



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Industry, Research and Energy

2013/0165(COD)

10.1.2014

OPINION

of the Committee on Industry, Research and Energy

for the Committee on the Internal Market and Consumer Protection

on the proposal for a regulation of the European Parliament and of the Council concerning type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC (COM(2013)0316 – C7-0174/2013 – 2013/0165(COD))

Rapporteur: Adina-Ioana Vălean

PA_Legam

SHORT JUSTIFICATION

Having been working on E-Call proposals since 2005, the European Commission has initially considered introducing the system on a voluntary basis only. Such an approach proved to be a failure, taking into account that today only around 0,7% of vehicles are equipped with an eCall system.

In order to tackle this situation, the Commission is now choosing a 'regulatory' approach that would make E-Call mandatory in new vehicles. The system will be based on the installation of type-approved equipment for the Single European Emergency Number 112 in all vehicles and a framework for handling eCalls in the telecommunication networks and Public Safety Answering Pointss. This approach will make eCall available to all citizens in Europe as an EU-wide service.

Additional emergency and/or added value services (open-access platform)

With the deployment of an EU-wide public eCall service, future vehicles will be equipped with a basic in-vehicle telematics platform, which will associate technical components (wireless communication with accurate positioning technology and a connection to vehicle control and sensor systems). However, your Rapporteur believes that other services provided to consumers shall be dealt with in a specifically designed regulation on Intelligent Traffic Systems and Telematics Platforms. The eCall regulation concerning type approval requirements should only focus on the emergency services provided through the European 112 infrastructure. Introducing an open-access platform at this stage may lead to a legislative vacuum regarding ownership and responsibility as well as additional delays in making 112-based emergency eCall system operational. The Commission should however propose at the latest by April 2014 a regulation on added value services that could bring further benefits to the consumers.

Private emergency call services (third party supported eCall systems)

The third party services supported eCall system should be allowed to coexist with the 112 based eCall and therefore a definition should be included. Furthermore, third party service supported eCall systems should only be allowed to coexist with the 112-based eCall in-vehicle system on the condition that the public 112-based eCall service is always available at least as the back-up option.

Other clarifications

In order to clarify the different processes and parts that build up the eCall in-vehicle system, your rapporteur has chosen to detail the definitions for: the call itself, the equipment, as well as for the network which carries the information and its receiver. The initial definitions do not provide a clear separation between these different items.

As regards compatibility with the Galileo and EGNOS satellite systems, your rapporteur believes it is not feasible to complete development of a positioning receiver without full

availability of the positioning satellites. Until that is achieved, it should not be a mandatory requirement.

AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on the Internal Market and Consumer Protection, as the committee responsible, to incorporate the following amendments in its report:

Amendment 1

Proposal for a regulation Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) It is still necessary to improve the operation of the 112 service throughout the European Union, so that it provides assistance swiftly and effectively in emergencies.

Amendment 2

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) The eCall system will represent an important structure composed by multiple actors dealing with safety of lives. Therefore it is critical that the liability aspect is ensured by this Regulation to enable full confidence of users and smooth running of the eCall system.

Amendment 3

Proposal for a regulation Recital 6

Text proposed by the Commission

(6) The provision of accurate and reliable positioning information is an essential element of the effective operation of the eCall in-vehicle system. Therefore, it is appropriate to require its compatibility with the services provided by *satellite navigation programmes, including* the systems established under the Galileo and EGNOS programmes set out in Regulation (EC) No 683/2008 of the European Parliament and of the Council of 9 July 2008 on the further implementation of the European satellite navigation programmes (EGNOS and Galileo)⁸.

⁸ OJ L 196, 24.7.2008, p.1.

Amendment

(6) The provision of accurate and reliable positioning information is an essential element of the effective operation of the eCall in-vehicle system. Therefore, it is appropriate to require its **full** compatibility with the services provided by **global** navigation **satellite systems, and in particular** the systems established under the Galileo and EGNOS programmes, **once they become fully operational**, set out in Regulation (EC) No 683/2008 of the European Parliament and of the Council of 9 July 2008 on the further implementation of the European satellite navigation programmes (EGNOS and Galileo)⁸.

