions to provide the eCall service in the vehicle, and that they are ready to start large scale pilots; that they see possibilities of adding additional services to the eCall platform as a contribution to a positive business case. The volume of the units to be produced is a key issue for having affordable prices; if it is introduced in all the vehicles the costs will be significantly reduced. Sierrawireless mentioned that they can offer the hardware for the whole eCall platform for 60€ to the manufacturers (additional 3-4€ will be needed for upgradeability)

Mr. Tashiyika (JAMA) mentioned that automotive manufacturers responsibility is to provide reliable, sustainable eCall systems. They are supporting the implementation of an eCall service, but need some lead time to implement it, including pilots for testing.

Mr. Pott from KAMA summarized the importance of eCall:

- in case of emergency accidents
- in case someone lost the orientation in an accident

- to inform the PSAPs of an accident and its location when not speaking the language of the country
It is of utmost importance that eCall works cross border EU wide.

Mr. Reinhardt reflected on the position of ACEA. ACEA supports the EC objectives of reducing accidents but stresses that eCall is only one part of the solution. ACEA supports a pan-European eCall. However, the industry has launched private initiatives since a pan-European eCall service has not yet been rolled out despite all efforts. ACEA is concerned with the slow response from the Member States. eCall needs parallel commitment from all stakeholders.

ACEA states that the lead time of industry has to be accepted. It is foreseen that eCall could be offered as a standard option three years after the specifications have been approved. A scattered approach would be regrettable. ACEA accepts the in-band modem standard proposed by ETSI, but it is afraid that standards could take another half year before finally approved and that the eCall Flag could take several years to implement. Incentives should be investigated. The cost of equipping the cars needs to be clarified, as well as the cost of retrofitting.

Jan Malenstein stated that eCall establishes a voice connection through 112, so it will work even if the PSAPs are not fully upgraded, and that privacy may not be necessarily an issue. He also encouraged a closer discussion between the PSAPs and the industry. This was welcomed by ACEA.

Switzerland's concern about how eCall would work in the mountain areas could be solved with the in-car system in combination with GPS.

J.F. Gaillet (Ygomi) asked clarifications about IPR ruling within the in-band modem solution proposed by ETSI. Mr. Leung (Qualcomm) explained that Qualcomm will not add any license fee for the use of the in-band modem for the eCall transmissions, nor in the vehicles neither in the PSAPs. Qualcomm holds some licenses within wireless communications (e.g., LTE, UMTS), but will not add additional licenses for the use of the in-band modem.

The moderator thanked the speakers for their participation. Mr Jääskeläinen thanked the panellists and invited the participants to visit the demonstrations in the hall outside the conference room.

4. Round Table 2: Implementation of the Telecom part

Moderator: Ms P. Michou, DG INFSO

Panellists: Emilio Dávila (EC), Frederic Liljestrom (Telenor), Jaymeen Patel (Telefonica O2), Ulrich Dietz (VODAFONE), Alain Sultan (ETSI MSG), Bob Williams (CEN TC278WG15).

Ms Michou (HoU INFSO-B3, Unit in charge of 112 implementation) gave a short introduction of the status of 112 implementation in Europe, and welcomed all the speakers of the panel.

E. Dávila explained how the EC has been working on the standardisation process. Based on the recommendations agreed in consensus by the stakeholders representatives within the eCall Driving Group, a report was sent to the standardisation organisations ETSI and CEN, which were asked to provide the necessary open standards for a pan-European service. The following set of standards has now been agreed;

