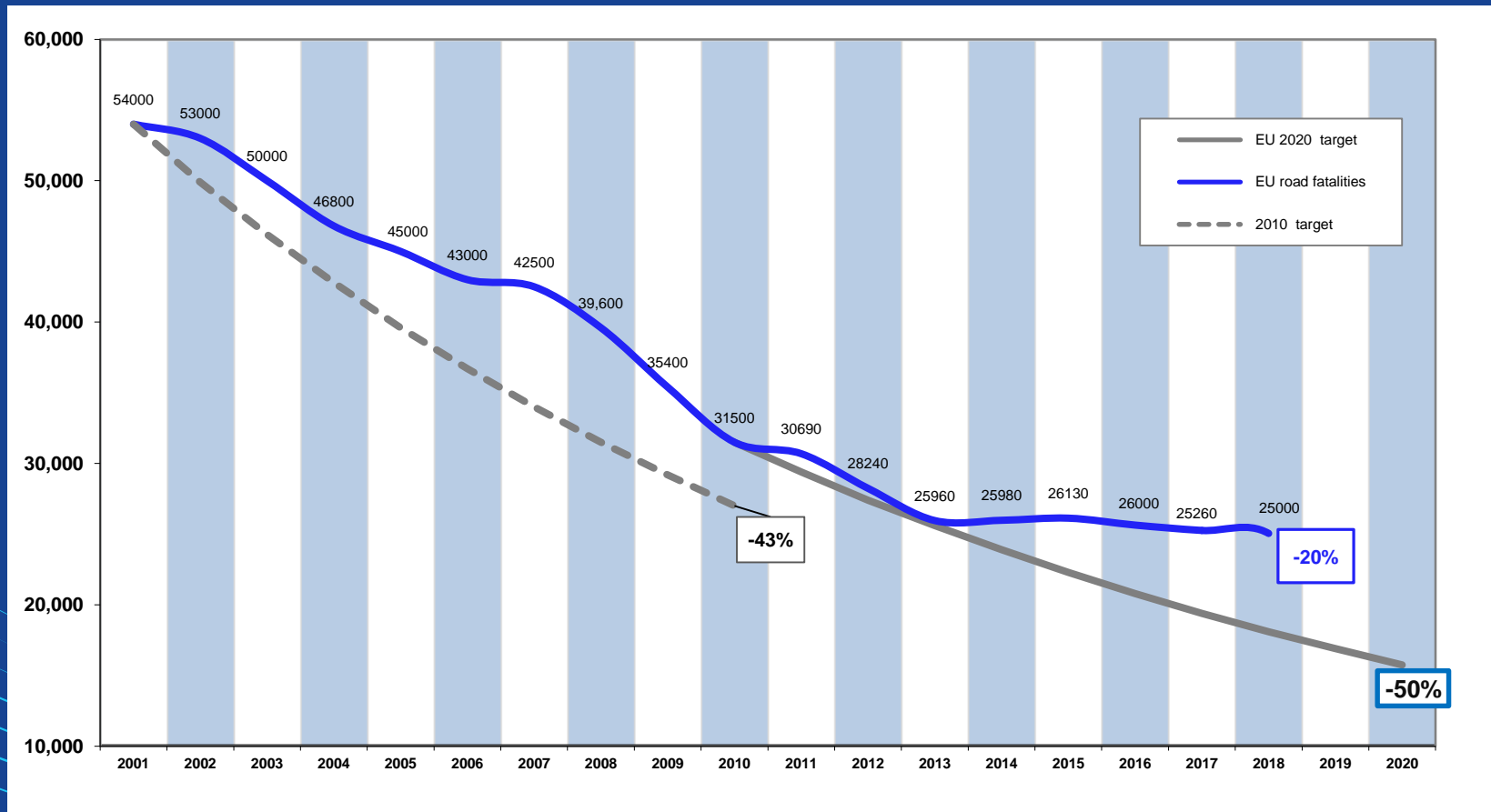




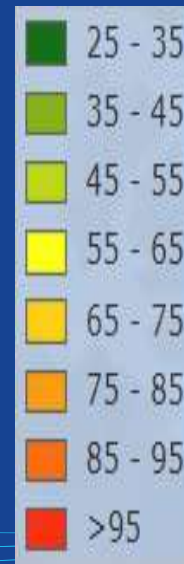
# The EU's Road Safety Policy Framework 2021-2030 and eCall

