

French Views on Deployment of eCall

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(based on presentation made by
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French Views on deployment of panEuropean-eCall

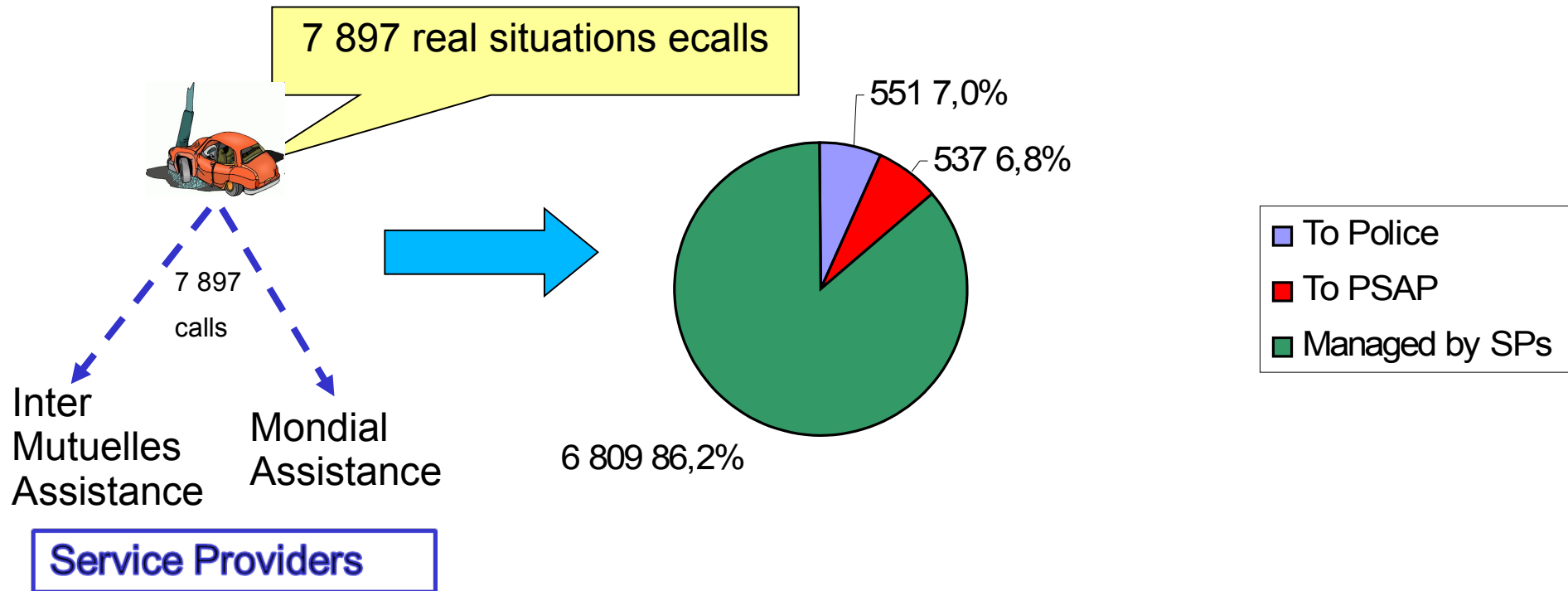
- The technical issues
 - The reliability
- Organisational issues
 - By nature, eCall answering is essentially out of the PSAPs missions
 - Silent ecalls
- Economical issues
 - Cost/benefits is controversial
- Road safety issues
 - Controlling On board telephony
- Conclusions

Reliability and sustainability

- In-band modem has been proven less reliable than SMS
 - Russian choice to back-up the ibm by SMS
 - Responsibility in a place where SMS is successful, and ibm not transmitting ?
- Sustainability of ibm is questionable :
 - no guarantee for LTE(2020)
 - Some equipment providers say it is blocking for mobile network evolution