⁸ OJ L 196, 24.7.2008, p.1.

Amendment 4

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The mandatory equipping of vehicles with the eCall in-vehicle system should initially apply only to new passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists.

Amendment

(7) The mandatory equipping of vehicles with the eCall in-vehicle system should initially apply only to new passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists. ***The Commission ought, however, to assess the possibility of extending the mandatory eCall in-vehicle system to other categories of vehicles not covered by this Regulation.***

Amendment 5

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The mandatory equipping of vehicles with the eCall in-vehicle system should be without prejudice to the right of all stakeholders such as car manufacturers and independent operators to offer additional emergency ***and/or added value services***, in parallel with or building on the 112-based eCall in-vehicle system. However, these additional services should be ***designed*** not to increase driver distraction.

Amendment

(8) The mandatory equipping of vehicles with the eCall in-vehicle system should be without prejudice to the right of all stakeholders such as car manufacturers and independent operators to offer additional emergency ***provided by private suppliers***, in parallel with or building on the 112-based eCall in-vehicle system. However, these additional services should be ***certified by a competent authority recognised by the authorities responsible for road safety so as*** not to increase driver distraction ***and should be offered to consumers on an optional basis***

Amendment 6

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, the eCall in-vehicle system should be accessible ***free of charge and without discrimination to all independent operators and based on an interoperable and open-access platform*** for possible future in-vehicle applications or services.

Amendment

(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, ***all elements*** the eCall in-vehicle system should be accessible ***for repair and maintenance purposes in accordance with existing legislation***

The Commission should put forward, without delay, based on consultations with all stakeholders, a legislative proposal regarding the ancillary services and a standardised open access interoperable telematics platform which could be developed for possible future in-vehicle applications or services.

To adapt the way of accessing vehicle

repair and maintenance information to technical progress there is an urgent need to work towards an agreement on the technical in-vehicle system requirements and to update the existing European legislation accordingly.

To this aim, the Commission should provide specifications and update the list of priority actions included in the Directive 2010/40/EU of the European Parliament and the Council^{8a}. Further clarifications should be provided on the conditions under which third parties providing added value services can have access to data stored in the in-vehicle system.

^{8a} Directive 2010/40/EU of the European Parliament and the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1.).

Amendment 7

Proposal for a regulation Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) The introduction of any additional in-vehicle application or service should not delay the entry into force of this Regulation or its application.

Amendment 8

Proposal for a regulation Recital 16

Text proposed by the Commission

(16) Vehicle manufacturers should be allowed sufficient time to adapt to the technical requirements of this Regulation.

Amendment

(16) Vehicle manufacturers **and service providers** should be allowed sufficient **lead time from the date of publication of this Regulation and the delegated acts adopted pursuant to this Regulation in the Official Journal of the European Union** to adapt to the technical requirements of this Regulation, **taking into consideration that the technical requirements regarding testing, application of relevant standards and personal data and privacy protection will be established after the entry into force of this Regulation by means of delegated acts.**

Amendment 9

**Proposal for a regulation
Article 3 – point 1**

Text proposed by the Commission

(1) ‘e-Call in-vehicle system’ means **a** system activated either automatically via in-vehicle sensors or manually, which **carries**, by means of mobile wireless communications networks, a standardised minimum set of data and **establishes** a 112-based audio channel between the occupants of the vehicle and a public safety answering point;

Amendment

(1) ‘eCall in-vehicle system’ means **an emergency system, composed of the in-vehicle equipment and the means to trigger manage and effect the eCall transmission, that is** activated either automatically via in-vehicle sensors or manually, **and** which **emits signals** by means of mobile wireless communications networks **in order to enable the transmission of** a standardised minimum set of data, and **to establish** a 112-based **or a third party services supported eCall** based audio channel between the occupants of the vehicle and a public safety answering point;

Amendment 10

**Proposal for a regulation
Article 3 – point 2 a (new)**

Text proposed by the Commission

Amendment

(2a) 'eCall' means an in-vehicle emergency call to 112, made via the eCall in-vehicle system;

Amendment 11

Proposal for a regulation Article 3 – point 2 b (new)

Text proposed by the Commission

Amendment

(2b) 'third party services supported eCall' (TPS-eCall) means an emergency call system according to standard EN 16102: 2011 which includes the transmission of data to a third party service provider (TPSP), and the establishment of a voice call with this TPSP via mobile wireless communication networks.

