



# Project sAFE

Aftermarket eCall for Europe

Speaker  
Location  
Date



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

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## Why sAFE?

- More than 268m vehicles currently registered in Europe
- Casualty figures across Europe have plateaued
- 70% of all vehicles involved in collisions 15 years old or older
- Applies only to new types of cars
- Potential for adverse affect in the PSAP high volumes of false calls
- New vehicles also have passive and active safety devices, which older vehicles do not have
- No standards for existing vehicles

➔ **Therefore eCall retrofit systems are of high importance!**

## Aim

- Defining standards and specifications to pave the way for deployment of aftermarket systems for eCall.

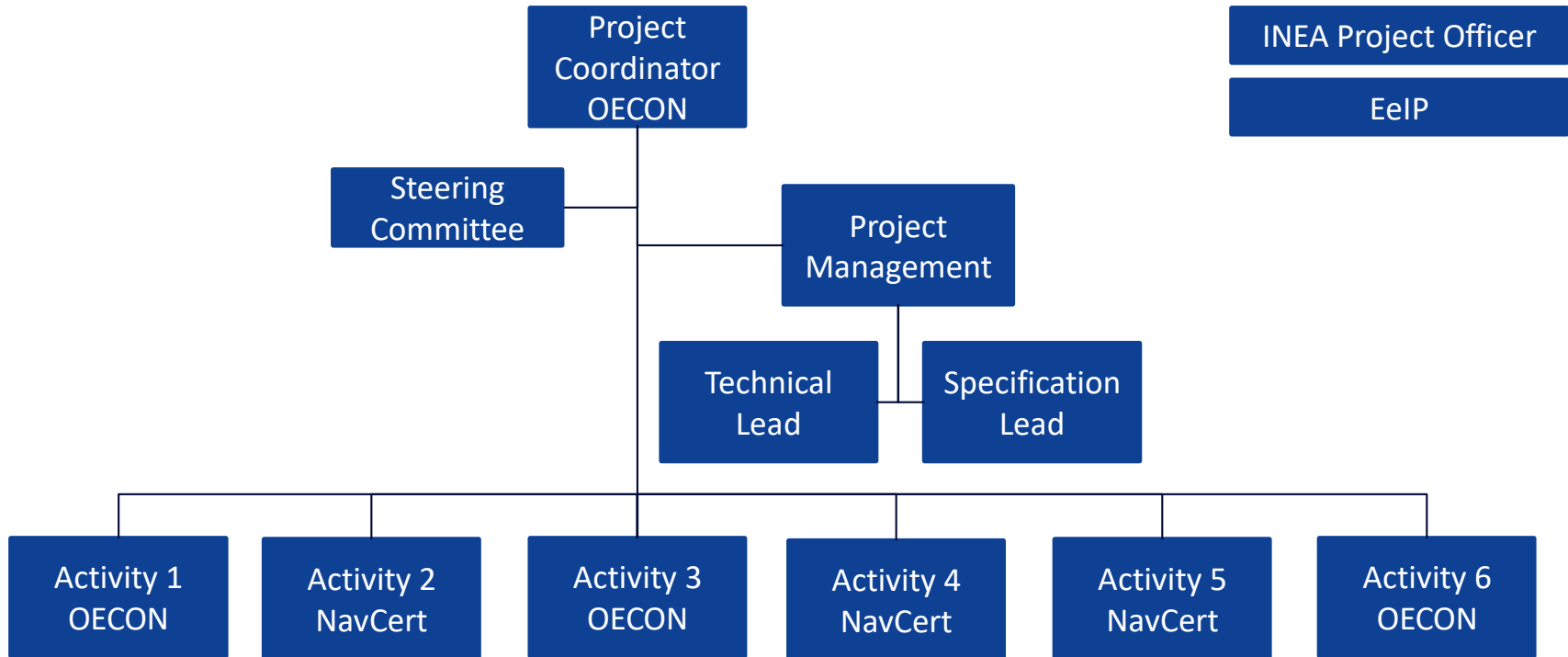
## Objectives

- identify minimum performance and conformance requirements for aftermarket 112-eCall systems and devices. **This will avoid overload of PSAPs with false or inappropriate call**
- deal with the necessary variants of aftermarket eCall systems that will use the single emergency number of 112
- work with the European Standardisation bodies to develop the necessary technical standards for aftermarket eCall systems

