

**Type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC  
COM(2013)0316 - 2013/0165 (COD)**

**Cell in green: The text can be deemed as already agreed**

**Cell in yellow: The issue needs further discussion at technical level**

**Cell in red: The issue needs further discussion in depth at the trialogue meetings**

Note: Differences between EP's position and the Commission's proposal are highlighted in ***Bold/italics***; modifications by lawyer-linguists are in *italics*. **Bold underline** in the Council column indicates where the Council has amended Commission's text. Deletions are marked with a ~~strike through~~. Compromise wording is in ***Bold/italics double underline***.

| COMMISSION PROPOSAL <sup>1</sup>  | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup> | COMPROMISE PROPOSALS  |
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| REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL<br>concerning type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC | REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL<br>concerning type-approval requirements for the deployment of the eCall in-vehicle system <b><i>based on the 112 service</i></b> and amending Directive 2007/46/EC<br><b>[Am. 1]</b> | <i>Idem</i>                     | <b>GREEN</b><br><b>REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b><br>concerning type-approval requirements for the deployment of the eCall in-vehicle system <b><i>based on the 112 service</i></b> and amending Directive 2007/46/EC |
| (1) A comprehensive Union type-approval system for motor vehicles has been established by Directive 2007/46/EC of the European  | (1) A comprehensive Union type-approval system for motor vehicles has been established by Directive 2007/46/EC of the European   | <i>Idem</i>                     | <b>GREEN</b><br><b>(1) A comprehensive Union type-approval system for motor vehicles has been established by Directive</b>  |

<sup>1</sup> COM(2013)0316.

<sup>2</sup> P7\_TA(2014)0154, 26.2.2014.

<sup>3</sup> 9879/14, 19.5.2014.

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| <p>Parliament and of the Council of 5 September 2007 on establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)<sup>5</sup>.</p> | <p><del>Parliament and of the Council of 5 September 2007 on establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)<sup>1</sup>.</del></p> <p>_____</p> <p><sup>1</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p> |                                 | <p>2007/46/EC of the European Parliament and of the Council <sup>1</sup>.</p> <p><sup>1</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (OJ L 263, 9.10.2007, p. 1).</p> |
| <p>(2) The technical requirements for the type-approval of motor vehicles with regard to numerous safety and environmental elements have been harmonised at Union level in order to ensure a high level of road safety throughout the Union.</p>                  | <p><i>Idem</i></p>   | <p><i>Idem</i></p>              | <p><b>GREEN</b></p> <p><i>Idem</i></p>   |

<sup>5</sup> OJ L 263, 9.10.2007, p.1.

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|   | <p><i>(2a) The deployment of an eCall service available in all vehicles and in all Member States has been one of the high Union priorities in the area of road safety since 2003. In order to achieve that objective, a series of initiatives have been launched, as part of a voluntary deployment approach, but have not achieved sufficient progress to date.</i></p> <p>[Am. 2]</p>   |   | <p><b>GREEN</b></p> <p><i>(2a) The deployment of an eCall service available in all vehicles and in all Member States has been one of the principal Union objectives in the area of road safety since 2003. In order to achieve that objective, a series of initiatives have been launched, as part of a voluntary deployment approach, but have not achieved sufficient progress to date.</i></p>                                     |
| <p>(3) In order to further improve road safety, the Communication "eCall: Time for Deployment"<sup>6</sup> proposes new measures to accelerate the deployment of an in-vehicle emergency call service in the Union. One of the suggested measures is to make mandatory the fitting of eCall in-vehicle systems in all new vehicles starting with M1 and N1 vehicle categories as defined in Annex II to Directive 2007/46/EC.</p> | <p>(3) In order to further improve road safety, the <b>Commission Communication of 21 August 2009 entitled: "eCall: Time for Deployment"</b><sup>1</sup> proposes new measures to <del>accelerate the deployment of</del> <b>deploy</b> an in-vehicle emergency call service in the Union. One of the suggested measures is to make mandatory the fitting of <b>112-based</b> eCall in-vehicle systems in all new vehicles starting with M1 and N1 vehicle categories as defined in Annex II to</p> | <p>(3) In order to further improve road safety, the Communication "eCall: Time for Deployment"<sup>3</sup> proposes new measures to accelerate the deployment of an in-vehicle emergency call service in the Union. One of the suggested measures is to make mandatory the fitting of eCall in-vehicle systems in all new <b>types of</b> vehicles starting with M1 and N1 vehicle categories as defined in Annex II to Directive 2007/46/EC.</p> | <p><b>GREEN</b></p> <p>(3) In order to further improve road safety, the <b>Commission Communication of 21 August 2009 entitled "eCall: Time for Deployment"</b> proposes new measures to <b>deploy</b> an in-vehicle emergency call service in the Union. One of the suggested measures is to make mandatory the fitting of <b>112-based</b> eCall in-vehicle systems in all new <b>types of</b> vehicles starting with M1 and N1</p> |

<sup>6</sup> COM (2009) 434 final.

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|  | Directive 2007/46/EC.<br><br>_____<br><sup>+</sup> COM (2009) 434 final.<br><b>[Am. 3]</b>  | _____<br><sup>3</sup> COM (2009) 434 final. | vehicle categories as defined in<br>Annex II to Directive 2007/46/EC.   |
| (4) On 3 July 2012, the European Parliament approved the Report on eCall: a new 112 service for citizens <sup>7</sup> urging the Commission to submit a proposal within the framework of Directive 2007/46/EC in order to ensure the mandatory deployment of a public, 112-based eCall system by 2015. | (4) On 3 July 2012, the European Parliament approved the Report on eCall: a new 112 service for citizens <sup>2</sup> urging the Commission to submit a proposal within the framework of Directive 2007/46/EC in order to ensure the mandatory deployment of a public, 112-based eCall system by 2015.<br><br>_____<br><sup>2</sup> <del>2012/2056(INI)</del> . | <i>Idem</i>                                 | <b>GREEN</b><br><br>(4) On 3 July 2012, the European Parliament approved the Report on eCall: a new 112 service for citizens urging the Commission to submit a proposal within the framework of Directive 2007/46/EC in order to ensure the mandatory deployment of a public, 112-based eCall system by 2015. |
|  | <b><i>(4a) It is still necessary to improve the operation of the 112 service throughout the Union, so that it provides assistance swiftly and effectively in emergencies.</i></b><br><br><b>[Am. 4]</b>   |   | <b>GREEN</b><br><br><b><i>(4a) It is still necessary to improve the operation of the 112 service throughout the Union, so that it provides assistance swiftly and effectively in emergencies.</i></b>   |

<sup>7</sup> 2012/2056(INI).

