ADAC Statement

with regard to the technical specification of the in-vehicle system for eCall

DG ENTR eCall Stakeholder Meeting, Brussels

**26 November 2013**
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Agenda

1 ADAC's commitment towards EU-wide eCall deployment

2 In-vehicle system for EU-wide eCall and additional services

3 Expected usage of the in-vehicle system

4 Conclusion

5 Need for open platform

ADAC's commitment towards EU-wide eCall deployment

Commercial Interest

Consumer Protection

eCall

In-vehicle system for EU-wide eCall and additional services

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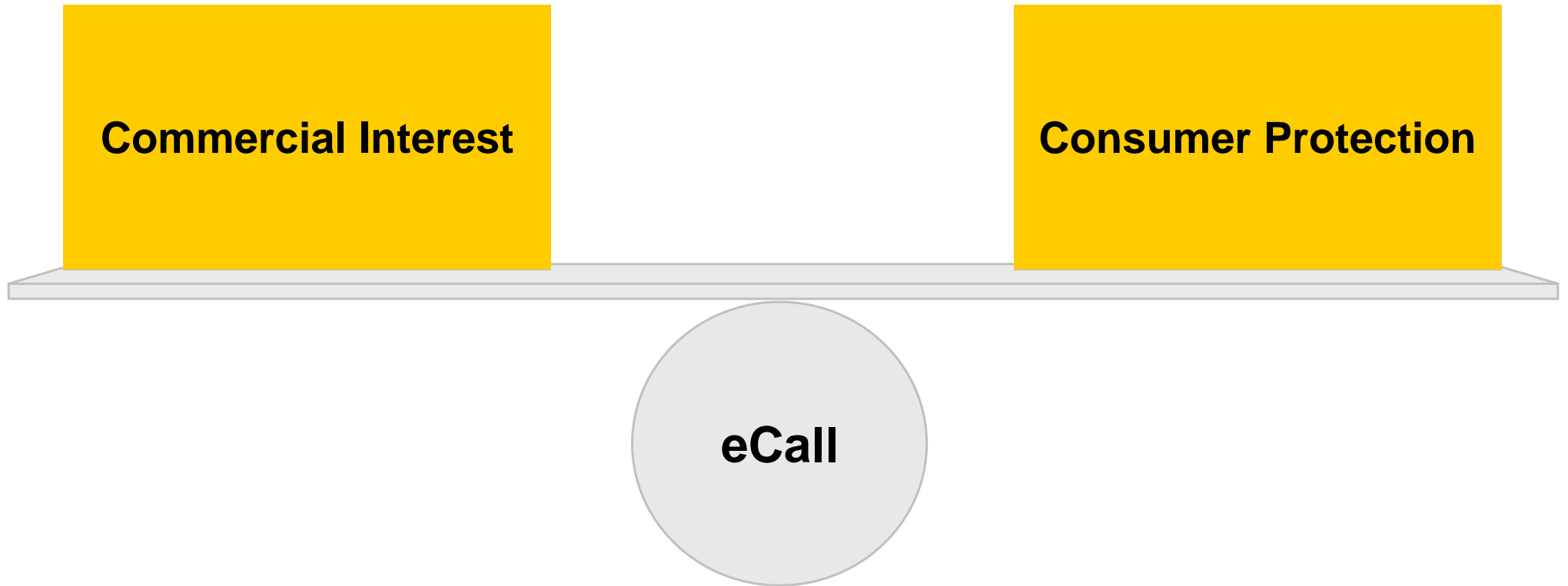
regulated by EU legislator	no regulation in place

Private sector based <u>additional</u> services

eCall

Other additional telematics services:

- paid-for or free value added services

- vehicle operation and maintenance related services
  i.e. technical monitoring of the vehicle

EU-wide eCall	TPS eCall

mandatory fitting

in-vehicle system

Human machine interface (HMI)	Telematics CPU connected to CAN-bus	GNSS module	Network access device (NAD)

