



eCall: Car that can save your life

***Conclusions of the High-Level Meeting,
Brussels, October 18, 2005***

European Commission
Directorate General Information Society and Media

ICT for Transport



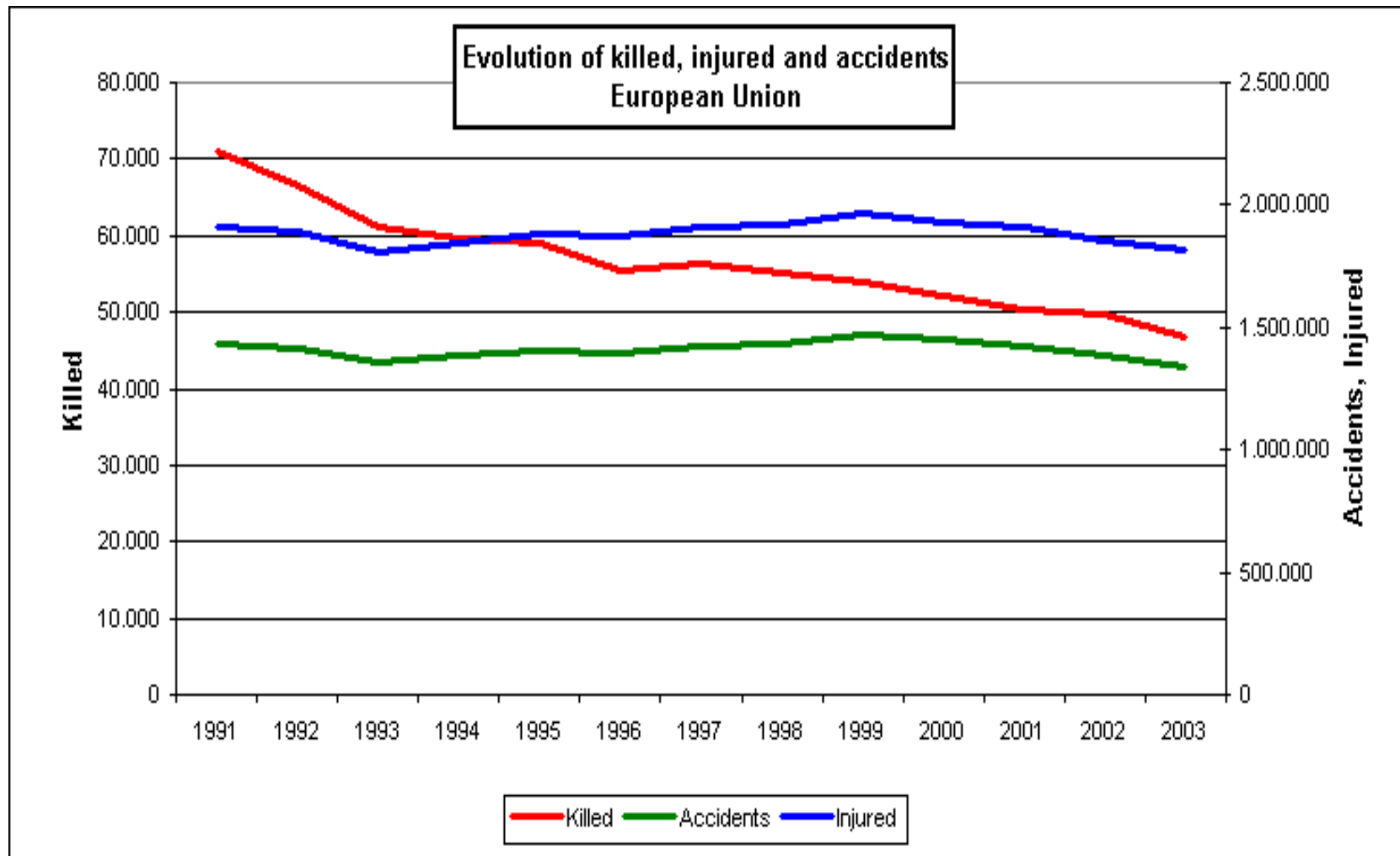
Information Society
and Media

2 December 2005





Road Safety in Europe



EU 25, Source: CARE Database





The 2nd eSafety Communication

Bringing eCall to Citizens

- Adopted on 14 September, 2005
- Significant progress towards the full-scale roll-out of eCall has been achieved
- **But: Roll-out can be delayed if the national and regional governments do not invest in the necessary infrastructure for eCall**





Actions for the Member States

1. The Member States should sign the eCall MoU
 - Lack of signatures threatens to delay the eCall implementation and weakens the commitment of industry
2. The Member States should promote 112 and E112
 - the Member States should promote the use of 112 and take steps for accelerating the introduction of location information in their public wireless networks
3. The Member States should upgrade their PSAPs to handle location-enhanced E112 calls and eCalls
 - The infrastructure at PSAPs should be in place at the latest at the end of 2007
4. The Member States should provide adequate location-enhanced emergency services and language support
 - For maximum benefit, the whole emergency chain should be upgraded





Promoting eCall

- The Member States should set up national platforms for promoting eCall
 - The Commission will launch a promotion campaign on 112, E112 and eCall and organise conferences
- The Commission will propose establishing **a sub-group dealing with public safety and emergency communications** under the Civil Protection Committee
- All stakeholders should support the work of the eSafety Forum and the eCall Driving Group
- The European Standardisation Organisations ETSI and CEN, with the support of ITSSG should provide the necessary standards