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| <p>(5) The Union eCall system is expected to reduce the number of fatalities in the Union as well as the severity of injuries caused by road accidents. The mandatory introduction of the eCall system would make the service available to all citizens and thus contribute to reduce human suffering and healthcare and other costs.</p> | <p>(5) The Union eCall system is expected to reduce the number of fatalities in the Union as well as the severity of injuries caused by road accidents, <b><i>thanks to the early alerting of the emergency services.</i></b> The mandatory introduction of the <b><i>112-based</i></b> eCall in-vehicle system, <b><i>together with the necessary and coordinated infrastructure upgrade in electronic communication networks for conveying eCalls and Public Safety Answering Points (PSAPs) for receiving eCalls,</i></b> would make the service available to all citizens and thus contribute to <del>reduce</del> <b><i>the reduction of fatalities and severe injuries, of costs relating to healthcare, of congestion caused by accidents and of other costs.</i></b></p> <p>[Am. 5]</p> | <p><i>Idem</i></p>              | <p><b>GREEN</b></p> <p>(5) The Union eCall system is expected to reduce the number of fatalities in the Union as well as the severity of injuries caused by road accidents, <b><i>thanks to the early alerting of the emergency services.</i></b> The mandatory introduction of the <b><i>112-based</i></b> eCall in-vehicle system, <b><i>together with the necessary and coordinated infrastructure upgrade in <u>public mobile wireless</u> communications networks for conveying eCalls and Public Safety Answering Points (PSAPs) for receiving <u>and handling</u> eCalls,</i></b> would make the service available to all citizens and thus contribute to <b><i>the reduction of fatalities and severe injuries, of costs relating to healthcare, of congestion caused by accidents and of other costs.</i></b></p> |
|   |   |                                 | <p><b>GREEN</b></p> <p><b><i>(5a) In accordance with Article 1(1) of Decision No 585/2014/EU of the European Parliament and of</i></b></p>   |

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|                                  |                            |                                 | <p><i>the Council<sup>1</sup>, Member States are to deploy on their territory, at least six months before the date of application of this Regulation and in any event no later than 1 October 2017, the eCall PSAP infrastructure required for the proper receipt and handling of all eCalls. In accordance with Article 3 of Decision No 585/201/EU, Member States are to report by 24 December 2015 to the Commission on the state of implementation of that Decision. If the report concludes that the eCall PSAP infrastructure will not be operational six months before the date of application of this Regulation, the Commission should take appropriate action to ensure that the eCall PSAP infrastructure is deployed.</i></p> <hr/> <p><sup>1</sup> <i>Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service (OJ L 164,</i></p> |

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|                                  |                            |                                 | 3.6.2014, p. 6).  |
|                                  |                            |                                 | <p><b>GREEN</b></p> <p><b><i>(5b) In accordance with paragraph 4 of Commission Recommendation 2011/750/EU<sup>1</sup>, Member States should ensure that mobile network operators implement the mechanism to handle the 'eCall discriminator' in their networks by 31 December 2014. If the review referred to in paragraph 6 of that Recommendation concludes that the 'eCall discriminator' will not be implemented by 24 months before the date of application of this Regulation, the Commission should take appropriate action to ensure that mobile network operators implement the mechanism to handle the 'eCall discriminator'.</i></b></p> <hr/> |

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|  |   |                                 | <p><b><u>Commission Recommendation 2011/750/EU of 8 September 2011 on support for an EU-wide eCall service in electronic communication networks for the transmission of in-vehicle emergency calls based on 112 ('eCalls') (OJ L 303, 22.11.2011, p. 46).</u></b></p> |
|  | <p><i>(5a) The eCall system will represent an important structure composed of multiple actors dealing with the safety of lives. Therefore it is essential that the liability aspect is covered by this Regulation in order to enable users to have full confidence and the eCall system to run smoothly.</i></p> <p>[Am. 6]</p> |                                 | <p>Covered by Recitals 2a, 3 and 4a</p>   |
| <p>(6) The provision of accurate and reliable positioning information is an essential element of the effective operation of the eCall in-vehicle system. Therefore, it is appropriate to require its compatibility with the services</p> | <p>(6) The provision of accurate and reliable positioning information <b>in emergencies</b> is an essential element of the effective operation of the <b>112-based</b> eCall in-vehicle system. Therefore, it is appropriate to require its compatibility with the</p>  | <p><i>Idem</i></p>              | <p><b>GREEN</b></p> <p>(6) The provision of accurate and reliable positioning information is an essential element of the effective operation of the <b>112-based</b> eCall in-vehicle system.</p>   |



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| <p>provided by satellite navigation programmes, including the systems established under the Galileo and EGNOS programmes set out in Regulation (EC) No 683/2008 of the European Parliament and of the Council of 9 July 2008 on the further implementation of the European satellite navigation programmes (EGNOS and Galileo)<sup>8</sup></p> | <p>services provided by satellite navigation programmes, <del>including</del> <b><i>in particular</i></b> the systems established under the Galileo and EGNOS programmes <b><i>as</i></b> set out in Regulation <del>(EC) No 683/2008</del> <b><i>(EU) No 1285/2013</i></b> of the European Parliament and of the Council <del>of 9 July 2008 on the further implementation of the European satellite navigation programmes (EGNOS and Galileo)</del><sup>1</sup>.</p> <p>_____</p> <p><sup>1</sup> OJ L 196, 24.7.2008, p.1.<br/><b><i>Regulation (EU) No 1285/2013 of the European Parliament and of the Council of 11 December 2013 on the implementation and exploitation of European satellite navigation systems and repealing Council Regulation (EC) No 876/2002 and Regulation (EC) No 683/2008 of the European Parliament and of the Council (OJ L 347, 20.12.2013, p. 1).</i></b></p> |                                 | <p>Therefore, it is appropriate to require its compatibility with the services provided by the Galileo and EGNOS programmes set out in Regulation <b><i>(EU) No 1285/2013</i></b> of the European Parliament and of the Council <sup>11</sup>. <b><i>The system established under the Galileo programme is an independent global satellite navigation system and the one established under the EGNOS programme is a regional satellite navigation system improving the quality of the GPS signal.</i></b></p> <p>_____</p> <p><sup>1</sup> <b><i>Regulation (EU) No 1285/2013 of the European Parliament and of the Council of 11 December 2013 on the implementation and exploitation of European satellite navigation systems and repealing Council Regulation (EC) No 876/2002 and Regulation (EC) No 683/2008 of the European Parliament and of the Council</i></b></p> |

<sup>8</sup> OJ L 196, 24.7.2008, p.1.

