



# Project sAFE

After-Market eCall for Europe

Project Overview and Update

eCall Days

Berlin

14<sup>th</sup> & 15<sup>th</sup> October 2020

20-10-16



Co-financed by the Connecting Europe  
Facility of the European Union

- **Why sAFE?**
- **What does the project aim to achieve?**
- **Project activities?**
- **Questions**

- **Casualty figures across Europe have plateaued**
- **eCall based on 112 deployed in Europe since April 2018**
- **Applies to new types of cars & light trucks limited penetration initially, but there are 268 million vehicles already registered in Europe**
- **High interest in after-market eCall solutions BUT:**
  - No standards is it a real crash or a pothole?
  - Possible adverse affect for PSAP with false calls
  - Cohesion member states have embraced eCall BUT will not gain FULL benefit for many years after-market eCall could substantially increase the benefit

- **70% of all vehicles involved in collisions 15 years old or older!**
- **New vehicle less likely to be involved in collision for first 10 months!**
- **eCall deployment on new types of vehicles will have a limited effect on road safety initially**
- **New vehicles have advanced safety devices, which older vehicles do not have**



- **Aim – To define Standards and Specifications to pave the way for the deployment of After-Market eCall devices**
- **Objectives**
  - Protect PSAP from unacceptable levels of false call
  - Define minimum performance and conformance requirements for After-Market Devices across ALL vehicle categories
  - Deal with the necessary variants of After-Market eCall devices, that will use the single emergency number
  - Work with the European Standardisation bodies to develop technical standards for After-Market eCall systems

- **Activity 1 Project Management & Dissemination**
  - **Activity 1.1 Project Management**
    - COVID, COVID COVID!
    - Liaison with CEN 278 WG15
    - European Commission
    - Member States
  - **Activity 1.2 Dissemination**
    - eCall Association
    - SAFE Final event
    - Web Site
    - Document Library



- **Activity 2 Problem Analysis – Aftermarket system requirements *Completed***

- Identification **NEW!** requirements ✓
- Cost Benefit **NEW!** analysis ✓
- eCall system **NEW!** over IMS ✓
- Security **NEW!** privacy Impact ✓
- Deployment of aftermarket **NEW!** call into member States ✓

Find the documents here: <https://safe112.eu/>

- **Activity 3 Definitions and Specifications *Six-month extension applied for***
  - M1 **DRAFT** V1
  - L Category **DRAFT** Vehicles
  - M2 **DRAFT** M3
  - N2 **DRAFT** V3
  - L category vehicles
  - New Category **DRAFT** into eCall enabled PSAP
  - Agricultural and Plant **DRAFT**
  - Next Generation **DRAFT** 2 eCall



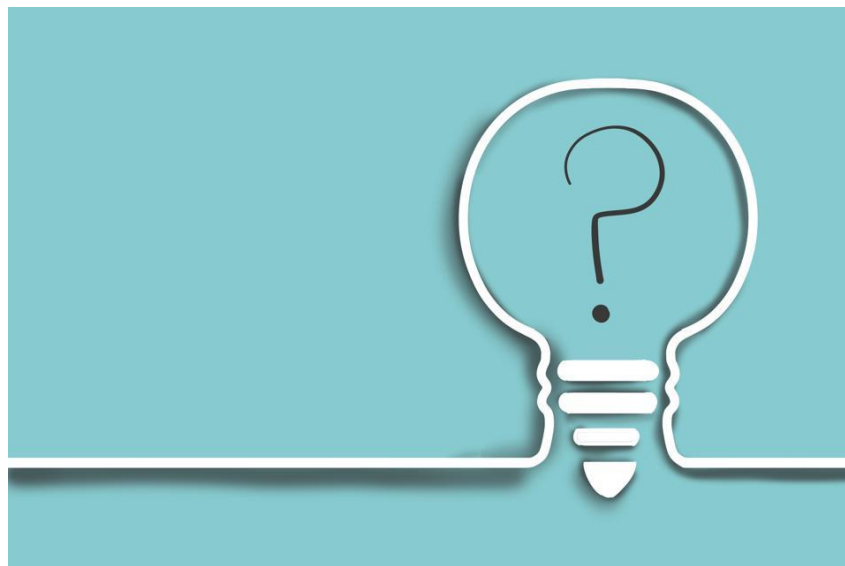
- **Activity 4 Conformity Activities**
  - Design a C **NEW!** **ity Scheme** ✓
  - **Validation of the conformity scheme**

- **Activity 5 validation of aftermarket eCall**
  - **Cyprus wide variety of vehicles being tested in collaboration with IVS developers, *final stages of being arranged***
  - **Slovenia**
    - **PlugTest organised with sAFE project, ETSI and EENA: objective to provide testing facilities for Next Generation eCall devices and Next Generation PSAP Solutions**
    - **Event to take place 26th October to 6th November 2020**

- **Activity 6 Member States who will test After-Market eCall devices**
  - **Germany**, being arranged
  - **Czech Republic**, Testing now
  - **Finland**, being arranged
  - **Italy**, being arranged
  - **Portugal**, testing due Q1 2021



# Questions?



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