PD CEN/TS 16454:2013

BSI Standards Publication

Intelligent transport systems — ESafety — ECall end to end conformance testing

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National foreword

This Published Document is the UK implementation of CEN/TS 16454:2013.

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.

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

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English Version

Intelligent transport systems - ESafety - ECall end to end conformance testing

Systèmes de transport intelligents - ESafety - De bout en bout les essais de conformité

Intelligente Transportsysteme - eSicherheit - Vollständige Konformitätsprüfungen für eCall

This Technical Specification (CEN/TS) was approved by CEN on 31 December 2012 for provisional application.

The period of validity of this CEN/TS is limited initially to three years. After two years the 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.

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Foreword

This document (CEN/TS 16454:2013) has been prepared by Technical Committee CEN/TC 278 “Road transport and traffic telematics”, 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 [and/or CENELEC] 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, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

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

NOTE 1 EN 15722 specifies a standardized MSD for *eCall*, EN 16062 specifies high level application protocols for eCall and EN 16072 specifies pan-European *eCall* operating requirements. For third party systems, EN 16102 specifies third party services supporting *eCall* operating requirements (See EC Communication on *eCall* Implementation 2009 [COM(2009) 434 final] for more information).

The operating requirements for pan-European *eCall* are made using Public Land Mobile Networks (PLMN) (such as GSM and 3G), as specified in a number of ETSI standards and technical specifications.

This deliverable provides tests to enable actors in the eCall chain to be able to claim conformance to the eCall standards, even though they are unable to control the behaviour of systems of other actors in the eCall chain.

NOTE 2 Conformance tests in this document allow demonstration that a system complies with the eCall standards. Compliance to standards is a prerequisite to providing an interoperable compliant system, but do not by themselves demonstrate that a system will function nor guarantee the quality of service.

NOTE 3 The term PSAP (Public Safety Assistance Point), which is most widely used in the *eCall* documentation, European Commission documents etc., is used throughout this document and equates to the term *emergency call response centre* used in the ITS Implementation Directive.

The European Committee for Standardization (CEN) draws attention to the fact that it is claimed that compliance with this European Standard may involve the use of patents concerning eCall given in EN 16062 and various ETSI standards for the network access device and cellular mobile networks.

CEN takes no position concerning the evidence, validity and scope of these patent rights.

1 Scope

This Technical Specification defines the key actors in the eCall chain of service provision as:

1) In-Vehicle System (IVS)/vehicle,

2) Mobile network Operator (MNO),

3) Public safety assistance point [provider](PSAP),

   in some circumstances may also involve:

4) Third Party Service Provider (TPSP),

   and to provide conformance tests for actor groups 1) – 4).

NOTE Conformance tests are not appropriate nor required for vehicle occupants, although they are the recipient of the service.

The Scope covers conformance testing (and approval) of new engineering developments, products and systems, and does not imply testing associated with individual installations in vehicles or locations.

2 Conformance

2.1 General

This Technical Specification provides conformance tests for each of the key actor groups such that each actor group may be able to ascertain if it is in conformance with the eCall standards deliverables, and to demonstrate its conformance to eCall standards requirements relevant to that actor group.

Where a supplier elects to claim conformance that its product or service is in accordance with the provisions of this document, it shall only do so if it can evidence that it has undertaken the test procedures relevant to its product(s) and/or service(s) as defined herein and has met all of the PASS criteria requirements defined in the tests appropriate to its product(s) and/or service(s) that are defined herein.

2.2 General conditions

A CTP-PASS condition is only confirmed if ALL individual pass conditions written in the “pass conditions” column of a given CTP (conformance test procedure) are observed.

A CTP-FAIL condition occurs if one or more of the given individual pass conditions written in the “pass conditions” column of a given CTP are *not* observed (failed).

To be explicitly clear, if a supplier has undertaken the test procedures relevant to its product(s) and/or service(s) as defined herein and has NOT MET all of the PASS criteria requirements defined in the tests appropriate to its product and/or service(s) that are defined herein, i.e. its product or service has failed ANY of the tests relevant to its product or service according to the methods and criteria determined herein, it SHALL NOT claim compliance to this document. A supplier shall not claim ‘partial compliance’ nor ‘compliance to selected tests’ of this document.