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|  | [Am. 7]  |  | <b>(OJ L 347, 20.12.2013, p.1).</b>  |
| <p>(7) The mandatory equipping of vehicles with the eCall in-vehicle system should initially apply only to new passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists.</p> | <p>(7) The mandatory equipping of vehicles with the <b>112-based</b> eCall in-vehicle system should initially apply only to new <b>types of</b> passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists. <b><i>The possibility of extending the application of the 112-based eCall in-vehicle system requirement in the near future to include other vehicle categories, such as heavy goods vehicles (HGVs), buses and coaches, powered two-wheelers (PTW) and agricultural tractors, should be further assessed by the Commission with a view to presenting, if appropriate, a legislative proposal.</i></b></p> <p>[Am. 8]</p> | <p>(7) The mandatory equipping of vehicles with the eCall in-vehicle system should initially apply only to new <b>types of</b> passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists.</p> | <p><b>GREEN</b></p> <p><b>(7) The mandatory equipping of vehicles with the 112-based eCall in-vehicle system should initially apply only to new types of passenger cars and light commercial vehicles (categories M1 and N1) for which an appropriate triggering mechanism already exists. The possibility of extending the application of the 112-based eCall in-vehicle system requirement in the near future to include other vehicle categories, such as heavy goods vehicles (HGVs), buses and coaches, powered two-wheelers (PTW) and agricultural tractors, should be further assessed by the Commission with a view to presenting, if appropriate, a legislative proposal.</b></p> |
|  | <p><b><i>(7a) The equipping of vehicles of existing types to be manufactured after 1 October 2015 with the 112-based eCall in-vehicle system</i></b></p>   |  | <p><b>GREEN</b></p> <p><b><i>(7a) The equipping of vehicles of existing types to be manufactured after 31 March 2018 with the 112-</i></b></p>   |

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|                                  | <p><i>should be promoted in order to increase penetration. In respect of types of vehicles type-approved before 1 October 2015, an eCall system may be retrofitted on a voluntary basis.</i></p> <p>[Am. 9]</p>  |                                 | <p><i>based eCall in-vehicle system should be promoted in order to increase penetration. In respect of types of vehicles type-approved before 31 March 2018, an eCall system may be retrofitted on a voluntary basis.</i></p>  |
|                                  | <p><i>(7b) The public interoperable Union-wide eCall service based on the single European emergency call number 112 ("emergency number 112") and private eCall services (third party service supported eCall systems) can coexist provided that the measures necessary to ensure continuity in the provision of the service to the consumer are adopted. In order to ensure continuity of the public 112-based eCall service in all Member States throughout the lifetime of the vehicle and to guarantee that the public 112-based eCall service is always automatically available, all vehicles should be equipped with the public 112-based eCall service, regardless of whether or not a</i></p> |                                 | <p><b>GREEN</b></p> <p><i>(7b) The public interoperable Union-wide eCall service based on the single European emergency call number 112 ("emergency number 112") and <u>TPS</u> eCall services (third party service supported eCall systems) can coexist provided that the measures necessary to ensure continuity in the provision of the service to the consumer are adopted. In order to ensure continuity of the public 112-based eCall service in all Member States throughout the lifetime of the vehicle and to guarantee that the public 112-based eCall service is always automatically available, all vehicles should be equipped with the public 112-based eCall service,</i></p> |

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|   | <p><i>vehicle buyer opts for a private eCall service.</i></p> <p>[Am. 10]</p>  |                                 | <p><b>regardless of whether or not a vehicle buyer opts for a <u>TPS</u> eCall service.</b></p>   |
|   | <p><i>(7c) Consumers should be provided with a realistic overview of the 112-based eCall in-vehicle system and of the private eCall system, if the vehicle is equipped with one, as well as comprehensive and reliable information regarding any additional functionalities or services linked to the private emergency service, in-vehicle emergency or assistance-call applications on offer, and regarding the level of service to be expected with the purchase of third party services and the associated cost. The 112-based eCall is a public service of general interest and should therefore be accessible free of charge to all consumers.</i></p> <p>[Am. 11]</p> |                                 | <p><b>GREEN</b></p> <p><b>(7c) Consumers should be provided with a realistic overview of the 112-based eCall in-vehicle system and of the <u>TPS</u> eCall system, if the vehicle is equipped with one, as well as comprehensive and reliable information regarding any additional functionalities or services linked to the private emergency service, in-vehicle emergency or assistance-call applications on offer, and regarding the level of service to be expected with the purchase of third party services and the associated cost. The 112-based eCall is a public service of general interest and should therefore be accessible free of charge to all consumers.</b></p> |
| (8) The mandatory equipping of vehicles with the eCall in-vehicle | (8) The mandatory equipping of vehicles with the <b>112-based</b> eCall  | <i>Idem</i>                     | <b>GREEN</b>  |

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| <p>system should be without prejudice to the right of all stakeholders such as car manufacturers and independent operators to offer additional emergency and/or added value services, in parallel with or building on the 112-based eCall in-vehicle system. However, these additional services should be designed not to increase driver distraction.</p> | <p>in-vehicle system should be without prejudice to the right of all stakeholders such as car manufacturers and independent operators to offer additional emergency and/or added value services, in parallel with or building on the 112-based eCall in-vehicle system. However, <del>these</del> <b>any</b> additional services should be designed <i>in such a way that they do not to increase driver distraction or affect the functioning of the 112-based eCall in-vehicle system and the efficient work of emergency call centres. The 112-based eCall in-vehicle system and the system providing private or added-value services should be designed in such a way that no exchange of personal data between them is possible. Where provided, those services should comply with the applicable safety, security and data protection legislation and should always remain optional for consumers.</i></p> <p>[Am. 12]</p> |                                 | <p>(8) The mandatory equipping of vehicles with the <b>112-based eCall</b> in-vehicle system should be without prejudice to the right of all stakeholders such as car manufacturers and independent operators to offer additional emergency and/or added value services, in parallel with or building on the 112-based eCall in-vehicle system. However, <b>any</b> additional services should be designed <i>in such a way that they do not increase driver distraction or affect the functioning of the 112-based eCall in-vehicle system and the efficient work of emergency call centres. The 112-based eCall in-vehicle system and the system providing private or added-value services should be designed in such a way that no exchange of personal data between them is possible. Where provided, those services should comply with the applicable safety, security and data protection legislation and should always remain optional for consumers.</i></p> |

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| <p>(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, the eCall in-vehicle system should be accessible free of charge and without discrimination to all independent operators and based on an interoperable and open-access platform for possible future in-vehicle applications or services.</p> | <p>(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, the <b>112-based</b> eCall in-vehicle system should be <del>accessible free of charge and without discrimination to all independent operators and based</del> on an interoperable, <del>and</del> open-access, <b>secured and standardised</b> platform for possible future in-vehicle applications or services. <b><i>As this requires technical and legal back-up, the Commission should assess without delay, on the basis of consultations with all stakeholders involved, including vehicle manufacturers and independent operators, all possibilities to promote and ensure such an open-access platform and, if appropriate, put forward a legislative proposal to that effect. Further clarifications should be provided on the conditions under which third parties providing</i></b></p> | <p>(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, the eCall in-vehicle system should be accessible <del>free of charge and</del> without discrimination to all independent operators and based on an interoperable and open-access platform for possible future in-vehicle applications or services.</p> | <p><b>GREEN</b></p> <p>(9) In order to ensure open choice for customers and fair competition, as well as encourage innovation and boost the competitiveness of the Union's information technology industry on the global market, the eCall in-vehicle <u>systems</u> should be based on an interoperable, <b><i>standardised, secure and</i></b> open-access platform for possible future in-vehicle applications or services. <b><i>As this requires technical and legal back-up, the Commission should assess without delay, on the basis of consultations with all stakeholders involved, including vehicle manufacturers and independent operators, all possibilities to promote and ensure such an open-access platform and, if appropriate, put forward a legislative initiative to that effect. Furthermore, the 112-based eCall in-vehicle system should be accessible for a reasonable fee not exceeding a nominal amount and without discrimination to all</i></b></p> |