The results of an enquiry of French Ministry of Interior

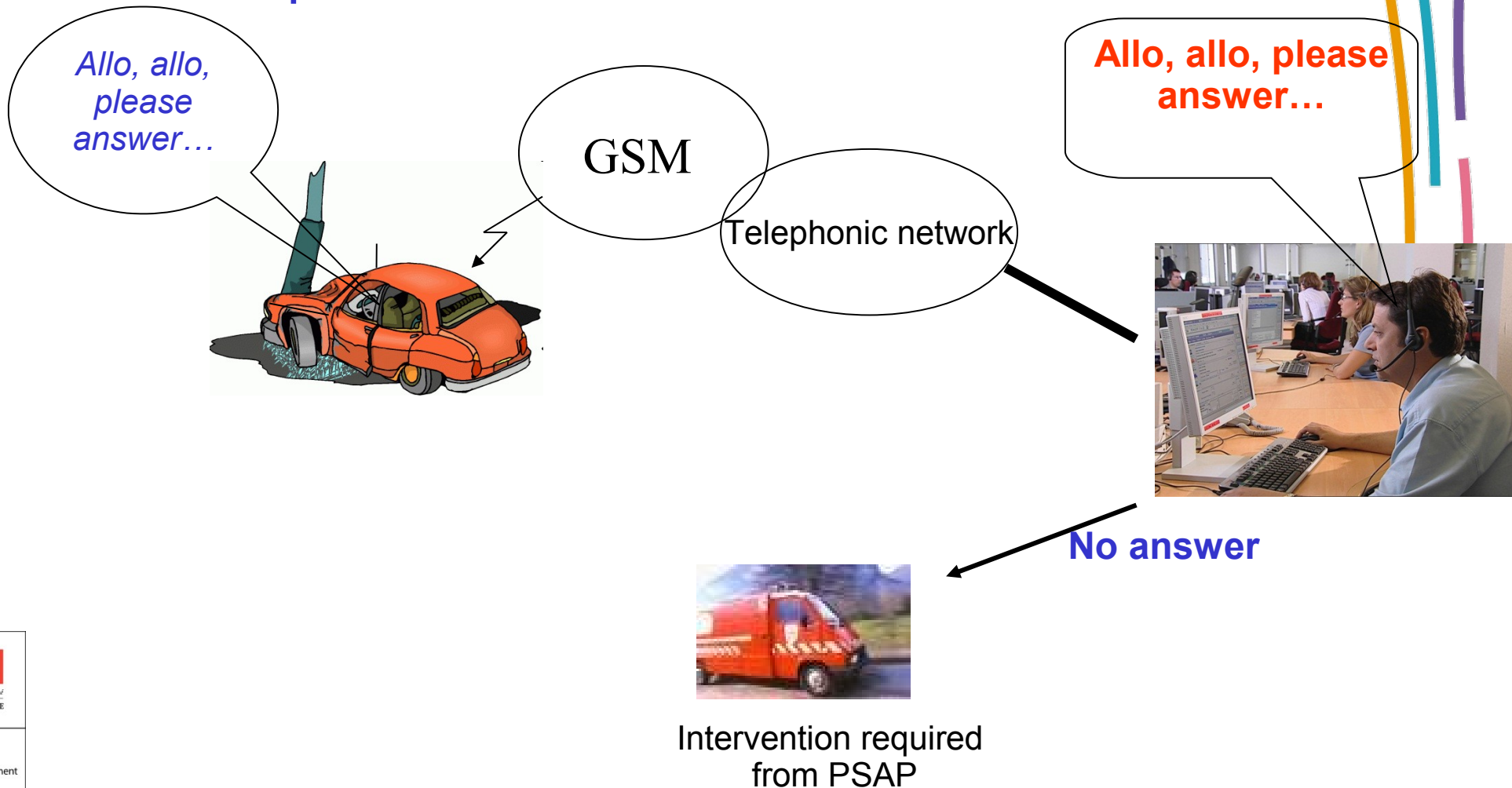
- In 2009 and 2010, the Service Providers received **7 897 ecalls** (excluding tests calls)