In the event of a severe accident, the TPSP establishes a voice connection with the most appropriate public safety answering point (PSAP) and forwards all relevant information concerning the event, including the information specified by EN 15722 (Intelligent transport systems - eSafety - 'eCall' minimum set of data) to this most appropriate PSAP;

Amendment 12

Proposal for a regulation Article 3 – point 2 c (new)

Text proposed by the Commission

Amendment

(2c) 'public safety answering point' (PSAP) means a physical location where emergency calls are first received under the responsibility of a public authority or a private organisation recognised by the Member State concerned;

Amendment 13

Proposal for a regulation Article 3 – point 2 d (new)

Text proposed by the Commission

Amendment

(2d) 'minimum set of data' (MSD) means the information defined by the standard 'Road transport and traffic telematics — eSafety — eCall minimum set of data (MSD)' (EN 15722) which is sent to the eCall PSAP;

Amendment 14

Proposal for a regulation Article 3 – point 2 e (new)

Text proposed by the Commission

Amendment

(2e) 'in-vehicle equipment' means equipment within the vehicle that provides or has access to the in-vehicle data required to perform the eCall transaction via a public mobile wireless communications network;

Amendment 15

Proposal for a regulation Article 3 – point 2 f (new)

Text proposed by the Commission

Amendment

(2f) 'mobile wireless communications network' means mobile wireless communications network available to the public in accordance with Directives 2002/21/EC^{12a} and 2002/22/EC^{12b} of the European Parliament and of the Council;

^{12a} Directive 2002/21/EC of the European

Parliament and of the Council of 7 March 2002 on a common regulatory framework for electronic communications networks and services (Framework Directive) (OJ L 108, 24.4.2002, p. 33).

^{12b}Directive 2002/22/EC of the European Parliament and of the Council of 7 March 2002 on universal service and users' rights relating to electronic communications networks and services (Universal Service Directive) (OJ L 108, 24.4.2002, 51).

Amendment 16

Proposal for a regulation Article 4

Text proposed by the Commission

Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with an eCall in-vehicle system, in accordance with this Regulation and the delegated acts adopted pursuant to this Regulation.

Amendment

Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with an ***embedded*** eCall in-vehicle system, in accordance with this Regulation and the delegated acts adopted pursuant to this Regulation.

Amendment 17

Proposal for a regulation Article 5 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

This is without prejudice to the right of the vehicle owner to use another emergency call system installed in the vehicle and providing a similar service, in addition to the eCall in-vehicle system. In that case, this other emergency call system shall be compliant with the standard EN 16102 'Intelligent transport system - ESafety- Third Party Services Supported eCall - Operating Requirements'.

Manufacturers shall demonstrate that the in-vehicle system includes a switch mechanism ensuring that there is only one system active at a time and that the eCall in-vehicle system takes automatically over in case the other emergency call system is not operational.

Amendment 18

Proposal for a regulation Article 5 – paragraph 3

Text proposed by the Commission

3. Manufacturers shall ensure that the receivers in the in-vehicle systems are compatible with the positioning services provided by satellite navigation systems including the Galileo and the EGNOS systems.

Amendment

3. Manufacturers shall ensure that the receivers in the in-vehicle systems are compatible with the positioning services provided by ***operational global*** satellite navigation systems including the Galileo and the EGNOS systems, ***12 months after their initial operational capability***

Amendment 19

Proposal for a regulation Article 5 – paragraph 4

Text proposed by the Commission

4. Only those eCall in-vehicle systems which can be tested shall be accepted for the purposes of type-approval.

Amendment

4. Only those ***embedded*** eCall in-vehicle systems which can be tested shall be accepted for the purposes of type-approval.