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|   | <p><i>added value services can have access to data stored in the 112-based in-vehicle system.<br/>Furthermore, the 112-based eCall in-vehicle system should be accessible free of charge and without discrimination to all independent operators for repair and maintenance purposes.</i></p> <p>[Am. 13]</p> |                                 | <p><b><u>independent operators for repair and maintenance purposes in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council</u></b></p> <hr/> <p><b><sup>1</sup> Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29.6.2007, p. 1).</b></p> |
|   | <p><i>(9a) The introduction of any additional in-vehicle application or service should not delay the entry into force and application of this Regulation.</i></p> <p>[Am. 14]</p>   |                                 | <p><b>Moved to Recital 9</b></p>  |
| <p>(10) In order to maintain the integrity of the type-approval system, only those eCall in-vehicle systems which can be fully tested</p> | <p>(10) In order to maintain the integrity of the type-approval system, only those <b>112-based</b> eCall in-vehicle systems which can be</p>   | <p><i>Idem</i></p>              | <p><b>GREEN</b></p> <p><b>(10) In order to maintain the integrity of the type-approval</b></p>  |

**Type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC  
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| COMMISSION PROPOSAL <sup>1</sup>                        | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup> | COMPROMISE PROPOSALS   |
|---|--|---------------------------------|--|
| should be accepted for the purposes of this Regulation. | fully tested should be accepted for the purposes of this Regulation.   |                                 | system, only those <i>112-based</i> eCall in-vehicle systems which can be fully tested should be accepted for the purposes of this Regulation.   |
|   | <p><i>(10a) The 112-based eCall in-vehicle system, as an emergency system, requires the highest possible level of reliability. The accuracy of the minimum set of data and of the voice transmission and quality should be ensured, and a uniform testing regime should be developed to ensure the longevity and durability of the 112-based eCall in-vehicle system. Periodic technical inspections should therefore be carried out regularly in accordance with Directive 2014/45/EU of the European Parliament and of the Council <sup>1</sup>. Detailed provisions for the testing should be included in the relevant Annex thereof.</i></p> <p>_____</p> <p><sup>1</sup> <i>Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for</i></p> |                                 | <p><b>GREEN</b></p> <p><i>(10a) The 112-based eCall in-vehicle system, as an emergency system, requires the highest possible level of reliability. The accuracy of the minimum set of data and of the voice transmission and quality should be ensured, and a uniform testing regime should be developed to ensure the longevity and durability of the 112-based eCall in-vehicle system. Periodic technical inspections should therefore be carried out regularly in accordance with Directive 2014/45/EU of the European Parliament and of the Council <sup>1</sup>.</i></p> <p>_____</p> <p><sup>1</sup> <i>Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for</i></p> |



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| COMMISSION PROPOSAL <sup>1</sup>   | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|--|--|--|---|
|  | <p><i>motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).</i></p> <p>[Am. 15]</p>   |  | <p><i>motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).</i></p>  |
| <p>(11) Small series vehicles are excluded under Directive 2007/46/EC from the requirements on the protection of occupants in the case of frontal impact and side impact. Therefore, those small series vehicles should be excluded from the obligation to comply with the eCall requirements.</p> | <p>(11) Small series vehicles are excluded under Directive 2007/46/EC from the requirements on the protection of occupants in the case of frontal impact and side impact. Therefore, those small series vehicles should be excluded from the obligation to comply with the eCall requirements <i>set out in this Regulation.</i></p> <p>[Am. 16]</p> | <p>(11) Small series vehicles <b>and vehicles approved pursuant to Article 24 of Directive 2007/46/EC</b> are excluded under Directive 2007/46/EC from the requirements on the protection of occupants in the case of frontal impact and side impact. Therefore, those small series vehicles should be excluded from the obligation to comply with the eCall requirements. <b>Moreover, some M1 and N1 vehicles cannot be equipped with an appropriate eCall triggering mechanism.</b></p> | <p><b>GREEN</b></p> <p>(11) Small series vehicles <b>and vehicles approved pursuant to Article 24 of Directive 2007/46/EC</b> are excluded under Directive 2007/46/EC from the requirements on the protection of occupants in the case of frontal impact and side impact. Therefore, those vehicles should be excluded from the obligation to comply with the eCall requirements <i>set out in this Regulation.</i> <b>Moreover, some M1 and N1 vehicles cannot for technical reasons be equipped with an appropriate eCall triggering mechanism.</b></p> |
| <p>(12) Special purpose vehicles should be subject to compliance with the eCall requirements set out in this Regulation, unless type-approval authorities consider, on a</p>   | <p><del>(12) Special purpose vehicles should be subject to compliance with the eCall requirements set out in this Regulation, unless type-approval authorities consider, on a</del></p>  | <p>(12) Special purpose vehicles should be subject to compliance with the eCall requirements set out in this Regulation, <b>where the base/incomplete vehicle is</b></p>   | <p><b>GREEN</b></p> <p>(12) Special purpose vehicles should be subject to compliance with the eCall requirements set out</p>  |

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|--|---|--|---|
| <p>case by case basis, that the vehicle cannot meet those requirements due to its special purpose.</p>   | <p><del>ease by case basis, that the vehicle cannot meet those requirements due to its special purpose.</del></p> <p>[Am. 17]</p>   | <p><u>equipped with the necessary triggering mechanism</u> unless type approval authorities consider, on a case by case basis, that the vehicle cannot meet those requirements due to its special purpose.</p>   | <p>in this Regulation, <u>where the base/incomplete vehicle is equipped with the necessary triggering mechanism.</u></p>  |
| <p>(13) According to the recommendations made by the Article 29 Data Protection Working Party and contained in the 'Working document on data protection and privacy implications in eCall initiative', adopted on 26 September 2006<sup>9</sup>, any processing of personal data through the eCall in-vehicle system should comply with the personal data protection rules provided for in Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data<sup>10</sup> and in Directive 2002/58/EC of the</p> | <p><del>(13) According to the recommendations made by the Article 29 Data Protection Working Party and contained in the 'Working document on data protection and privacy implications in eCall initiative', adopted on 26 September 2006<sup>1</sup>, any processing of personal data through the eCall in-vehicle system should comply with the personal data protection rules provided for in Directive 95/46/EC of the European Parliament and of the Council<sup>2</sup>, of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data<sup>3</sup> and in Directive 2002/58/EC of the</del></p> | <p>(13) According to the recommendations made by the Article 29 Data Protection Working Party and contained in the 'Working document on data protection and privacy implications in eCall initiative', adopted on 26 September 2006<sup>6</sup>, <u>a</u> Any processing of personal data through the eCall in-vehicle system should comply with the personal data protection rules provided for in Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data<sup>7</sup> and in</p> | <p><b>GREEN</b></p> <p>(13) <u>Any processing of personal data through the 112-based eCall in-vehicle system should comply with the personal data protection rules provided for in Directive 95/46/EC of the European Parliament and of the Council<sup>1</sup>, and in Directive 2002/58/EC of the European Parliament and of the Council<sup>2</sup>, in particular to guarantee that vehicles equipped with 112-based eCall in-vehicle systems, in their normal operational status related to 112 eCall, are not traceable and are not subject to any constant tracking and that the minimum set of data sent by the</u></p> |

<sup>9</sup> 1609/06/EN – WP 125.