DG MOVE – 18 June 2019

# Road fatalities in the EU and current target

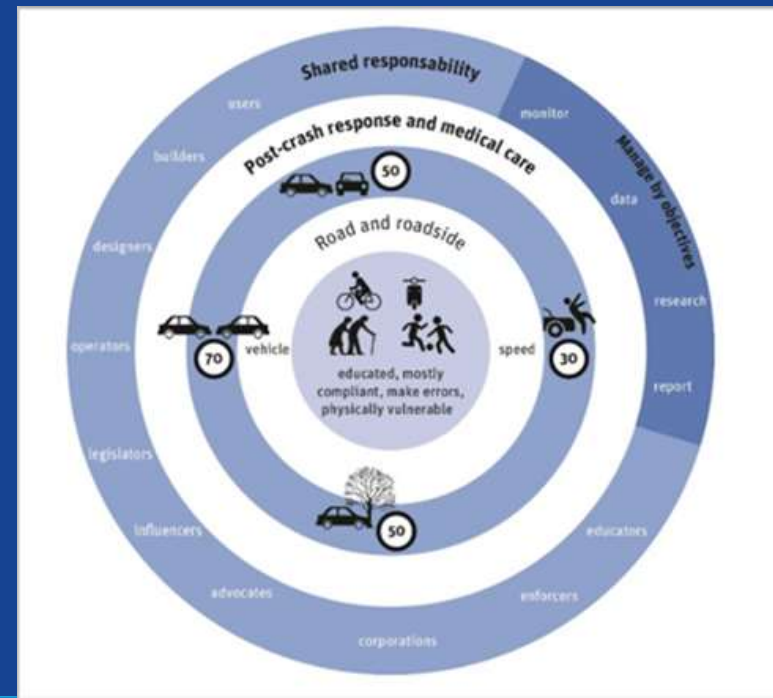


## Road fatalities per million inhabitants 2010 vs 2018



# Road safety policy framework 2021-2030

- "Safe System" approach
- Confirmation of "Vision Zero" (2050)
- New interim **targets** (50% reduction in fatalities and serious injuries)
- **Monitoring** based on key performance indicators
- Reinforced **coordination** between levels and sectors
- **Funding** support





# Staff Working Paper EU Road Safety Policy Framework 2021-2030 – Next steps towards “Vision Zero”

- Should be published on **19/06**
- Regarding post-crash:
  - assess the effect of eCall and evaluate the possible extension to other categories of vehicles (heavy goods vehicles, buses and coaches, motorcycles, and agricultural tractors);
  - KPI for post-crash care



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## The interoperable EU-wide eCall



- eCall is one of the six priority actions of the ITS Directive (2010/40/EU)
- 112 eCall automatically dials Europe's single emergency number 112 in the event of a serious road accident and communicates the vehicle's location to the emergency services.
- It is estimated that 112 eCall can speed up emergency response times by 40% in urban areas and 50% in the countryside.
- eCall is activated automatically as soon as in-vehicle sensors and/or processors (e.g. airbag) detect a serious crash.
- An eCall can also be triggered manually by pushing a button in the car, for example by a witness to a serious accident.



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# The interoperable EU-wide eCall



- **Regulation (EU) 2015/758 :**

- mandatory fitting of 112-based eCall in-vehicle system on all new types of M1 and N1 vehicles from **31 March 2018** onward.
- right of the vehicle owner to use a TPS eCall in-vehicle system providing a similar service, in addition to the 112-based eCall in-vehicle system

- **Decision No 585/2014/EU**

- the deployment of the eCall infrastructure required for the handling of all eCalls on the EU territory **by October 1, 2017**.
- the right of each Member State to organise its emergency services in the way most cost effective and appropriate to its needs, including the right to let private organisations recognised by the Member State deal with the receipt and handling of eCalls, in accordance with Delegated Regulation (EU) 305/2013
- 112 eCalls handling free of charge for the users.



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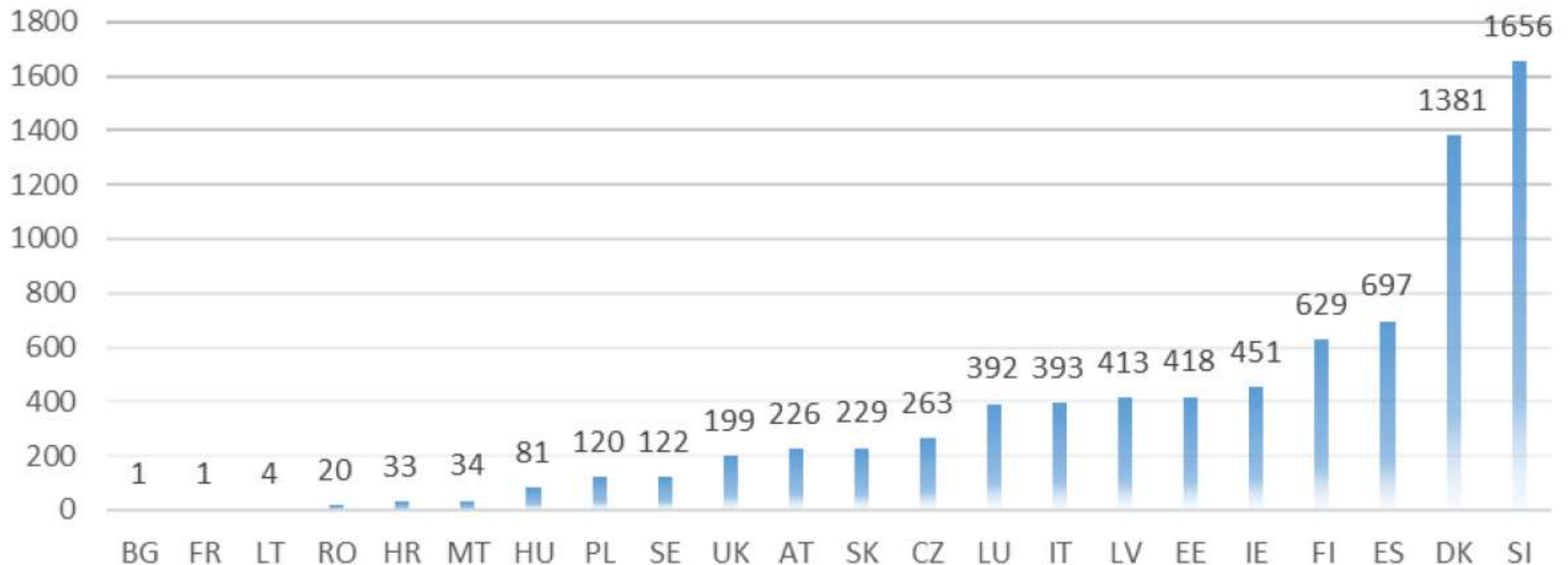
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## The interoperable EU-wide eCall