Amendment 20

Proposal for a regulation Article 5 – paragraph 6

Text proposed by the Commission

6. The eCall in-vehicle system shall be

Amendment

6. ***All elements of*** the eCall in-vehicle

accessible to all independent operators free of charge and without discrimination *at least for repair and maintenance purposes.*

system shall be accessible to all independent operators free of charge and without discrimination *for vehicle repair and maintenance purposes as set out in Regulation (EC) No 715/2007 of the European Parliament and of the Council^{14a} and for the purpose of developing and implementing additional services based on an interoperable, standardised and open platform for possible future on-board application or services.*

^{14a} Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1.).

Amendment 21

Proposal for a regulation Article 5 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. For vehicle repair and maintenance purposes and for future in-vehicle applications or services, the vehicle manufacturers and independent operators under the supervision of the European Commission shall by January 2017 come to an agreement with regard to the technical requirements for an interoperable, standardised and secure and open-access platform, on which the eCall in-vehicle system shall be based.

Amendment 22

Proposal for a regulation

Article 5 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

6b. As from the adoption of this Regulation, the Commission shall start working on the technical requirements for an interoperable, standardised, secure and open-access platform, on which the eCall in-vehicle system may be based, for vehicle repair and maintenance purposes and for future in-vehicle applications or services.

Amendment 23

Proposal for a regulation

Article 5 – paragraph 6 c (new)

Text proposed by the Commission

Amendment

6c. In adopting these legal acts, the Commission shall create the technical preconditions for an interoperable, standardised, secure and open platform. This must afford access to repair and maintenance work for all market participants in a non-discriminatory manner.

Amendment 24

Proposal for a regulation

Article 5 – paragraph 7

Text proposed by the Commission

Amendment

7. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 establishing the detailed technical requirements and tests for the type-approval of eCall in-vehicle systems and

7. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 establishing the detailed technical requirements and tests for the type-approval of eCall in-vehicle systems and

amending Directive 2007/46/EC accordingly.

The technical requirements and tests referred to in the first subparagraph shall be based on the requirements set out in paragraphs 3, 4 and 6 and on the following standards, where applicable:

- (a) EN 16072 ‘Intelligent transport system-ESafety-PanEuropean eCall-Operating requirements’;
- (b) EN 16062 ‘Intelligent transport systems-ESafety-ECall high level application requirements (HLAP)’;
- (c) EN 16454 ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the eCall in-vehicle system conformance to the pan-European eCall;
- (d) any additional European standards or UNECE Regulations relating to eCall systems.

Amendment 25

Proposal for a regulation Article 6 – paragraph 2

Text proposed by the Commission

2. The minimum set of data sent by the eCall in-vehicle system shall include only *the minimum information required for the appropriate handling of emergency calls.*

amending Directive 2007/46/EC accordingly.

The technical requirements and tests referred to in the first subparagraph shall be ***adopted after consultation of relevant stakeholders and*** based on the requirements set out in paragraphs 3, 4 and 6 and on the following standards, where applicable:

- (a) ***CEN EN 16072:2011*** ‘Intelligent transport system-ESafety-PanEuropean eCall-Operating requirements’;
- (b) ***CEN EN 16062:2011*** ‘Intelligent transport systems-ESafety-ECall high level application requirements (HLAP)’;
- (c) ***CEN EN 16454:Version*** ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the eCall in-vehicle system conformance to the pan-European eCall;
 - (ca) ***CEN EN 15722:2011 ‘Intelligent transport systems - eSafety - eCall minimum set of data (MSD)’***;
 - (cb) ***CEN EN 16102:2011 ‘Intelligent transportation systems – eCall Operating requirements for third party support’***;
- (d) any additional European standards or UNECE Regulations relating to eCall systems.