<sup>10</sup> OJ L 281, 23.11.1995, p. 31.

**Type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC  
COM(2013)0316 - 2013/0165 (COD)**

| COMMISSION PROPOSAL <sup>1</sup>   | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|--|--|--|---|
| <p>European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications)<sup>11</sup>, in particular to guarantee that vehicles equipped with eCall in-vehicle systems, in their normal operational status related to 112 eCall, are not traceable and are not subject to any constant tracking and that the minimum set of data sent by the in-vehicle eCall system includes the minimum information required for the appropriate handling of emergency calls.</p> | <p>European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications)<sup>4</sup>, and <b>Articles 7 and 8 of the Charter of Fundamental Rights of the European Union<sup>5</sup> govern the processing of personal data carried out in the context of this Regulation. Any processing of data through the 112-based eCall in-vehicle system should therefore be carried out in accordance with those Directives and under the supervision of the Member States' competent authorities, in particular the independent public authorities designated by the Member States pursuant to those Directives</b>, in particular to guarantee that vehicles equipped with <b>112-based</b> eCall in-vehicle systems, in their normal operational status related to 112</p> | <p>Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications)<sup>8</sup>, in particular to guarantee that vehicles equipped with eCall in-vehicle systems, in their normal operational status related to 112 eCall, are not traceable and are not subject to any constant tracking and that the minimum set of data sent by the in-vehicle eCall system includes the minimum information required for the appropriate handling of emergency calls. <b><u>This is in line with the recommendations made by the Article 29 Data Protection Working Party and contained in the 'Working document on data protection and privacy implications in eCall initiative', adopted on 26 September 2006<sup>9</sup>.</u></b></p> | <p><b><u>112-based eCall in-vehicle system includes the minimum information required for the appropriate handling of emergency calls. This takes into account the recommendations made by the Article 29 Data Protection Working Party and contained in the 'Working document on data protection and privacy implications in eCall initiative', adopted on 26 September 2006<sup>3</sup>.</u></b></p> <p><b><u>1 Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31).</u></b></p> <p><b><u>2 Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection</u></b></p> |

<sup>11</sup> OJ L 201, 31.7.2002, p. 37.

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| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS   |
|----------------------------------|--|--|--|
|                                  | <p>eCall, are not traceable and are not subject to any constant tracking and that the minimum set of data sent by the <b>112-based eCall</b> in-vehicle eCall-system includes <b>only</b> the minimum information required for the appropriate handling of emergency calls <b>by PSAPs, and that no personal data is stored after that. Given the consent of the data subject or a contract between both parties, other conditions may apply in case another emergency call system is installed in the vehicle in addition to the 112-based eCall in-vehicle system, but it should nevertheless comply with those Directives.</b></p> <p>_____</p> <p><sup>4</sup> <del>1609/06/EN – WP 125.</del></p> <p><sup>2</sup> <b>Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data</b> (OJ L 281, 23.11.1995, p. 31).</p> | <p>_____</p> <p><sup>6</sup> <del>1609/06/EN – WP 125.</del></p> <p><sup>7</sup> OJ L 281, 23.11.1995, p. 31.</p> <p><sup>8</sup> OJ L 201, 31.7.2002, p. 37.</p> <p><sup>9</sup> 1609/06/EN – WP 125.</p> | <p><b>of privacy in the electronic communications sector (Directive on privacy and electronic communications)</b> (OJ L 201, 31.7.2002, p. 37).</p> <p><sup>3</sup> <b>1609/06/EN -WP 125.</b></p> |

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| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup> | COMPROMISE PROPOSALS       |
|----------------------------------|--|---------------------------------|----------------------------|
|                                  | <p><sup>3</sup>OJ L 281, 23.11.1995, p. 31.</p> <p><sup>4</sup> <i>Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications)</i> (OJ L 201, 31.7.2002, p. 37).</p> <p><sup>5</sup> <i>OJ C 303, 14.12.2007, p. 1.</i></p> <p>[Am. 18]</p> |                                 |                            |
|                                  | <p><i>(13a) This Regulation takes into account the recommendations made by the Article 29 Working Party established by Directive 95/46/EC in its 'Working document on data protection and privacy implications in eCall initiative' of 26 September 2006<sup>1</sup>.</i></p> <p>_____</p> <p><sup>1</sup>1609/06/EN -WP 125.</p> <p>[Ams. 19 and 90]</p>  |                                 | <p>Moved to Recital 13</p> |

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|----------------------------------|--|---|--|
|                                  |  | <p><b><u>(13a) Manufacturers should implement all the necessary measures in order to comply with the rules on privacy and data protection set out in this Regulation.</u></b></p> | <p><b>GREEN</b></p> <p><b><u>(13a) Manufacturers should implement all the necessary measures in order to comply with the rules on privacy and data protection set out in this Regulation in accordance with Articles 7 and 8 of the Charter of Fundamental Rights of the European Union<sup>1</sup>.</u></b></p> <p><b><u><sup>1</sup> OJ C 326, 26.10.2012, p. 391.</u></b></p> |
|                                  | <p><i>(13b) When complying with technical requirements, vehicle manufacturers should integrate technical forms of data protection into in-vehicle systems and should comply with the principle of ‘privacy by design’.</i></p> <p>[Am. 20]</p> |   | <p><b>GREEN</b></p> <p><b><u>(13b) When complying with technical requirements, vehicle manufacturers should integrate technical forms of data protection into in-vehicle systems and should comply with the principle of ‘privacy by design’.</u></b></p>  |
|                                  |  |   | <p><b>GREEN</b></p> <p><b><u>(13c) Manufacturers should provide the information about the existence of a free public eCall system, based on the emergency</u></b></p>  |

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|----------------------------------|----------------------------|---------------------------------|---|
|                                  |                            |                                 | <p><i>number 112, the right of the vehicle owner to choose to use this system rather than a TPS eCall and the processing of data carried out through the 112-based eCall in-vehicle system as part of the technical documentation handed over together with vehicle. That information should be also available for downloading online.</i></p>  |
|                                  |                            |                                 | <p><b>GREEN</b></p> <p><i>(13d) Data transmitted via the 112-based eCall in-vehicle system and processed by the PSAPs can be transferred to the emergency service and service partners referred to in Decision No 585/2014/EU only in event of incidents related to eCalls and under the conditions set out in that Decision and are used exclusively for the attainment of the objectives of that Decision. Data processed by the PSAPs through the 112-based eCall in-vehicle system are not transferred to any other third parties without the explicit prior consent of the</i></p> |

