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POROČILO

o varnosti v cestnem prometu: zagotovitev sistema za klic v sili (eCall)
državljanom
(2005/2211(INI))

Odbor za promet in turizem

Poročevalec: Gary Titley

PR_INI

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PREDLOG RESOLUCIJE EVROPSKEGA PARLAMENTA

o varnosti v cestnem prometu: zagotovitev sistema za klic v sili (eCall) državljanom (2005/2211(INI))

Evropski parlament,

- ob upoštevanju Bele knjige Komisije "Evropska prometna politika za leto 2010: čas odločitve" (KOM(2001)0370) in svoje resolucije z dne 12. februarja 2003¹,,,
 - ob upoštevanju Sporočila Komisije "Informacijska in komunikacijska tehnologija za varna in inteligenčna vozila" (KOM(2003)0542),
 - ob upoštevanju Sporočila Komisije "Evropski akcijski program za varnost v cestnem prometu - Prepolovitev števila žrtev prometnih nesreč v Evropski uniji do leta 2010: soodgovornost" (KOM(2003)0311) in njene publikacije "Rešimo 20.000 življenj na cestah" iz oktobra 2004,
 - ob upoštevanju Priporočila Komisije 2004/345/ES o krepitevi varnosti v cestnem prometu z dne 6. aprila 2004²,
 - ob upoštevanju veronske izjave o varnosti v cestnem prometu z dne 5. decembra 2003, zaključkov drugega veronskega srečanja ministrov za promet EU leta 2004 in za tem podanih obvez teh ministrov glede varnosti v cestnem prometu kot prednostne naloge,
 - ob upoštevanju Sporočila Komisije "i2010 - Evropska informacijska družba za rast in zaposlovanje" (KOM(2005)0229),
 - ob upoštevanju Drugega sporočila Komisije o varnosti vozil "Zagotovitev sistema za klic v sili (eCall) državljanom" (KOM(2005)0431),
 - ob upoštevanju člena 45 Poslovnika,
 - ob upoštevanju poročila Odbora za promet in turizem (A6–0072/2006),
- A. ker je leta 2004 v EU 25-ih držav članic v prometnih nesrečah umrlo 43.000 ljudi ter ker bi s storitvijo vseevropskega avtomobilskega klica v sili (eCall) rešili do 2.500 življenj letno in tako za 15 % zmanjšal resnost poškodb,
- B. ker bi uvedba eCall sistema za klic v sili zmanjšala letne zunanje stroške cestnega prometa za okrog 26 milijard EUR in tako državljanom prihranila breme v višini 26 milijard EUR; ker bi si bilo treba namesto za internalizacijo prizadevati za zmanjšanje zunanjih stroškov,
- C. ker sistem eCall prinaša možnost skrajšanja časa ukrepanja ob nesrečah za približno 40 % v mestnih območjih in za približno 50 % na podeželskih območjih,

¹ UL C 43 E, 19.2.2004, str. 250.

² UL L 111, 17.4.2004, str. 75.