Amendment

2. The minimum set of data sent by the eCall in-vehicle system shall include only ***the information defined by the standard ‘Road transport and traffic telematics — eSafety — eCall minimum set of data (MSD)’ (EN 15722) which is sent to the***

Amendment 26

Proposal for a regulation

Article 6 – paragraph 3 – point h

Text proposed by the Commission

(h) the modalities for exercising data subjects' rights;

Amendment

(h) the modalities for exercising data subjects' rights, ***including offering an independent contactpoint for handling of complaints;***

Amendment 27

Proposal for a regulation

Article 7

Text proposed by the Commission

With effect from 1 ***October 2015***, national authorities shall only grant EC type-approval in respect of the eCall in-vehicle system to new types of vehicles which comply with this Regulation and the delegated acts adopted pursuant to this Regulation.

Amendment

With effect from 1 ***June 2016***, national authorities shall only grant EC type-approval in respect of the eCall in-vehicle system to new types of vehicles which comply with this Regulation and the delegated acts adopted pursuant to this Regulation

Amendment 28

Proposal for a regulation

Article 10 a (new)

Text proposed by the Commission

Amendment

Article 10a

Reporting

No later than 1 October 2018, the Commission shall evaluate the penetration rate and impact of the eCall in-vehicle system. This evaluation shall be presented to the European Parliament

and the Council.

Amendment 29

**Proposal for a regulation
Article 12 – subparagraph 2**

Text proposed by the Commission

It shall apply from 1 **October 2015**.

Amendment

It shall apply from 1 **June 2016**.

PROCEDURE

Title	Deployment of the eCall in-vehicle system
References	COM(2013)0316 – C7-0174/2013 – 2013/0165(COD)
Committee responsible Date announced in plenary	IMCO 1.7.2013
Opinion by Date announced in plenary	ITRE 1.7.2013
Rapporteur Date appointed	Adina-Ioana Vălean 11.9.2013
Discussed in committee	28.11.2013
Date adopted	9.1.2014
Result of final vote	+: 34 –: 4 0: 3
Members present for the final vote	Josefa Andrés Barea, Jean-Pierre Audy, Ivo Belet, Bendt Bendtsen, Jan Březina, Maria Da Graça Carvalho, Jürgen Creutzmann, Pilar del Castillo Vera, Christian Ehler, Adam Gierek, Norbert Glante, Fiona Hall, Kent Johansson, Romana Jordan, Marisa Matias, Jaroslav Paška, Miloslav Ransdorf, Herbert Reul, Teresa Riera Madurell, Paul Rübig, Amalia Sartori, Konrad Szymański, Patrizia Toia, Evžen Tošenovský, Claude Turmes, Marita Ulvskog, Vladimir Urutchev, Alejo Vidal-Quadras, Zbigniew Zaleski
Substitute(s) present for the final vote	Maria Badiá i Cutchet, Luigi Berlinguer, Jerzy Buzek, Antonio Cancian, Daniel Caspary, Yves Cochet, Lara Comi, António Fernando Correia de Campos, Rachida Dati, Francesco De Angelis, Ioan Enciu, Vicente Miguel Garcés Ramón, Elisabetta Gardini, Nick Griffin, Marek Józef Gróbarczyk, Matthias Groote, Françoise Grossetête, Andrzej Grzyb, Cristina Gutiérrez-Cortines, Takis Hadjigeorgiou, Rebecca Harms, Satu Hassi, Roger Helmer, Jolanta Emilia Hibner, Gunnar Hökmark, Yannick Jadot, Ivailo Kalfin, Sajjad Karim, Seán Kelly, Eija-Riitta Korhola, Paweł Robert Kowal, Holger Kraemer, Bernd Lange, Werner Langen, Corinne Lepage, Marian-Jean Marinescu, Zofija Mazej Kukovič, Alajos Mészáros, Alexander Mirsky, Tiziano Motti, Vladko Todorov Panayotov, Markus Pieper, Mario Pirillo, Pavel Poc, Franck Proust, Fiorello Provera, Frédérique Ries, Algirdas Saudargas, Peter Skinner, Alyn Smith, Laurence J.A.J. Stassen, Hannu Takkula, Silvia-Adriana Țicău, Johannes Cornelis van Baalen, Peter van Dalen, Lambert van Nistelrooij, Henri Weber, Hermann Winkler, Inês Cristina Zuber
Substitute(s) under Rule 187(2) present for the final vote	Sandrine Bélier, Jean Lambert