- These 6,8 % to PSAP include real emergencies *and silent ecalls*

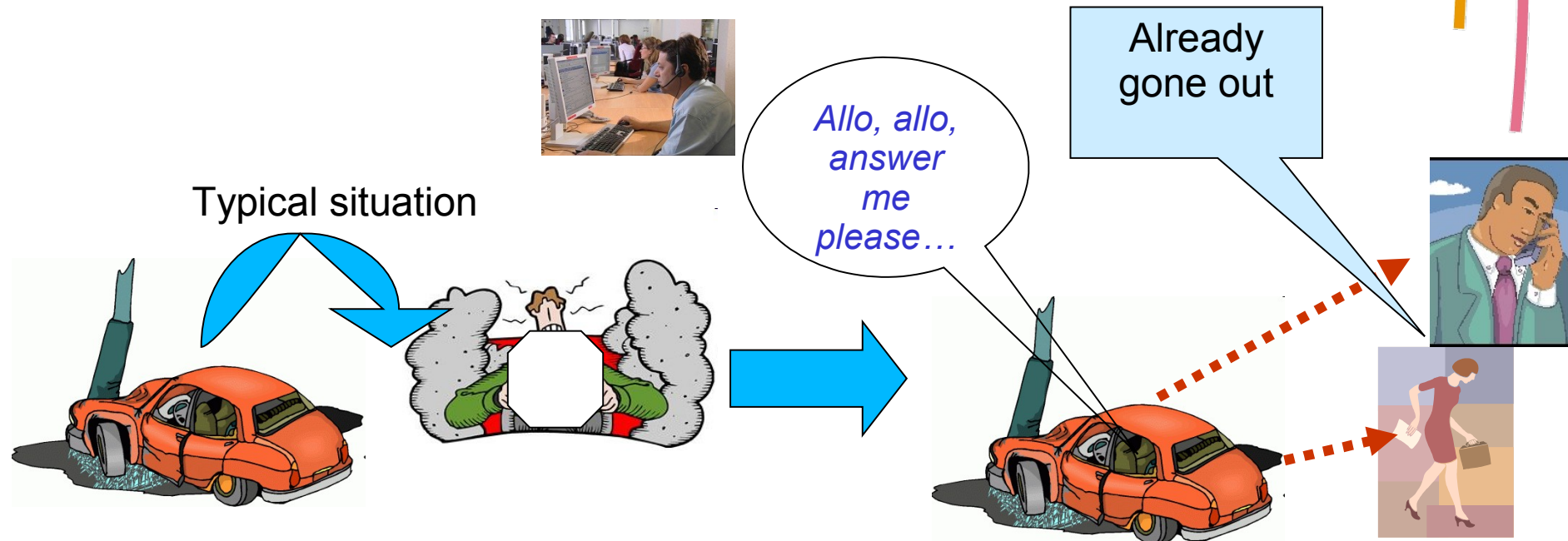
Silent ecalls issue: what is a silent eCall?

- « *Silent eCall* » is the case where, after having received the location data and the MSD, the operator cannot speak with the driver.

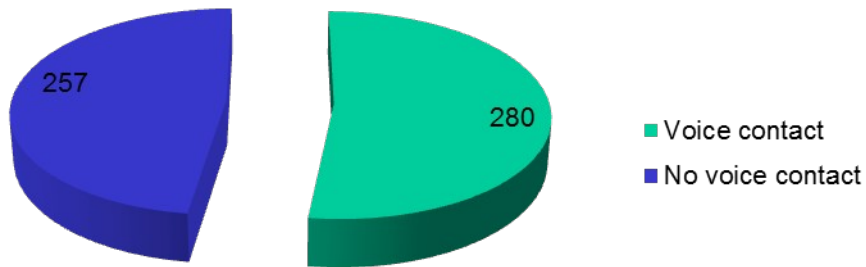


Silent ecalls : why?

- Multiple reasons, being analysed.
- Already identified reasons :
 - **Airbag effect**,
 - Airbag explosion makes staying in the car uncomfortable.
 - For slight accidents, the user goes out immediatly.
 - **Erroneous manual trigger**,
 - but driver don't want to be recognised faulty, prefers staying silent