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| COMMISSION PROPOSAL <sup>1</sup>  | EP AMENDMENTS <sup>2</sup> | COUNCIL AMENDMENTS <sup>3</sup> | COMPROMISE PROPOSALS  |
|---|----------------------------|---------------------------------|---|
|   |                            |                                 | <u>data subject.</u>  |
| <p>(14) The European Standardisation Organisations, ETSI and CEN, have developed common standards for the deployment of a pan-European eCall service, which should apply for the purposes of this Regulation, as this will facilitate the technological evolution of the in-vehicle eCall service, ensure the interoperability and continuity of the service throughout the Union, and reduce the costs of implementation for the Union as a whole.</p> | <i>Idem</i>                | <i>Idem</i>                     | <p><b>GREEN</b><br/><i>Idem</i></p>   |
|   |                            |                                 | <p><b>GREEN</b><br/><u>(14a) The European Data Protection Supervisor was consulted in accordance with Article 28(2) of Regulation (EC) No 45/2001 of the European Parliament and of the Council<sup>1</sup> and delivered an opinion on 29 October 2013<sup>2</sup>.</u><br/><b>GREEN</b><br/><sup>1</sup> <u>Regulation (EC) No 45/2001 of</u></p> |



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|---|---|---|---|
|   |   |   | <p><u><i>the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and the free movement of such data (OJ L 8, 12.1.2001, p. 1).</i></u></p> <p><sup>2</sup> <u><i>OJ C 38, 8.2.2014, p. 2.</i></u></p>   |
| <p>(15) In order to ensure the application of common technical requirements regarding the eCall in-vehicle system, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the detailed rules on the application of the relevant standards, on testing, on personal data and privacy protection and on exemptions for certain vehicles or classes of vehicles of categories M1 and N1. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at</p> | <p>(15) In order to ensure the application of common technical requirements regarding the <b><i>112-based</i></b> eCall in-vehicle system, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the detailed rules on the application of the relevant standards, on testing, on personal data and privacy protection and on exemptions for certain vehicles or classes of vehicles of categories M1 and N1. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at</p> | <p>(15) In order to ensure the application of common technical requirements regarding the eCall in-vehicle system, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the <b><u>exemption of certain vehicles or classes of vehicles of categories M1 and N1 from the obligation to install eCall in-vehicle systems and the establishment of detailed technical requirements and tests for the EC type-approval of vehicles in respect to their eCall in-vehicle systems and the EC type-approval of systems,</u></b></p> | <p><b>GREEN</b></p> <p>(15) In order to ensure the application of common technical requirements regarding the <b><i>112-based</i></b> eCall in-vehicle system, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the <b><u>exemption of certain classes of vehicles of categories M1 and N1 from the obligation to install eCall in-vehicle systems, of the establishment of detailed technical requirements and tests for the EC type-approval of vehicles in respect to their eCall in-vehicle systems and the EC</u></b></p> |

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|---|---|--|--|
| <p>expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.</p> | <p>expert level, <i>consulting in particular the European Data Protection Supervisor, the Article 29 Working Party and consumer protection organisations.</i> The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.</p> <p><b>[Am. 21]</b></p> | <p><u>components and separate technical units designed and constructed for such vehicles</u> detailed rules on the application of the relevant standards, on testing, on personal data and privacy protection and on exemptions for certain vehicles or classes of vehicles of categories M1 and N1. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.</p> | <p><u>type-approval of systems, components and separate technical units designed and constructed for such vehicles, and of the establishment of detailed technical rules and test procedures for the application of certain rules on personal data processing and for ensuring that there is no exchange of personal data between the 112-based eCall in-vehicle system and third party systems.</u> It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level <u>and with relevant stakeholders, consulting in particular consumer protection organisations, as well as the European Data Protection Supervisor and the Article 29 Working Party in accordance with the applicable legislation.</u> The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the</p> |

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| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup> | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|----------------------------------|----------------------------|--|---|
|                                  |                            |  | Council.  |
|                                  |                            | <p><b><u>(15a) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers relating to the establishment of detailed rules on privacy protection, the procedure for the EC type-approval, the numbering system of the type-approval certificates, the template for the information documents, the template of the EC type-approval certificates and the model for the EC type-approval mark, should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers<sup>10</sup>.</u></b></p> | <p><b>GREEN</b></p> <p><b><u>(15a) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers relating to the practical arrangements for assessing the absence of traceability and tracking, the template for the user information and the administrative provisions for the EC type-approval regarding the template for the information documents to be provided by manufacturers for the purposes of the type-approval, the template of the EC type-approval certificates and the model for the EC type-approval mark, should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>10</sup>.</u></b></p> <p><b>_____</b></p> |

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| COMMISSION PROPOSAL <sup>1</sup>  | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>   | COMPROMISE PROPOSALS  |
|---|--|---|---|
|   |  | <p style="text-align: center;"><u><sup>10</sup> OJ L 55, 28.2.2011, p. 13.</u></p>  | <p><sup>10</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p> |
| <p>(16) Vehicle manufacturers should be allowed sufficient time to adapt to the technical requirements of this Regulation.</p>                                | <p>(16) Vehicle manufacturers should be allowed sufficient time to adapt to the technical requirements of this Regulation <i>and the delegated acts adopted pursuant to this Regulation in order to be able to carry out the necessary studies and tests under various conditions, as required, and thus ensure that the 112-based eCall in-vehicle system is fully reliable.</i><br/>[Am. 22]</p> | <p><i>Idem</i></p>  | <p><b>GREEN</b><br/>(16) Vehicle manufacturers should be allowed sufficient time to adapt to the technical requirements of this Regulation.</p>   |
| <p>(17) This Regulation is a new separate Regulation in the context of the EC type-approval procedure provided for by Directive 2007/46/EC and therefore,</p> | <p>(17) This Regulation is a new separate Regulation in the context of the EC type-approval procedure provided for <del>by</del> <i>in</i> Directive 2007/46/EC and, therefore,</p>  | <p>(17) This Regulation is a new separate Regulation in the context of the EC type-approval procedure provided for by Directive 2007/46/EC and therefore,</p> | <p><b>GREEN</b><br/>(17) This Regulation is a new separate Regulation in the context of the EC type-approval procedure provided for <i>in</i> Directive</p>   |

