eCall facts

Objectives

- **In 2012, 28 000 persons were killed** and 1.5 million were injured on EU roads.
- Studies show that around **50% of deaths occur within minutes after the accident.** When an accident happens, **every minute counts**. If emergency services are informed immediately and if they know exactly where the accident happened, they can often prevent deaths and ensure that injuries do not leave any lasting damage.
- Thanks to eCall, emergency response times can be reduced by **40% in urban areas and by up to 50% in the countryside. This is especially important in rural areas, where 60% of the fatalities happen and where we could gain in average 10 minutes in emergency response time.**
- This would lead to a **reduction of fatalities estimated to be between 2% and 10%, and reduction of severity of injuries between 2% and 15%**[1]**, depending on the country considered**.
- In addition to saving lives and reducing the severity of injuries, eCall will also **speed up the clearing of the crash site**. This will **reduce traffic congestion and the number of secondary accidents**.

Why a mandatory approach

- Today, after more than 10 years of efforts, **only around 0.7% of vehicles are equipped with private eCall systems in the EU**, with numbers barely rising. These proprietary systems only offer **fragmented solutions in terms of coverage**. Moreover, as underlined in the 2012 European Parliament's report[2] on eCall, currently these systems mostly benefit people who can afford high-end vehicles.

- **112 eCall** will be **simple, cheap and for everyone**. It is the only way to ensure the availability of the eCall service in the 28 Member States for the lifetime of the vehicle. This is also the conclusion of the European Parliament's Report on

1"Impact assessment on the introduction of the eCall service in all new type-approved vehicles in Europe, including liability/ legal issues", TRL, SMART 2008/55

2http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+TA+P7-TA-2012-0274+0+DOC+PDF+V0//EN

eCall, which strongly supports the **mandatory deployment** of a **public, 112-based eCall system, embedded in the vehicle and based on common pan-European standards to guarantee technology neutrality, by 2015 in new type-approved cars in all Member States.**

- This is the sense of the two proposals that the Commission has adopted on 13 June 2013 in order to ensure that, by October 2015, cars will automatically call emergency services in case of a serious crash:

  - **In-vehicle system**: a proposal under the framework provided by Directive 2007/46/EC to mandate eCall in all new types of M1 and N1 vehicles (passenger cars and light duty vehicles)[3].
  - **Public Safety Answering Points (PSAPs i.e. emergency call centres):** a proposal for a Decision of the EP and Council on the deployment of the interoperable EU-wide eCall in the PSAPs, in accordance with the specifications laid down by Delegated Regulation (EU) No 305/2013[4].

- Co-existence of 112 eCall and private eCall services (aka TPS eCall): the **Commission is very much in favour of the co-existence of both (TPS-private and 112-based) eCall systems and to let the customer choose which service he wants to use**. Car manufacturers will continue in the future to be able to propose very efficient private emergency and assistance services. **Technological innovation** in that domain is of course welcome. Furthermore, the Member States will continue to have every right to enter into agreements with private providers for the handling of private eCalls in their respective territories.

- But, in line with the Parliament's request, **the 112 eCall system will be mandatory on each vehicle**, so that we can ensure that it will be operational also when the other system does not work.

- This is also particularly important for the second-hand market: around 70% of the vehicles sold in the EU are second-hand vehicles, which are also sometimes exported within the EU. **Without 112 eCall, buyers of second-hand cars equipped only with a private eCall would be forced to make a choice between having a private eCall service with limited geographical coverage**, often bundled with other assistance services, **or having no eCall functionality at all.**

3http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2013:0316:FIN:EN:PDF

4http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2013:0315:FIN:EN:PDF

How does eCall work in practice

- **eCall is activated automatically** as soon as in-vehicle sensors detect a **serious crash**. Once set off, **the system dials the European emergency number 112**, establishes a telephone link to the appropriate emergency call centre and **sends also details of the accident** to the rescue services, including notably the time of incident, the accurate position of the crashed vehicle and the direction of travel. An eCall can also be triggered manually by pushing a button in the car, for example by a witness to a serious accident.

- In case the customer chooses to use another emergency system: concretely, this would mean that there would be an automatic switch to 112 eCall when the other system does not work, for example because there is no coverage.

Additional services

- 112 eCall is also a **significant growth opportunity for the European industry:** some of the components used by the 112 eCall system, such as the satellite positioning and the communication capabilities, will definitely help introduce more "intelligence" in the car, as they can be shared by other connected mobility services such as accurate navigation or roadside assistance, to be deployed for the benefit of the European industry and citizens. **Each new car being equipped with these functionalities, it will be much easier to propose additional services, even for entry-level cars.**

UK position on eCall

- **UK is in favour of a voluntary approach** regarding the deployment of eCall. Based on their own impact assessment (TRL study), UK claims that the benefits of making eCall mandatory in all new cars will not justify the costs of implementation.

- **Nevertheless**, the figures they are referring to in that study seem to be outdated, notably the **cost of in-vehicle devices that are currently falling**:

    - regarding the **in-vehicle system**, recent internal evaluation of the different components of the in-vehicle device leads to an estimated cost of ~ 40€.

    - regarding the **upgrade of the emergency call centres**, BT 112/999 - managing PSAPs in UK - , answering to a question from Royal Automobile Club, announced costs for the upgrade of UK PSAPs lower than 250 000€.

- It has to be noted that many experts involved in 112 eCall are British, e.g. experts working on the CEN/ETSI standards and the Project Manager (Andy Rooke a.rooke@mail.ertico.com) of eCall pilots HeERO I[5] and II[6].

5http://ec.europa.eu/information_society/apps/projects/factsheet/index.cfm?project_ref=270906

6http://ec.europa.eu/information_society/apps/projects/factsheet/index.cfm?project_ref=325075