	List of Standards related to eCall	lead	Partner (ref)	Timing
1	eCall requirements for data transmission	ETSI/3GPP	3GPP TS 22.101 ETSI TS 122 101	ADOPTED
2	eCall Discriminator Table 10.5.135d	ETSI/3GPP	3GPP TS 24.008 ETSI TS 124 008	ADOPTED
3	eCall Data Transfer - General Description	ETSI/3GPP	3GPP TS 26.267 ETSI TS 126 267	ADOPTED
4	eCall Data Transfer - ANSI-C Reference Code	ETSI/3GPP	3GPP TS 26.268 ETSI TS 126 268	ADOPTED
5	eCall Data Transfer - Conformance Testing	ETSI/3GPP	3GPP TS 26.269 ETSI TS 126 269	ADOPTED
6	eCall Data Transfer - Characterisation Report	ETSI/3GPP	3GPP TS 26.969 ETSI TS 126 969	ADOPTED
7	eCall minimum set of data	CEN	CEN TS 15722	Adopted as Technical Specifications. Being balloted as full standard
8	Pan-European eCall Operating requirements	CEN	CEN WI 00278220 - Draft EN 090316	Adopted as draft
9	High Level Application Protocols	CEN	CEN WI 00278243	Finalised. Sent for Committee Comments and subsequently for ballot

The fact that no licence will be applied for the in-band modem for eCall was appreciated by the panellists. The mobile network operators play a central role in the deployment of eCall. EC is pleased that the GSM Association has signed the MoU and mobile network operators committed to support the eCall implementation.

It was agreed that the costs of the European service should be kept to a minimum. There are solutions with dormant SIM cards. Commercial services can be built on top of the pan-European service, upgrading them the SIMs. GSM Europe welcomes the EC initiative on eCall, and supports the eCall service as defined by the ETSI standardisation. Telenor explained that the mobile operators are ready to implement eCall.

The mobile operators stated that the eCall Flag could be implemented in 1-2 years. Mobile operators are committed to roll out an eCall pilot and work on a national level and collaborate with the stakeholders. This may include upgrading the mobile infrastructure in combination with the upgrading of the PSAPs. All stakeholders should act in parallel, for that the eCall is a very valuable platform.

The standardisation experts confirmed that the main bulk of the work has already been done. ETSI just needs to complete a new request to include an additional end-to-end discriminator; regarding CEN some specifications are within Committee comments or balloting procedure. The experts confirmed that the standards are ready to start pre-deployment pilots by mid 2010.

P. Michou closed the session and summarized that it seems like the mobile network operators are ready to go to a pre-deployment phase. The technical specifications and standards are very far advanced and it was reiterated that now it is time for pilots to deploy eCall, with all stakeholders working together in parallel.

4. Round Table 3: Implementation of the PSAPs' part

Moderator: Mr Bosco, DG TREN

Panelists: Mikko Jääskeläinen (FI), Jan Urbanek (CZ), Egil Bovim (NO), Jan Malenstein (NL), Harry Evers (DE, Lower Saxony), Dorin Dumitrescu (RO), Nicolas Leung (Qualcomm), John Watson (Airbiquity), Gary Machado (EENA), Rui Camolino (ASECAP).

J. Jääskeläinen, EC, excused Mr Karamitsos and introduced Mr Bosco as the moderator of Round Table 3.

M. Jääskeläinen (FI) opened the deliberations of the panel. The PSAP situation in Finland is good, as the centers are modern. All operators are collaborating under the same roof. A new pilot is foreseen to start soon, and Finland has decided to implement eCall.

The Dutch police and the Ministry of Interior have been involved in eCall since the beginning. The PSAPs will be upgraded accordingly. There will be a national stakeholder meeting arranged within next weeks to discuss how to take eCall one step further. There is a willingness to launch a pilot. eCall is also important for incident management.

Norway is running an implementation project on eCall. It is important to remember what the technology can do for the injuries of the patients. It is important with Cost/Benefit understanding in order to move ahead with eCall.

In Romania a study has been launched to define what the cost will be and how to harmonise eCall according to the European approach. The study will be available soon. Romania is considering taking part in the European pilot project.