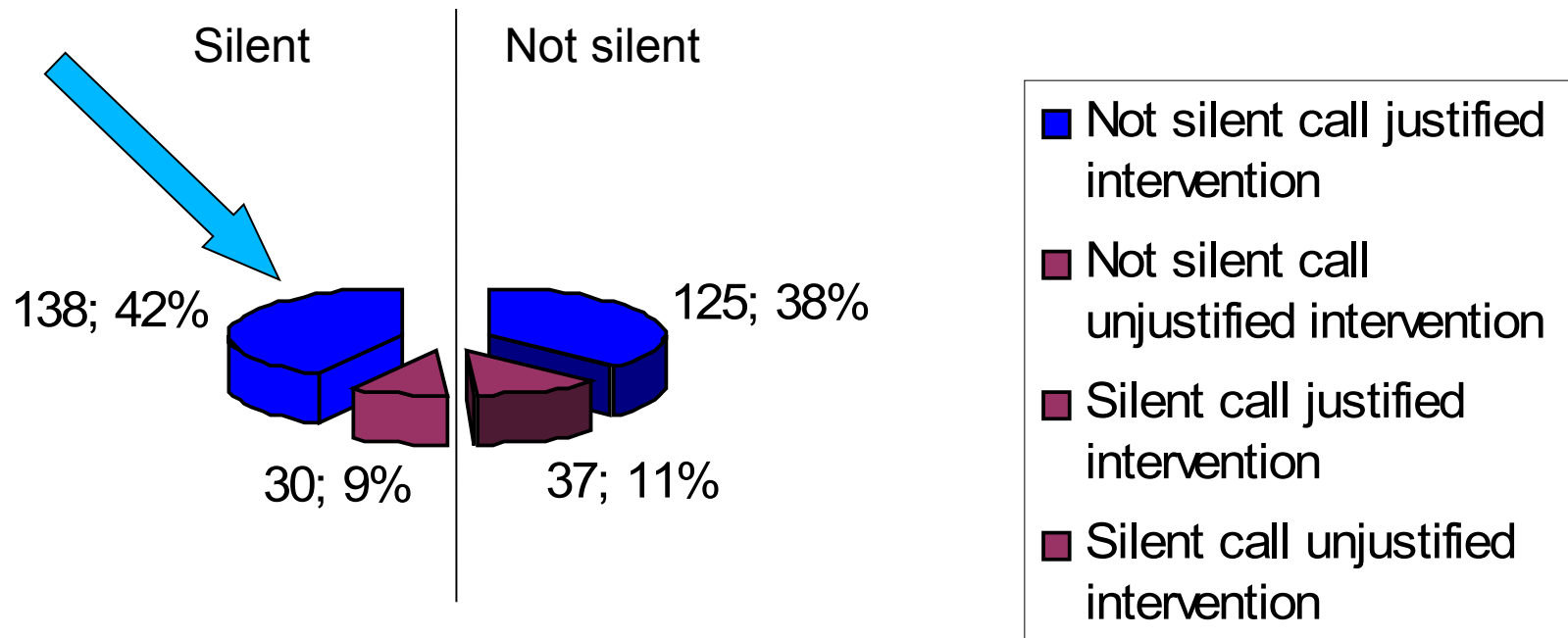
537 calls to PSAPs: Proportion of Silent ecalls



- 537 ecalls transmitted to the PSAPs, split as
 - 280 with a voice contact between occupants and service provider
 - 257 where silent.

Silent ecalls represent 47 % of ecalls transmitted to PSAP for intervention

330 reliable files to PSAPs



- When silent, an ecall may reflect a need for emergency (9%)
- Global rate of unjustified interventions: $175/330 = 53\%$ of unjustified interventions
 - 155 interventions were found justified
- 80 % of the unjustified interventions are coming from the silent ecalls

Assistance is out of the PSAPs mission

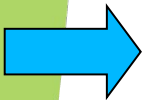
- In France, PSAPs mission is restricted to emergency rescue (fixed by law)
- Therefore, managing the 90 % of calls that are not real emergencies is outside the scope of their missions
- Delegation of the filtering job: they cannot pay a private actor for the filtering work, as it is not their mission
- Who pays for the filtering ?

Cost/benefits is controversial

- No consensus on cost benefits analysis
 - UK and France estimate the cost analysis is not in favor of such an expensive equipment
 - France confirms a number of saved fatalities around 20/year
 - Other safety equipment can save 10 times this number

Controlling on board Telephony

- Phoning/texting when driving are among factors of about 10 % of accidents
- Ecall built-in handfree telephony capability may result in an increase of accidents and fatalities
 - can cancel any positive effect of ecall, or even worse, result in an increased number of road fatalities
- eCall **MUST** be accompanied by telephony control measures



Conclusions

- Need to review technical choices (telephony...)
- Give priority to more efficient safety equipments
- For other projects, need to identify first the requirements (and to verify regularly what are the real use and wishes of the users) before standardization mandates

Thank You

Questions?



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