



BSI Standards Publication

**Intelligent transport systems - ESafety -
Interoperability and user choice in eCall
aftermarket and third party eCall services**

National foreword

This Published Document is the UK implementation of CEN/TS 17313:2019.

The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

© The British Standards Institution 2019
Published by BSI Standards Limited 2019

ISBN 978 0 539 01253 8

ICS 35.240.60

Compliance with a British Standard cannot confer immunity from legal obligations.

This Published Document was published under the authority of the Standards Policy and Strategy Committee on 30 April 2019.

Amendments/corrigenda issued since publication

Date	Text affected
------	---------------

TECHNICAL SPECIFICATION
 SPÉCIFICATION TECHNIQUE
 TECHNISCHE SPEZIFIKATION

CEN/TS 17313

March 2019

ICS 35.240.60

English Version

**Intelligent transport systems - ESafety - Interoperability
 and user choice in eCall aftermarket and third party eCall
 services**

Systeme de transports intelligent - E Sécurité -
 Interopérabilité et choix de l'utilisateur dans les
 services après-vente eCall et les services eCall de
 fournisseurs privés

Intelligente Verkehrssysteme - eSicherheit -
 Austauschbarkeit und Nutzerwahl im eSicherheit-
 Zubehörmarkt und Drittanbieter eCall-Dienste

This Technical Specification (CEN/TS) was approved by CEN on 6 January 2019 for prEN 17313 application.

The period of validity of this CEN/TS is limited initially to three years. After two years all members of CEN will be requested to submit their comments, particularly on the question whether the CEN/TS can be converted into a European Standard.

CEN members are required to announce the existence of this CEN/TS in the same way as for an EN and to make the CEN/TS available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the CEN/TS) until the final decision about the possible conversion of the CEN/TS into an EN is reached.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
 COMITÉ EUROPÉEN DE NORMALISATION
 EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Contents

	Page
European foreword	3
Introduction	4
1 Scope.....	5
2 Normative references.....	5
3 Terms and definitions.....	6
4 Abbreviations.....	11
5 User-oriented considerations	11
5.1 basic consumer principles.....	11
5.2 Participating Service Providers — Prerequisite	12
6 Requirements.....	12
6.1 General conditions	12
6.2 Design Concept.....	12
6.3 Basic principles	13
6.3.1 Freedom of choice, default use of 112, high availability essential, data protection and privacy (see EN 16102).....	13
6.3.2 Principle: Freedom of choice for the vehicle owner.....	13
6.3.3 Principle: Default use of the legally mandated 112 eCall as a safe and secure fall-back solution.....	13
6.3.4 Principle: High availability.....	14
6.3.5 Principle: <i>Data</i> protection and <i>data</i> privacy.....	14
6.4 System Overview.....	15
6.5 Process overview	15
6.6 Process 'Register a third party service provider'.....	16
6.7 Process 'Monitor third party service provider'	16
6.8 Process 'Select third Party Service Provider'	16
6.9 Process 'Monitor third party eCall Service'.....	18
7 Roles, Rights and Responsibilities.....	19
7.1 General.....	19
7.2 The TPS-IVS provider.....	19
7.3 The PARES	20
7.4 The interoperability service registration authority	20
7.5 The third party Call provider	20
7.6 The Public Safety Answering Point.....	21
7.7 The vehicle owner	21
8 Information overview (MSD, TSD).....	22
Annex A (informative) Responsibilities of the interoperability service registration authority	23
A.1 Organizational structure.....	23
A.2 Responsible tasks of the interoperability service registration authority.....	23
Bibliography	24

European foreword

This document (CEN/TS 17313:2019) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, the secretariat of which is held by NEN.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Currently in preview, click buy full version.

Introduction

An *eCall* is an *emergency call* generated either automatically via activation of in-vehicle sensors or manually by the *vehicle occupants*. When activated, it provides notification and relevant location information to the most appropriate *Public Safety Answering Point (PSAP)*¹ by means of 'mobile wireless communications networks', carries a defined standardized '*minimum set of data*', notifying that there has been an incident that requires response from the emergency services and establishes a voice channel between the occupants of the vehicle and the 'most appropriate PSAP'.