- D. ker je potrebno pozdraviti storitev avtomobilskega klica v sili, imenovanega eCall, kot prvega koraka v okviru pobude "inteligentni avtomobil"¹,
 - E. ker je obsežna uvedba sistema eCall do leta 2009 prednostni cilj pobude o varnosti vozil (eSafety).
 - F. ker je bil dosežen velik napredek na področju tehnologije, sistemov in storitev za varnost vozil (eSafety) in ker razvoj programa Galileo prav tako ponuja možnosti za prihodnost,
1. pozdravlja dejstvo, da so na 2. srečanju držav članic na visoki ravni za varnost vozil (eSafety) štiri države članice podpisale Memorandum o soglasju za sistem eCall, in sicer Grčija, Italija, Litva in Slovenija, ki so se pridružile prejšnjim podpisnikom Finski, Švedski in Cipru kot zadnjemu podpisniku;
 2. meni, da je spodbudna namera drugih držav članic, ki so že začele s postopkom za podpis Memoranduma o soglasju za sistem eCall (Češka republika, Danska, Nizozemska in Nemčija), in poziva tiste, ki tega še niso storile, naj pokažejo politično voljo, da nameravajo to storiti;
 3. poudarja pomen tega, da vse države članice čim prej podpišejo Memorandum o sistemu eCall in tako drugim interesnim skupinam pokažejo jasno zavezo k izvajanju sistema eCall, v kolikor naj se sistem eCall popolnoma uvede do leta 2009;
 4. predлага, da bi morala biti ob upoštevanju dogovorjenega časovnega načrta programa Galileo popolna uvedba sistema eCall časovno usklajena z začetkom polnega delovanja sistema za določanje položaja Galileo, tj. leta 2010;
 5. meni, da bi bilo treba za dosego resničnega napredka Memorandum o soglasju spremeniti v pismo o nameri, ki bi ga čim prej podpisale vse interesne skupine;
 6. zato poziva organe držav članic, naj v gradivo za svoje javne kampanje o varnosti v cestnem prometu vključijo informacije o sistemu eCall;
 7. pozdravlja nedvoumno pozitivno stališče avtomobilske industrije glede uvedbe sistema eCall;
 8. ugotavlja, da sistem eCall temelji na uporabi številk 112 in E112 (zahteve za določitev lokacije klicev v sili v javnih brezžičnih omrežjih);
 9. opozarja, da je večina držav članic počasna pri spodbujanju uporabe enotne evropske številke za klice v sili, 112; poziva Komisijo, naj ponovno presodi, kako države članice izvajajo določbe Direktive 2002/22/ES Evropskega Parlamenta in Sveta z dne 7. marca 2002 o univerzalni storitvi in pravicah uporabnikov v zvezi z elektronskimi komunikacijskimi omrežji in storitvami², z vidika ustreznega odzivanja in obravnave klicev na enotno evropsko številko za klic v sili, vključno z določitvijo lokacije klica;
 10. poziva države članice, da čim prej dokončno uvedejo storitev številke E112, da

¹ KOM(2005)0229.

² UL L 108, 24. 4. 2002, str. 51.

spodbujajo uporabo tako številke 112 kot E112 in da sprejmejo ukrepe za to, da telefonske centrale za javno varnost opremijo z ustrezno infrastrukturo, kot je možnost učenja jezikov, razpoložljivost, identifikacija lokacije in obravnavava klicev, zato da se doseže skladnost s predpisi o E112, kar bo omogočilo nadaljnjo nadgradnjo, ki je potrebna za obravnavanje klicev v sistemu eCall;

11. ugotavlja razliko med oceno Komisije in oceno avtomobilske industrije o stroških vgradnega avtomobilskega sistema eCall;
12. poziva Komisijo in avtomobilsko industrijo, da izvedeta bolj poglobljeno analizo stroškovne učinkovitosti za vsak ukrep, ki ga je potrebno izvesti za začetek izvajanja sistema eCall;
13. se zaveda, da bo tehnologija, ki je potrebna za sistem eCall, omogočila zgodnji prevzem drugih inovativnih naprav aktivne varnosti z znižanjem mejnih stroškov njihove uvedbe;
14. se zaveda, da uvedba velikega števila novih tehnologij ne more biti takojšnja ter zato spodbuja Komisijo in industrijo, da pretehtata možnost postopne in obsežne uvedbe sistema eCall prek kombinacije vgradnih avtomobilskih sistemov in alternativnih sistemov, kot je uporaba mobilnih telefonov voznikov, tehnologije Bluetooth in vgradnih mobilnih telefonov, pri tem pa vseskozi upoštevata pravico do zasebnosti voznikov in potnikov;
15. upoštevajoč morebitno ceno sistema eCall, ki bo morda višja v regijah, ki jih pestijo stalno prisotne ovire, in zavedajoč se, da je veliko novih tehnologij dragih ter da kupci novih avtomobilov (predvsem nižjih cenovnih razredov) niso vedno pripravljeni ali zmožni plačati polno ceno; poziva vse interesne skupine, da delujejo skupaj za določitev spodbud, ki bodo pospešile uvedbo sistema eCall (kot je povezava s sistemi zavarovanj);
16. izraža svojo zaskrbljenost predvsem zato, ker bo morda cena sistema eCall previsoka ravno za tiste, ki bi ta sistem najbolj potrebovali, na primer ljudje, ki živijo na podeželju in na osamljenih območjih;
17. pozdravlja bodoče pobude in sporočila Komisije na področju varnosti vozil (eSafety);
18. naroči predsedniku, da to resolucijo posreduje Svetu, Komisiji ter vladam in parlamentom držav članic.