Czech Republic stated that eCall is important and that they prefer to learn from experience, so the pilot will be important. Czech has 14 call centres with unified technology throughout the country. In 2008 a pilot project started to address the communication with the traffic management services, PSAPs and third parties. The Czech Republic organised already a pilot that worked well, and supported the eCall flag, as it

is necessary for the PSAPs to distinguish the eCalls. EGNOS is operational since October 2009, it should improve location based services such as eCall.

eCall in Germany is a safety critical application. It may be a kick-off for other services as well. In Germany there are PSAPs operated by the police and by the fire brigade as well as integrated PSAPs. There are various solutions being analysed to upgrade the PSAPs (i.e., upgrade all, have intermediate eCall centre(s), every lander to decide) and there is a need to consolidate the views of the PSAPs. Germany has set up a national platform. The German stakeholders are considering running pilots to address the implementation issues. Following the election there are new ministers that need to state their view.

Qualcomm stated that the eCall in-band modem should be integrated into the service. Airbiquity explained that an in-band modem would just produce some special tones for up to two seconds in non-equipped PSAPs, which could also serve as eCall discriminator. Airbiquity will be glad to offer their experience in pilots for affordable solutions for the PSAPs.

ASECAP explained that eCall is a way to improve the quality of services to their customers. The crucial point is to provide fast emergency assistance and it is important from a road operator point of view to receive the data from the PSAPs as soon as possible. This is being addressed within the EeIP.

EENA -The European Emergency Number Association indicated that it is important to upgrade the PSAPs with technology that would produce benefits to the citizens and hopes eCall will serve for this. EENA likes in the eCall initiative that it aims to serve all citizens in all countries in Europe.

Mr. Bosco closed the session and summarized that many Member States are well equipped to handle eCall but that infrastructure remains a critical issue to be solved. There is a willingness to launch a pilot which could help the PSAPs to motivate the necessary investments. This is currently discussed in the eCall Platform.

5. Final Conclusions eCall Summit

Mr Hermann Meyer, chair of the EeIP, summarised the discussions of the eCall Summit:

- It is encouraging that several Directorate Generals within the Commission are cooperating on eCall and that eCall is a priority within the ITS Action Plan
- All stakeholders agree that the deployment of eCall is beneficial and important
- Stakeholders are ready to launch the pre-deployment pilots
- Cooperation remains a critical success factor
- The eCall flag can be implemented in 2 years
- There are solutions for the management of the SIM cards

- eCall will be part of a Telematics kick-off package
- Some challenges remain regarding the upgrading of the infrastructure
- The eCall Implementation Platform will intensify its work
- eCall offers a triple win situation; saving lives, enhancing telematics kick off and upgrading PSAPs

Mr Meyer concluded the session stating that the eCall Summit truly fulfilled its mission to provide a clear commitment and motivation to the implementation of eCall.

Mr. Jääskeläinen expressed his satisfaction to see the commitment of the stakeholders towards the eCall implementation, including their willingness to start the pre-deployment pilots. The first round table showed that the technology for the in-vehicle part is available; the second that the Mobile Network operators are ready, and the standards available; the third round table showed that a number of Member States are willing to enter into the pre-deployment pilot phase. However Mr. Jääskeläinen expressed some disappointment because the automotive manufacturers are still providing excuses to delay the implementation of their part of the eCall service, when a clear parallel commitment from all stakeholders is needed. He hoped that the automotive industry will after this summit show more commitment to start immediately the deployment activities of eCall.

5. Future of the eSafety Forum

Hermann Meyer (co-chair of the eSafety Forum) presented the proposal for the future of the Forum, based on the task force "report" (see presentation).

Mr Meyer explained that the new Forum should have specific targets on safety, namely in reduction of fatalities, serious injuries, and improvements in energy-efficiency including traffic related congestion and availability of real-time traffic and travel information.

The Forum will not be a politically driven forum but taking an expert-driven approach and producing recommendations.

The working groups will concentrate on priority systems and services as proposed by the Forum members. The EU Presidency Troika will also be included in the work of the Forum.

The new "logo" agreed is: **eSafety Forum - ICT for safe, smart and clean road mobility.**

The suggestion for the future of the eSafety Forum was unanimously adopted.

The 12th Plenary Session of the eSafety Forum closed at 17h40.