- Current status - 2018 Report on the implementation of the 112 number



### eCalls placed in the EU







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# The interoperable EU-wide eCall

- **Current status**

- Number of eCalls still limited because data collection mid-2018 and legislation applies to new types of vehicles
- PSAP infrastructure in place (except 1 small region)
- Feedback from some Member States on SIM/callback issues

- **Next steps**

- Extension to additional types of vehicles
- Aftermarket eCall
- Roadworthiness



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# The interoperable EU-wide eCall

- **Extension to additional types of vehicles**

- Standards published for additional types of vehicles
- Study to be launched by the end of 2019 to look at possible extension to additional types of vehicles (assessment requested in article 12 of Regulation (EU) 2015/758)
- New working programme of the ITS Directive includes an activity looking at the impact on eCall Public Safety Answering Points (PSAPs) of the possible extension of eCall to other vehicle categories

[https://ec.europa.eu/transport/sites/transport/files/legislation/c20188264\\_en.pdf](https://ec.europa.eu/transport/sites/transport/files/legislation/c20188264_en.pdf)



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# The interoperable EU-wide eCall

- New standards



|                     |  |           |
|---------------------|--|-----------|
| CEN/TS 17184:2018   | Intelligent transport systems - eSafety - Active eCall High level application Protocols (HLAP) using IMS packet switched networks  | Published |
| CEN/TS 17182:2018   | Intelligent transport systems - eSafety - Active eCall via an ITS-station  | Published |
| CEN/TS 17240:2018   | Intelligent transport systems - ESafety - Active ECall end to end conformance testing for IMS packet switched based                | Published |
| CEN/TR 17249-1:2018 | Intelligent transport systems - eSafety - Active Part 1: Extending eCall to other categories of vehicle                            | Published |
| CEN/TS 17249-2:2018 | Intelligent transport systems - eSafety - Active Part 2 : eCall for HGVs and other commercial vehicles                             | Published |
| CEN/TS 17249-3:2018 | Intelligent transport systems - eSafety - Active Part 3: eCall for Coaches and buses   | Published |
| CEN/TS 17249-4:2019 | Intelligent transport systems - eSafety - Active Part 4: eCall for UNECE Category T, R, S agricultural/forestry vehicles           | Published |
| CEN/TS 17249-5:2019 | Intelligent transport systems - eSafety - Active Part 5: eCall for UNECE Category L1 and L3 powered two-wheeled vehicles           | Published |
| CEN/TS 17249-6:2019 | Intelligent transport systems - eSafety - Active Part 6: eCall for UNECE Category L2, L4, L5, L6 and L7 tricycles and quadricvcles | Published |



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# The interoperable EU-wide eCall

- **Aftermarket eCall**

- Need to define common rules related to retrofit/aftermarket devices
  - definition of physical and operating requirements for aftermarket 112 eCall in-vehicle devices
  - definition of a certification process
  - related standardisation activities
- SAFE (A2fter-market eCall For Europe) project, selected for CEF funding



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# The interoperable EU-wide eCall

- **Roadworthiness**

- Cost Benefit Analysis for eCall roadworthiness is done and published

[https://ec.europa.eu/transport/road\\_safety/specialist/observatory/analyses/studies\\_en](https://ec.europa.eu/transport/road_safety/specialist/observatory/analyses/studies_en)

- No testing is not an option
- Work on the delegated act under Directive 2014/45/EU will start most probably in 2020



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# Thank you!



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