EXPLANATORY STATEMENT

1. Presentation of eCall

The eCall scheme is part of the eSafety initiative¹. It consists of the establishment of a harmonised pan-European in-vehicle emergency call. In case of an accident, the eCall device in the vehicle will transmit an emergency call with data that goes directly to the nearest emergency call centre. eCall can be triggered manually, but in case of a serious accident the car will send the call automatically. The life-saving feature of eCall is the accurate information it provides on the location of the accident site: the nearest emergency centre (the Public Safety Answering Point (PSAP)) is notified immediately, and knows exactly where to go. This results in a drastic reduction in the rescue time².

Some private emergency call systems have been developed in the past, and some are in the market now for some car trades, but its penetration is limited (normally reserved to high-end vehicles) and failed to ensure the appropriate service when the vehicles cross the borders. eCall aims to be introduced in all vehicles in Europe, for all trades and types, and to work anywhere the vehicle will be in Europe, thus giving service to the more than 100 million persons that travel abroad annually by car.

eCall will be built on the single European emergency number, 112, which was recently generalised in the whole EU³. This will ensure interoperability across Europe. In order to improve localisation of emergency calls, the 112 has a complement, the E112, which should allow immediate localisation of the emergency call⁴.

By accelerating the response time to the accident by about 50%, eCall will reduce the severity of the road accidents, thus contributing to the objective of reducing road deaths in the EU⁵. This improvement would meet the objective of reducing road casualties and fatalities that has been fixed in the Commission's European Road safety Action Programme⁶ and agreed by the

¹ Communication on Information and Communications Technologies for Safe and Intelligent Vehicles, COM(2003)0542, 15.9.2003.

² An immediate localisation of the accident will allow to treat more injuries in the crucial "**Golden hour**" — an hour of opportunity in which the lives of critically injured people can be saved, or the severity of their injuries reduced, if they are treated by trauma specialists. The Golden hour principle is based on medical findings demonstrating that the death rate of people with heart or respiratory failure or massive bleeding approaches 100 % one hour after the accident.

³ The 112 was introduced by Council Decision of 29 July 1991 on the introduction of a single European emergency call number (91/396/EEC), Published in the Official Journal L 217, 6.8.1991, p. 31.

⁴ Article 26 of the Universal Service Directive adopted in 2002 (Directive 2002/22/EC of 7 March 2002 on universal service and users' rights relating to electronic communications networks and services published in OJ L 108, 24.4.2002) stipulates the obligation that the public network operators make the caller location of all calls available to the emergency services to the extent technically feasible. Commission Recommendation of 25 July 2003 on the processing of caller location information in electronic communication networks for the purpose of location-enhanced emergency call services (E112)

⁵ According to E-Merge and the eSafety Driving Group, 5 % to 15 % of road fatalities can be reduced to severe injuries and 10 % to 15 % of severe injuries can be reduced to slight injuries (E-Merge 2004: 49, eSafety group).

⁶ European Road Safety Action Programme: Halving the number of road accident victims in the European Union by 2010: A shared responsibility, COM 2003(311) final 2.6.2003. The aim of the Programme is to reduce by 2010 the total number of road deaths from 43 000 to 25 000.

Council.

The shorter rescue time - faster arrival of rescue teams, police and towing firms- enables the accident scene to be cleared more quickly, eCall will thus reduce the congestion time and contribute to the efficiency of road transportation in Europe with a reduction of external costs, which could amount to € 4 billion in Europe¹. The overall savings of eCall related to accident reduction, including social and health costs and lost “public” income calculated for the European Community could amount to nearly €21 billion each year. Taking into account the necessary annual investments on the in-vehicle systems, to upgrade the PSAPs and to train the emergency services staff (estimated € 4.5 billion); a substantial cost-benefit ratio for eCall can be expected. Even with a lower estimated success rate and higher costs the benefit-cost ratio stays positive².

For the global organisation of eCall emergency service, Member States will have the choice between direct management or by delegation of management of PSAP public service.

2. Action plan for the implementation of the scheme

An eCall Driving Group was established to produce framework architecture and a business model for eCall, and to define the roles for both the public and private stakeholders. It includes representatives from the Member States, the Commission, telecom operators, PSAP operators, vehicle manufacturers, equipment suppliers, motorway operators, automobile clubs, insurance industry and service providers.