There are two principal variants of *eCall*:

- a) *112-eCall* (also known as Pan-European *eCall*);
- b) Third Party Service supported *eCall (TPS-eCall)* ; also known as Third Party *eCall*).

112-eCalls progress automatically from the vehicle directly to the *Public Safety Answering Point (PSAP)*.

Third Party Service supported *eCall* involves the service and the support of a Third Party *Service provider (TPSP)* as an intermediary entity, who may filter out false calls, determine if an *emergency call* requires the emergency service or other services (such as breakdown assistance), and may provide additional information requested by the owner of the vehicle to be passed to emergency services in the event of an *emergency call*, or where the vehicle does not have the capability to send the full MSD *data set*, may add *data* and consolidate the MSD before forwarding it to the PSAP. A TPSP may typically offer *TPS-eCall* as a part of a bundle of wider support services.

The deployment of *112-eCall* service in Europe is mandatory for all new models (classes M1, N1) as of 31 March 2018. According to Regulation (EU) 2015/758 a *TPS-eCall* service can co-exist provided that the measures necessary to ensure continuity in the provision of the service to the consumer are adopted; according to Regulation (EU) 2015/758 (3 c), the vehicle user must have the option to elect to use a 112-based *eCall* in-vehicle system at any time.

Third Party *eCall* service is a private commercial service which may be offered optionally and supplementary to *112-eCall* service.

However, the possibility to choose and to change third party *eCall service provider* has not so far been defined regarding in-vehicle systems for third party *eCall* service, although interoperability and *user choice* are significant aspects for fair competition in the European Service Market.

According to Regulation (EU) 2015/758¹, open choice for users and fair competition should be ensured, as well as innovation should be encouraged, in order to boost the competitiveness of the European Union's information technology industry in the global market.

This document provides specification for such interoperability.

NOTE It is recognized that some *vehicle manufacturers* and *service providers* may not want or are unable to participate in such an open market. This document is therefore developed for voluntary use by parties who may wish to participate in an open market for service provision.

¹ See Regulation (EU) 2015/758 Recital 16.

1 Scope

This document provides a description for voluntarily consenting vendors (subsequently referred to as '*participating service providers*'), who wish to provide *TPS-eCall* service in an open market environment, where *users* can select and change the *service provider*. It focusses on the use case '*TPS-eCall* service', as standardized in EN 16102, only (and for clarification, does not apply in respect of *112-eCall*, where no TPS provider is involved.)

The document determines the preconditions, requirements and functional means needed in order that *users* of a *TPS-eCall* service can choose and change her/his preferred *service provider* (TPSP) out of a range of available TPSPs, who are participating in the open market provisions determined in this specification.

Outside the scope of this document are:

- a) any commercial considerations (e.g. whether the service is offered for free or a charged service or part of a commercial service package offer),
- b) any contractual considerations (e.g. how a service contract between an user and a TPSP is established),
- c) any IT-security related issues in conjunction with the TPS in-vehicle system,
- d) any considerations regarding communication costs (for voice and data) related to the *TPS-eCall* service
- e) any PSAP related considerations (towards the PSAPs there is no impact related to provider change, since any TPSP needs to negotiate acceptance of its service offering with the PSAPs in the countries where the service is provided, before such service can be provided).

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 15722, *Intelligent transport systems – ESafety - ECall minimum set of data*

EN 16072:2015, *Intelligent transport systems – ESafety - Pan-European eCall operating requirements*

EN 16102, *Intelligent transport systems – eCall - Operating requirements for third party support*

EN 16454, *Intelligent transport systems – ESafety - ECall end to end conformance testing*

EN ISO 24978, *Intelligent transport systems - ITS Safety and emergency messages using any available wireless media - Data registry procedures (ISO 24978)*