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|---|---|---|---|
| Annexes I, III, IV, VI, IX and XI to that Directive should be amended accordingly.  | Annexes I, III, IV, VI <del>and</del> IX <del>and XI</del> to that Directive should be amended accordingly.   | Annexes I, III, IV, VI, <del>IX</del> and XI to that Directive should be amended accordingly. | 2007/46/EC and, therefore, Annexes I, III, IV, VI and XI to that Directive should be amended accordingly.   |
| <p>(18) Since the objectives of this Regulation, namely the achievement of the internal market through the introduction of common technical requirements for new type approved vehicles equipped with the eCall in vehicle system, cannot be sufficiently achieved by the Member States and can, therefore, by reason of its scale, be better achieved at the level of the Union, the Union may adopt measures in accordance with the principle of subsidiarity set out in Article 5 of the Treaty on the European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,</p> | <p>(18) Since the <del>objectives</del> <i>objective</i> of this Regulation, namely the achievement of the internal market through the introduction of common technical requirements for new type approved vehicles equipped with the <i>112-based</i> eCall in-vehicle system, cannot be sufficiently achieved by the Member States <del>and</del> <i>but can rather, therefore,</i> by reason of its scale, be better achieved at <del>the level of the</del> <i>Union level</i>, the Union may adopt measures in accordance with the principle of subsidiarity <i>as</i> set out in Article 5 of the Treaty on the European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,</p> | <p><i>Idem</i></p>  | <p><b>GREEN</b></p> <p>(18) Since the <i>objective</i> of this Regulation, namely the achievement of the internal market through the introduction of common technical requirements for new type approved vehicles equipped with the <i>112-based eCall</i> in-vehicle system, cannot be sufficiently achieved by the Member States <i>but can rather, by</i> reason of its scale, be better achieved at <i>Union level</i>, the Union may adopt measures in accordance with the principle of subsidiarity <i>as</i> set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.</p> |

**Type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC  
COM(2013)0316 - 2013/0165 (COD)**

| COMMISSION PROPOSAL <sup>1</sup>  | EP AMENDMENTS <sup>2</sup>  | COUNCIL AMENDMENTS <sup>3</sup>   | COMPROMISE PROPOSALS   |
|---|---|---|--|
| HAVE ADOPTED THIS REGULATION:   | <i>Idem</i>   | <i>Idem</i>   | <i>Idem</i>  |
| <i>Article 1<br/>Subject matter</i>   | <i>Article 1<br/>Subject matter</i>   | <i>Article 1<br/>Subject matter</i>   | <i>Article 1<br/>Subject matter</i>  |
| This Regulation establishes the technical requirements for the EC type-approval of vehicles regarding the eCall in-vehicle system.          | This Regulation establishes the technical requirements for the EC type-approval of vehicles regarding the <b>112-based</b> eCall in-vehicle system. | This Regulation establishes the <del>technical</del> <b>general</b> requirements for the EC type-approval of vehicles <b>in respect of the eCall in-vehicle systems, and of eCall in-vehicle systems, components and separate technical units</b> regarding the eCall in-vehicle system.          | <b>GREEN</b><br>This Regulation establishes the <b>general</b> requirements for the EC type-approval of vehicles <b>in respect of the 112-based eCall in-vehicle systems, and of 112-based eCall in-vehicle systems, components and separate technical units.</b>                            |
| <i>Article 2<br/>Scope</i>  | <i>Article 2<br/>Scope</i>  | <i>Article 2<br/>Scope</i>  | <i>Article 2<br/>Scope</i>   |
| This Regulation shall apply to vehicles of categories M1 and N1 as defined in points 1.1.1. and 1.2.1. of Annex II to Directive 2007/46/EC. | This Regulation shall apply to vehicles of categories M1 and N1 as defined in points 1.1.1. and 1.2.1. of Annex II to Directive 2007/46/EC.         | <b>1.</b> This Regulation shall apply to vehicles of categories M1 and N1 as defined in points 1.1.1. and 1.2.1. <b>of Part A</b> of Annex II to Directive 2007/46/EC <b>and to eCall in-vehicle systems, components and separate technical units designed and constructed for such vehicles.</b> | <b>GREEN</b><br><b>1.</b> This Regulation shall apply to vehicles of categories M1 and N1 as defined in points 1.1.1. and 1.2.1. <b>of Part A</b> of Annex II to Directive 2007/46/EC <b>and to 112-based eCall in-vehicle systems, components and separate technical units designed and</b> |

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|----------------------------------|---|--|---|
|                                  |   |  | <b>constructed for such vehicles</b>  |
|                                  | <p><i>This Regulation shall not apply to small series vehicles.</i></p> <p>[Am. 23]</p> | <p><b><u>It shall not apply to the following vehicles:</u></b></p> <p><b><u>(a) vehicles produced in small series approved pursuant to Articles 22 and 23 of Directive 2007/46/EC;</u></b></p> <p><b><u>(b) vehicles approved pursuant to Article 24 of Directive 2007/46/EC;</u></b></p> <p><b><u>(c) vehicles which cannot for technical reasons be equipped with an appropriate eCall triggering mechanism, as determined in accordance with paragraph 2.</u></b></p> | <p><b>GREEN</b></p> <p><b><u>It shall not apply to the following vehicles:</u></b></p> <p><b><u>(a) vehicles produced in small series approved pursuant to Articles 22 and 23 of Directive 2007/46/EC;</u></b></p> <p><b><u>(b) vehicles approved pursuant to Article 24 of Directive 2007/46/EC;</u></b></p> <p><b><u>(c) vehicles which cannot for technical reasons be equipped with an appropriate eCall triggering mechanism, as determined in accordance with paragraph 1a.</u></b></p> |
|                                  |   | <p><b><u>2. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 to identify vehicles or classes of vehicles of categories M1 and N1 which for technical reasons cannot be equipped with an appropriate eCall triggering mechanism, on the basis of a</u></b></p>  | <p><b>GREEN</b></p> <p><b><u>1a. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 to identify classes of vehicles of categories M1 and N1 which for technical reasons cannot be equipped with an appropriate</u></b></p>  |

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|--|--|---|---|
|  |  | <u>cost/benefit analysis carried out or mandated by the Commission and taking into account all relevant safety and technical aspects.</u>   | <b>eCall triggering mechanism, on the basis of a cost/benefit analysis carried out or mandated by the Commission and taking into account all relevant safety and technical aspects.</b> |
|  |  | <u>These delegated acts shall be adopted by [12 months after the date of entry into force].</u>   | <b>The first such delegated acts shall be adopted by [12 months after the date of entry into force of this Regulation].</b>   |
| <i>Article 3<br/>Definitions</i>   | <i>Article 3<br/>Definitions</i>   | <i>Article 3<br/>Definitions</i>  | <i>Article 3<br/>Definitions</i>  |
| For the purpose of this Regulation and in addition to the definitions laid down in Article 3 of Directive 2007/46/EC and in Article 2 of Commission Delegated Regulation (EU) No 305/2013 <sup>12</sup> , the following definitions shall apply: | For the purpose of this Regulation and in addition to the definitions laid down in Article 3 of Directive 2007/46/EC <del>and in Article 2 of Commission Delegated Regulation (EU) No 305/2013<sup>†</sup></del> , the following definitions shall apply:<br><br>_____<br><sup>†</sup> OJ L 91, 03.04.2013, p. 1.<br><b>[Am. 24]</b> | For the purpose of this Regulation and in addition to the definitions laid down in Article 3 of Directive 2007/46/EC <del>and in Article 2 of Commission Delegated Regulation (EU) No 305/2013<sup>††</sup></del> , the following definitions shall apply:<br><br>_____<br><sup>††</sup> OJ L 91, 03.04.2013, p. 1. | <b>GREEN</b><br><b>For the purpose of this Regulation and in addition to the definitions laid down in Article 3 of Directive 2007/46/EC, the following definitions shall apply:</b>     |

<sup>12</sup> OJ L 91, 03.04.2013, p. 1.