The eCall Driving Group has produced a Memorandum of Understanding (MoU) on implementing eCall.

The aim of the MoU is to ensure that eCall will work in any EU Member State. The MoU is a commitment of the stakeholders to implement the eCall together³ on the basis of common approved architecture and interface specifications, including the Minimum Set of Data (MSD). The MoU was signed in August 2004 by the European Commission, ACEA on behalf of the automotive industry and the multi-sector partnership ERTICO on behalf of its partners. The MoU has now over 50 signatures among which 6 are from Member States. Other 5 Member States have initiated the procedure for its signature. Switzerland has also signed the MoU.

The eSafety partners have agreed on a Road Map for eCall roll-out, the main milestones are the following:

- a) **By the end of 2005**, agreeing on eCall roll-out plan, business model and standards
- b) **By mid-2006**, full specification of the in-vehicle eCall system and start of development
- c) **In 2007**, full-scale field tests with early adopters
- d) **After September 2009**, introduction of eCall as standard equipment in all vehicles entering the market.

¹ The evaluation of the reduction in congestion time has been estimated at 10% in the low-impact case and 20% reduction in the high-impact case (see Study on the potential socio-economic impact of the introduction of Intelligent Safety Systems in Road Vehicles (SEISS) final report 2005, point 5).

² See SEISS study and E-Merge, 2004.

³ It should however be noted that the MoU does not create any legal obligation between Parties.

3. Was has been done already?

- The eCall Driving Group, with the participation of all stakeholders, has advanced in the specification of the performance criteria for the eCall service.
- The Driving Group has produced the first drafts specifications for the different domains of the system (in-vehicle system, interface to mobile networks operators, mobile network, interface to PSAPs, PSAPs)
- The Commission requested ETSI to produce the standard protocols to transmit the minimum set of data associated to an eCall from the in-vehicle system to the PSAPs. ETSI MSG is carrying out this task, and requested 3GPP to investigate the technical requirements for the transmission of the data from the in-vehicle systems to the PSAPs through mobile telephone networks (GSM, GPRS, UMTS). Standards are expected by end of March 2006
- ETSI and CEN have opened a working item to standardise the Minimum Set of Data architecture.
- Some Member States (Finland, the Netherlands) are upgrading their emergency services including eCall functionality. Finland has implemented an eCall testbed.

Implementation of emergency n° 112 in the EU Member States

	<i>Situation in Member States</i>
Availability of 112	Available in all Member States
Call answering and handling (PSAPs)	Operational in 15 Member States 10 other Member States have deficiencies in language and/or organisation ¹
Caller location (E112)	10 Member States have completed the process
Information-Promotion of 112	10 Member States have taken sufficient action

¹ Deficiencies in language is not a major problem for eCall as the relevant information is transmitted automatically

Implementation of eCall in the EU Member States

<i>Member State</i>	<i>eCall MoU signature</i>	<i>Implementation status</i>
Belgium	Discussion between Ministries	Upgrading and reorganisation of emergency centres
Czech Republic	Procedure started	E112 operational. Candidate for pilot
Denmark	Procedure started	
Germany	Support to eCall. Lander delegated into Federal Ministry	Signature conditioned to solve data privacy issue
Estonia		
Greece	Signed	
Spain	Regional competence	E112 operational. Position paper critical with eCall. Meeting to follow
France	Discussion between Ministries	
Ireland		
Italy	Signed	Upgrading emergency services. Candidate for pilot
Cyprus	Signed	
Latvia		
Lithuania	Signed	Upgrading emergency centres
Luxembourg		
Hungary	Procedure started	Upgrading emergency centres. Expert meeting Spring 06. Candidate for pilot
Malta	Discussion between Ministries	Starting socio-economic study
The Netherlands	Procedure started	Upgrading PSAPs. Implementation on 2006. Candidate for pilot
Austria	Supports eCall in general, but ongoing internal coordination process	Signature related to clarification on data protection question
Poland		
Portugal	Discussion between Ministries	
Slovenia	Signed	
Slovakia		
Finland	Signed	Testbed operational. Candidate for pilot
Sweden	Signed	Candidate for pilot
United Kingdom	Subject to financial perspectives	E112 operational. Research on RSQ on UK PSAPs