## Chances

- Huge potential market for aftermarket device

<b>Program:</b>	Connecting Europe Facility (CEF) – Transport Sector
<b>CEF Funding partner:</b>	INEA
<b>Project Coordinator:</b>	OECON Product & Services GmbH
<b>Consortium:</b>	23 Partners
<b>Duration:</b>	1 <sup>st</sup> January 2019 – 31 <sup>st</sup> December 2020
<b>Project volume:</b>	5.3 Million Euro
<b>EU Funding:</b>	2.7 Million Euro



- Activity 1 – Project Management and Outreach Dissemination
- Activity 2 – Problem Analysis of After-Market system requirements
- Activity 3 – Definition and Specification
- Activity 4 – Conformity Activities
- Activity 5 – Member State Validation
- Activity 6 – Support of Member States in Validation

## Activity 1 – Project Management and Outreach Dissemination

- Provide the overall legal, contractual, ethical, financial and administrative management of the project
- Communication with the European Commission (INEA) and annual reporting, Cost Benefit Analysis
- Dissemination
- Build up an organisational structure to connect relevant eCall stakeholder for future development and standardisation activities



### Activity 2 – Problem Analysis of Aftermarket System Requirements

- Identification of market requirements
- eCall Support over IMS (IP Multimedia Subsystem)
- Cost Benefit Analysis
- Security and Privacy Impact Analysis
- Deployment of retrofit eCall into Member States
- Influence of retrofit to requirements of PSAP

## Activity 3 – Definition and Specification

- Review current set of standards and adapt them to aftermarket for vehicles category M1 & N1
- Definition and Specification of aftermarket 112 eCall systems
- Incident/Accident analysis of vehicle category M2,M3, N2 & N3
- Input to standardisation bodies
- Aftermarket eCall requirements and Triggering Mechanism for L vehicle categories, trucks, and agricultural & forestry Vehicles
- Specifications and requirements for PSAPs for new vehicle categories/ technologies
- NG112 eCall: Sensing and communication requirements

## Activity 4 – Conformity Activities

- Develop the **conformity and test regime** to ensure aftermarket 112 eCall meets the specifications and standards as they are developed by this project and through its work in supporting the relevant standardisation bodies:
  - Aftermarket 112 eCall: M1/N1, P2W, LD Coach, HGV, L
  - Aftermarket TPS eCall: M1/N1, P2W, LD Coach, HGV, L

## Activity 5 – Member State Validation

- **Cyprus:** After-market eCall IVS to M1 and N1 class governmental vehicles, of different manufacturers and production dates
- **Slovenia:** Make the eCall test system available to any developer, demonstration area which complies with the current eCall standards for vehicle category M1

## Activity 6 – Support of Member State Validation

- **Germany:** M1 and N1 testing cross border assessment across 5 PSAP
- **Czech Republic:** M1 and N1 validation and cross border with Germany
- **France:** M1 and N1 via the intermediate PSAP architecture
- **Finland:** Validate aftermarket eCall equipment interoperability with ERA-GLONASS
- **Italy:** Validate equipment developed in activity 3
- **Portugal:** Aftermarket validation M1 and N1
- **Austria:** Validate equipment developed in activity 3 with equipped P2W and Austrian PSAP

- **sAFE is based on the I\_HeERO Achievements**
  - IP standard for IVS and PSAP: NG eCall
  - eCall for powered 2-wheeled vehicles
  - eCall for trucks
- **sAFE will introduce eCall for a whole bunch of vehicles:**
  - Types M1, M2, M3, N1, N2, N3, L
- **sAFE will define standards for validation**
- **sAFE will validate achievements in different PSAPs in different Member States**



Austria, Cyprus, Czech Republic,  
Finland, France, Germany, Italy,  
Luxembourg, Netherlands,  
Portugal, Romania, Spain,  
Slovenia, United Kingdom



# Partners







# Thank you for your attention!

## Contact

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