Main Conclusions

The Member States:

- Supported **unanimously** the realisation of a pan-European in-vehicle emergency call service,
- Signed the Memorandum of Understanding (MoU): **Greece, Italy, Lithuania and Slovenia**, joining **Finland, Sweden and Switzerland**
- Announced that they had initiated the signature procedure: **Czech Republic, Cyprus, Denmark, The Netherlands, Germany and Norway**;





Conclusions on eCall (1)

The participants of the 2nd eSafety HL Meeting with MS:

1. *Support* **unanimously** the realisation of a pan-European in-vehicle emergency call service, as an important contribution to reduce the number of fatalities and the severity of injuries caused by road accidents;
2. *Highlight* the importance of having the service implemented in **all vehicles** in **all Member States** to produce the maximum benefits for all European citizens;
3. *Welcome* the **signature** of the eCall Driving Group Memorandum of Understanding (MoU) by representatives from **Greece, Italy, Lithuania** and **Slovenia**, which join **Finland** and **Sweden**;
4. *Welcome* the **commitment** of other Member States, which have already initiated the signature procedure of the eCall MoU, towards the implementation roadmap of eCall, such as **Czech Republic, Cyprus, Denmark, The Netherlands** and **Germany**;
5. *Stress* the importance of having the eCall **MoU signed by all** Member States in order to show the necessary commitment to other stakeholders





Conclusions on eCall (2)

The participants of the 2nd eSafety HL Meeting with MS:

6. *Take note* of the **progress** on the pan-European emergency number **112**, its location enhancement (**E112**) and **eCall in the Member States**;
7. *Welcome* the Commission's plans to increase its efforts to support MS, in particular by the creation of a **Sub-Group under the Civil Protection Committee** specialized in emergency calls and by **monitoring** the progress;
8. *Emphasize* the importance of establishing **national interdepartmental working groups** to support the deployment of eCall;
9. *Stress* the importance of developing **pan-European standards** for E112 and eCall, and thank ETSI for accepting this task;
10. *Indicate* the importance that other public service applications could use the eCall in-vehicle open platform in the future;
11. *Invite* the Commission to pursue the efforts to solve pending issues on the eCall deployment, such as **finding a positive business case** including a **deeper cost-benefit analysis**, and addressing potential **data privacy** issues.





The Conference on 112 – 11/10/2005

- Opened by Commissioner Reding
- ~ 100 participants from all MS + Accession countries
- All MS able to answer 112 calls, E112 needs improvement.
- Exchange of best practices:
 - PSAPs upgrading, E112 location treatment, handling of false calls, 112 awareness, multilingual treatment,...
- Agreement to establish **a sub-group dealing with public safety and emergency communications** under the Civil Protection Committee





Next Steps: eSafety

- The 2nd Commission Communication in the Council and the European Parliament
 - **Member States Actions**
- PSAPs should provide input on requirements
- Member States to send representatives to the **Civil Protection Committee Subgroup**
- Finalising the work of the eCall Driving Group
- **eCall Expert Meeting – 2nd December 2005 (Zurich)**
- A full-scale Benefit-Cost Study (starts 2006)
- Further User Awareness and deployment actions under the eSafety initiative and i2010
- Studying the use of incentives as a way to have a positive business case



Next Steps: i2010 (1)

The objective is to improve the quality of the living environment by supporting ICT solutions for **safer, smarter and cleaner mobility of people and good**.

In this context, the Commission proposes to launch a “quality of life” flagship ICT initiative on ...



Objectives:

- Coordinate the work of stakeholders
- Support RTD and facilitate their take-up
- Create awareness to stimulate user demand

Actions related to eCall

- Follow-up of the eCall Communication
- Investigate the use of fiscal incentives
- Assess the impact of advanced ICT-based systems through extensive Field Operational tests, including eCall
- Support performance testing and certification
- Raise user awareness through best practice, pilots for media campaigns and establishment of Communications Platform





Next Steps: IST Call 4

Accident causation data analysis

TRACE (STREP):

Accident analysis, potential impact assessment and socioeconomic analysis for Road Traffic Accidents and Injuries (RTAI)

TRACE (STREP)

Total costs: ± 4.107 K€
EC contribution: 2.976 K€
Duration: 24 months

Socio-economic analysis

eIMPACT (STREP):

Socio-economic impact assessment of eSafety technologies and systems.

eIMPACT (STREP)

Total costs: ± 2.780 K€
EC contribution: 1.600 K€
Duration: 24 months

Sustaining the work of the eSafety Forum

COMeSafety (SSA):

Support the eSafety Forum with respect to all issues related to car to car/infrastructure communications. International Cooperation.

COMeSafety (SSA)

Total costs: ± 1.843 K€
EC contribution: 1.100 K€
Duration: 48 months

eSafety Support (SSA):

Continuation of the eScope Observatory aiming at strengthening the activities and results generated from the eSafety Initiative, through the presentation of future actions, support to policy and dissemination of results.

eSafety Support (SSA)

Total costs: ±2.074 K€
EC contribution: 1.974 K€
Duration: 36 months





Conclusions

- Under the eSafety initiative, we have developed a plan for the full-scale roll-out of eCall
- We need Parallel Commitment and investments, especially in the infrastructure to deploy eCall in Europe
- **Let's succeed together!**





More information

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es/esafety/index_en.htm)**

eSafety on CORDIS website:

www.cordis.lu/ist/so/esafety/home.html

eScope website

www.eScope.info