4. What still needs to be done in order to be ready for 2010?

- Achievement of the operational implementation of 112 and E112 as the one and only emergency number with localisation in Europe.
In order to have the background service ready for immediate implementation of eCall, Member States should also insure the viability of their PSAPs -, through equipment and upgrading - so as to operate location-enhanced E112 calls and eCalls. Member States should also ensure that the personnel of PSAPs are capable of adequately handling the eCalls originating from vehicles and that language support is provided. They should also upgrade their whole rescue chain (PSAPs, dispatching, emergency vehicles, and hospital emergency rooms).
- Accelerate the signature of the MoU by Member States in order to give the necessary signal to the industry¹ and citizens. As the industry will be willing to finalise investments and equipment if it is sure that Member states give sufficient guarantee on their share of burden to undertake, the main issue lies on Member States' willingness and readiness for providing the background emergency services for 2009-2010 (mainly setting up suitable emergency stations and rescue response capacity).
- Make sure that stable and viable standards for eCall technology are finalised by ETSI (European Telecommunications Standards Institute) for mid-2006 at the latest.
- Complete the work of the eCall Driving Group defining the specifications of the systems and agreeing on a positive business model.
- Launch extensive Field Operational Test with early adopters.

Conclusion of the rapporteur

As it should save around 2,500 lives per annum in the EU and €26 billion in accident and congestion costs, your rapporteur recommends that this initiative should be encouraged and supported by the European Parliament.

The eCall system should be implemented by 2009 and should not be subject to any unnecessary delay. It is important to note, however, that 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 along the time line agreed upon in the action plan and the Memorandum of Understanding. This is particularly important with regard to the objective of having operational PSAPs and a viable chain of emergency services based on E112 localisation data by the end of 2007.

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

¹ Six Member States have already signed the Memorandum of Understanding (MoU) on the phasing-in of the initiative, five other should do so in a near future. For some MS the agreement will take the form of a support letter instead of a proper signature (Germany and France).

Your rapporteur considers that a pan-European in-vehicle emergency call system will add value over and above what national means could provide alone.

POSTOPEK

Naslov	Varnost v cestnem prometu: zagotovitev sistema za klic v sili (eCall) državljanom
Št. postopka	2005/2211(INI)
Pristojni odbor Datum razglasitve dovoljenja na zasedanju	TRAN 17.11.2005
Odbori, zaprošeni za mnenje Datum razglasitve na zasedanju	ITRE 17.11.2005
Odbori, ki niso dali mnenja Datum sklepa	ITRE 23.11.2005
Okrepljeno sodelovanje Datum razglasitve na zasedanju	
Poročevalec/-ka Datum imenovanja	Gary Titley 11.10.2005
Nadomeščeni/-a poročevalec/-ka	
Obravnavna v odboru	25.1.2006 21.2.2006
Datum sprejetja	21.3.2006
Izid končnega glasovanja	+ 32 - 3 0 2
Poslanci, navzoči pri končnem glasovanju	Inés Ayala Sender, Etelka Barsi-Pataky, Philip Bradbourn, Paolo Costa, Michael Cramer, Artūnas Degutis, Petr Duchoň, Emanuel Jardim Fernandes, Roland Gewalt, Mathieu Grosch, Ewa Hedkvist Petersen, Stanisław Jałowiecki, Georg Jarzemowski, Jaromír Kohlíček, Rodi Kratsa-Tsagaropoulou, Fernand Le Rachinel, Jörg Leichtfried, Bogusław Liberadzki, Michael Henry Nattrass, Seán Ó Neachtain, Willi Piecyk, Luís Queiró, Reinhard Rack, Ulrich Stockmann, Georgios Toussas, Marta Vincenzi, Corien Wortmann-Kool
Namestniki, navzoči pri končnem glasovanju	Zsolt László Becsey, Guy Bono, Nathalie Griesbeck, Zita Gurmai, Anne E. Jensen, Jelko Kacin, Ioannis Kasoulides, Sepp Kusstatscher, Francesco Musotto, Luis Yañez-Barnuevo García
Namestniki (člen 178(2)), navzoči pri končnem glasovanju	
Datum predložitve	23.3.2006
Pripombe (na voljo samo v enem jeziku)	