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POSITION PAPER

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e-CALL

CECRA is of the opinion, it is essential that the data generated by the e-Call system is handled by a public emergency call centre (112). So called private service providers can only get this data with specific conditions:

1. Transfer of data to a so called private service provider must be distinctly clarified e.g. relating to data protection to avoid data abuse.
2. The data record which is automatically sent by the vehicle must be standardised, i.e. it has to be clarified distinctly what data (e.g. manufacturer (Ford), model (Focus), year of manufacture) the vehicle automatically sends and in what format (standardised format).
3. The data record automatically sent by the vehicle shall only contain necessary information, so that all rescuers can manage the recovery quickly and safely (data like e.g. vehicle identification number, status of odometer and data in relation to diagnosis and repair of the vehicle shall not be sent).
4. The collection of data by a private service provider should not be allowed.



CECRA, established in 1983, is THE European Federation consisting of 23 national professional associations representing the interests of the Motor Trade and Repair Businesses and 15 European Dealer Councils.
In figures CECRA represents all the more than 380,000 automotive enterprises in the EU, of which 120,000 are Authorized Dealers and Repairers and some 260,000 Independent Repairers. They employ 2.8 million people.

CECRA position paper on technology derived from e-Call system

CECRA is also of the opinion that in order to achieve fair competition between all operators in the market the car driver must have the option at any time to choose his "private service provider" (e.g. b-Call) and/or to change it. This means the system in the vehicle must be developed in a way that this decision can be taken by the car driver.

The vehicle itself does not (automatically) submit any kind of data to a "private service provider". The car driver must be informed before the data will be submitted, e.g. with a message provided by the driver-information system.

The data provided by the vehicle after the car driver's agreement must/should be standardized for certain services, this means that it has to be defined which data shall be provided in which format. If the data cannot be standardized for whatever reasons the data shall be visible for the car driver, so that the car driver himself can decide which data shall be submitted. As a consequence the car driver must be able to modify the data.

The data submitted by the vehicle after the car driver has given approval shall only contain information needed for servicing the vehicle.

The collected data by the chosen "private service provider" should not be transmitted to other service provider.



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