Expected usage of the in-vehicle system

Vehicle Manufacturer's eCall Deployment Strategies

- EU-wide eCall only
- EU-wide eCall + additional services
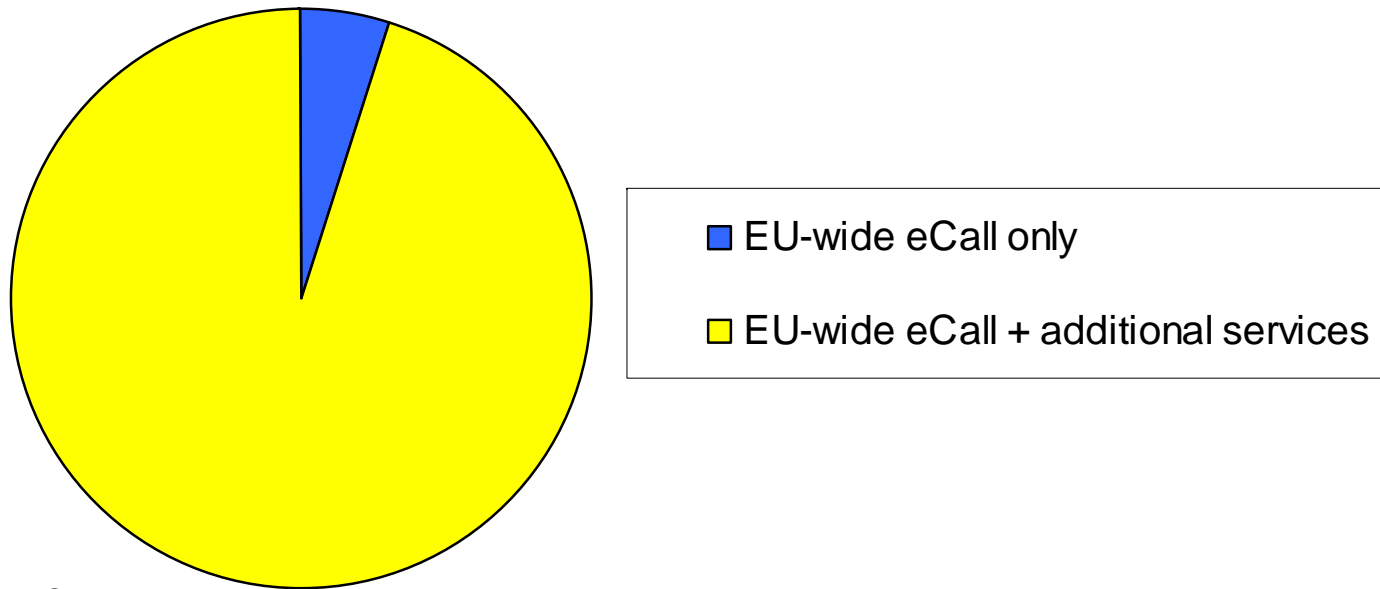
Estimation by ADAC

Conclusion

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- TPS eCall and other additional telematics services are private sector based additional services offered and operated <u>on a mandatorily fitted in-vehicle system</u>

- The in-vehicle system (hardware) together with the services (software) offered on this hardware <u>are paid by the consumer</u> (vehicle buyer)

- Since private sector based additional services are optional and go beyond the eCall system required by EU legislation, offering of private service propositions <u>must not be limited exclusively to vehicle manufacturers</u>

- Freedom of choice beetween EU-wide eCall and TPS eCall is basic <u>but not sufficient</u>

With regard to private additional services, consumers must be granted choice to select their preferred service provider per service. This applies to TPS eCall and other optional additional services.

Need for open platform

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- To grant freedom of choice for consumers, services (software) must be changeable, the system (hardware) must be reconfigurable. Access to related vehicle data needs to be regulated through standardized interfaces. I.e. an open platform is needed

- ‚Open platform' does **not** mean

    - the platform is unsecure and anyone can install anything on the system

    - the access to the system and to data is uncontrolled

- But ‚**open platform**' means, the system shall allow in a non-discriminatory manner to operate different services in parallel from different domains and multiple service providers

- Open secure platforms were successfully proved feasible in EU-funded projects e.g. GST-PROJECT, EVITA, OVERSEE and PRESERVE

The legislation should encompass a clear mandate to discuss the inclusion and development of open telematics platforms over which the eCall data would be communicated. However, this inclusion should not derail or delay the timeline for the 2015 implementation of eCall.

ADAC

Thank you for your attention!

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