

## European Parliament Calls on Governments To Save eCall

**Future of eCall emergency assistance service looks in doubt, according to European Parliament. Cost issues are key deployment barrier. Commission should investigate incentives to encourage uptake.**

The European Parliament's transport and tourism committee has voted to approve a report that calls for European Union member states to rescue the Europe-wide eCall location-enhanced automatic emergency assistance service.

The 2009 deadline for deployment of eCall services has been delayed by a lack of support from the governments of European countries. Just seven of the 25 European Union member states have signed a memorandum of understanding to support eCall services (see *TIH* Online, April 1, 2006). Switzerland has also signed the MoU.

The eCall service will be based on the E112 single European phone number for location-enhanced emergency assistance. The call will be generated either manually by the driver or by in-vehicle sensors.

The European Commission is promoting the eCall initiative with support from Enrico ITS Europe and

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ahead with deployment. An initial cost estimate is scheduled to be presented to the Dutch Parliament in September this year.

**"I want to use new tools such as a form of road pricing."**

"The cost monitor is a report that indicates the cost and performance development for pricing systems," explains Peijs.

The Ministerie van Verkeer en Waterstaat, Dutch transport ministry, is encouraging charging system suppliers to register their interest in participating in the ABvM programme.

### Price Per Kilometre

Companies that register with the Ministerie will be expected to provide "an understanding based on a business background of the relationship between technology and cost," says Peijs. They should show a "willingness and ability to share this insight with a view to the general objectives of the cost monitor."

"During the analysis phase, we will attempt to link specific cost information to a limited number of workable solutions within the boundaries of the draft specifications," says the Ministerie. "These solutions should fit within the space for interpreting the price per kilometre."

The Ministerie is prepared to fund the participation of private sector industry during the "cost monitor" modelling phase.

An ABvM plan published last year called for a two-stage deployment plan (see *TIH* Online, July 15, 2005). Conditionally, the largest urban areas through dedicated short range communications (DSRC) with coverage of the whole of the Dutch road network through satellite tracking to follow later. The ABvM plan was produced for the Ministerie by Paul Nouwen, Centraal Planbureau, and Ecorys.

### Cost Estimates

The Dutch Ministerie plans to deploy a national distance-based charging scheme during 2012. A supplier is expected to be selected before the end of 2009. The cost of fee collection and enforcement should be less than five percent of the revenue.

The Ministerie says the cost of the system has to be "much lower" than the estimate produced by Paul Nouwen of €2.4 billion for implementation and €800 million per year for operation.

The ABvM charge will vary according to the type of vehicle, emissions produced, location, and time. Congested points will generate an additional fee.

*Information on the Dutch ABvM initiative can be accessed through [www.vananaar-beter.nl](http://www.vananaar-beter.nl).*

### European Parliament...

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the Association des Constructeurs Européens d'Automobiles (ACEA) group of European carmakers.

"A majority of member states have been slow in encouraging the use of the single European emergency number 112," says the report, titled *Road Safety: Bringing eCall to Citizens*, produced by Gary Titley, a Member of the European Parliament.

"If there is a lack of willingness from stakeholders to act, public and private incentive solutions should be examined by the Commission."

### Cost Estimate Disparity

There is a "disparity between the Commission's and the industry's estimates of the cost of a built-in vehicle eCall system," says the report.

"The Commission and the industry is invited to pursue a deeper cost efficiency analysis for every action undertaken to implement eCall," says the Parliament.

"The introduction of many new technologies cannot be instantaneous and therefore [the Parliament] encourages the Commission and industry to look into the large-scale roll-out of eCall through a combination of built-in vehicle systems and alternative systems such as the use of driver's cellular phones and Bluetooth technology," according to the document.

The European Parliament says it is "particularly concerned that the cost of eCall may be prohibitively expensive for those with the greatest need, for example those in rural or isolated areas."

The report "calls on all stakeholders to work together to define incentives to speed up the introduction of the eCall system."

### Willing to Pay?

The eCall technologies "may prove costly, and new car buyers (particularly at the budget end of the car market) are not always willing or able to pay the full cost, even though the benefits of the system may outweigh the added cost to the vehicle," says the Parliament.

The Titley report estimates that deployment of eCall could save 2,500 lives per year in Europe. Accident cost savings are estimated at €22 billion with additional congestion cost savings of €4 billion.

According to the Commission's timetable, full-scale field tests of eCall systems and services are scheduled for 2007. From September 2009, eCall systems should be installed as standard equipment in all new vehicles sold in Europe.

"The automotive or telecommunications industry should not bear any significant costs without the guarantee that public expenditures and actions are also taken at a member state level," says the Titley report.

*A copy of the Titley report can be accessed through [www.europarl.eu.int/mediaservice/2004\\_2009/documents/pr594594058/594058en.pdf](http://www.europarl.eu.int/mediaservice/2004_2009/documents/pr594594058/594058en.pdf).*