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|----------------------------------|----------------------------|--|----------------------------|
|                                  |                            | <p><b><u>(-3) ‘eCall’ means an in-vehicle emergency call to 112, made either automatically by means of the activation of in-vehicle sensors or manually, which carries a minimum set of data and establishes an audio channel between the vehicle and the eCall PSAP via public mobile wireless communications networks;</u></b></p> | <p>Moved to point (2a)</p> |
|                                  |                            | <p><b><u>(-2) ‘public safety answering point’ (PSAP) means a physical location where emergency calls are first received under the responsibility of a public authority or a private organisation recognised by the Member State;</u></b></p>   | <p>Moved to point (2b)</p> |
|                                  |                            | <p><b><u>(-1) ‘most appropriate PSAP’ means a PSAP defined beforehand by the authorities to cover emergency calls from a certain area or for emergency calls of a certain type;</u></b></p>  | <p>Moved to point (2c)</p> |
|                                  |                            | <p><b><u>(0) ‘eCall PSAP’ means a most appropriate PSAP defined</u></b></p>  | <p>Moved to point (2d)</p> |

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|--|--|--|---|
|  |  | <b><u>beforehand by the authorities to first receive and handle eCalls;</u></b>  |   |
| <p>(1) ‘e-Call in-vehicle system’ means a system activated either automatically via in-vehicle sensors or manually, which carries, by means of mobile wireless communications networks, a standardised minimum set of data and establishes a 112-based audio channel between the occupants of the vehicle and a public safety answering point;</p> | <p>(1) ‘<b>112-based</b> e-Call in-vehicle system’ means <del>a</del><b>an emergency system, comprising in-vehicle equipment and the means to trigger, manage and enact the eCall transmission, that is</b> activated either automatically via in-vehicle sensors or manually, which carries, <del>emits signals</del> <b>by means of a public</b> mobile wireless communications networks, <b>to enable</b> a standardised minimum set of data <b>to be transmitted</b> and <del>establishes</del> a 112-based audio channel between the occupants of the vehicle and <del>a</del><b>the appropriate</b> public safety answering point <b>to be established;</b></p> <p><b>[Am. 25. This amendment applies throughout the text]</b></p> | <p>(1) ‘e-Call in-vehicle system’ means a system activated either automatically via in-vehicle sensors or manually, which carries, by means of <b>public</b> mobile wireless communications networks, a <del>standardised</del> minimum set of data and establishes a 112-based audio channel between the occupants of the vehicle and <del>an</del> <b>eCall PSAP</b> <del>public safety</del> answering point;</p> | <p><b>GREEN</b></p> <p>(1) ‘<b>112-based</b> eCall in-vehicle system’ means <b>an emergency system, comprising in-vehicle equipment and the means to trigger, manage and enact the eCall transmission, that is</b> activated either automatically via in-vehicle sensors or manually, which carries, by means of <b>public</b> mobile wireless communications networks, a minimum set of data and establishes a 112-based audio channel between the occupants of the vehicle and <b>an eCall PSAP;</b></p> <p><b>[This amendment applies throughout the text]</b></p> |
| <p>(2) ‘in-vehicle system’ means the in-vehicle equipment together with the means to trigger, manage and effect the eCall transmission via a public mobile wireless</p>  | <p>(2) ‘<del>in-vehicle system</del>’ means the <del>in-vehicle equipment together with the means to trigger, manage and effect the eCall transmission via a</del> public mobile wireless</p>  | <p>(2) ‘<del>in-vehicle system</del>’ means the <del>in-vehicle equipment together with the means to trigger, manage and effect the eCall transmission via a</del> public mobile wireless</p>  | <p><b>GREEN</b></p> <p>(2) ‘<del>in-vehicle system</del>’ means the <del>in-vehicle equipment together with the means to trigger, manage and effect the eCall transmission via a</del></p>  |

**Type-approval requirements for the deployment of the eCall in-vehicle system and amending Directive 2007/46/EC  
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| COMMISSION PROPOSAL <sup>1</sup>   | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>   | COMPROMISE PROPOSALS  |
|--|--|---|---|
| communications network providing a link between the vehicle and a means of enacting the eCall service via a public mobile wireless communications network. | <del>communications network providing a link between the vehicle and a means of enacting the eCall service via a public mobile wireless communications network.</del><br><b>[Ams. 26 and 80]</b>   | <del>communications network providing a link between the vehicle and a means of enacting the eCall service via a public mobile wireless communications network.</del> | <del>public mobile wireless communications network providing a link between the vehicle and a means of enacting the eCall service via a public mobile wireless communications network.</del>  |
|  | <i>(2a) 'eCall' means an in-vehicle emergency call to the emergency number 112, made via the 112-based eCall in-vehicle system;</i><br><b>[Am. 27]</b>   |   | <b>GREEN</b><br><i><b>(2a) 'eCall' means an in-vehicle emergency call to 112, made either automatically by means of the activation of in-vehicle sensors or manually, which carries a minimum set of data and establishes an audio channel between the vehicle and the eCall PSAP via public mobile wireless communications networks;</b></i> |
|  | <i>(2b) 'public safety answering point' or 'PSAP' means a physical location where emergency calls are first received under the responsibility of a public authority or a private organisation recognised by the Member State concerned;</i><br><b>[Am. 28]</b> |   | <b>GREEN</b><br><i><b>(2b) 'public safety answering point' (PSAP) means a physical location where emergency calls are first received under the responsibility of a public authority or a private organisation recognised by the Member State;</b></i>   |

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|----------------------------------|---|--|--|
|                                  |   |  | <p><b>GREEN</b></p> <p><b><u>(2c) ‘most appropriate PSAP’ means a PSAP defined beforehand by the responsible authorities to cover emergency calls from a certain area or for emergency calls of a certain type;</u></b></p>                          |
|                                  |   |  | <p><b>GREEN</b></p> <p><b><u>(2d) ‘eCall PSAP’ means a most appropriate PSAP defined beforehand by the authorities to first receive and handle eCalls;</u></b></p>   |
|                                  | <p><i>(2c) ‘minimum set of data’ or ‘MSD’ means the information defined by the standard ‘Road transport and traffic telematics — eSafety — eCall minimum set of data (MSD)’ (EN 15722) which is sent to the eCall PSAP;</i></p> <p>[Am. 29]</p> |  | <p><b>GREEN</b></p> <p><b><u>(2e) ‘minimum set of data’ (MSD) means the information defined by the standard ‘Intelligent transport systems — eSafety — eCall minimum set of data (MSD)’ (EN 15722:2011) which is sent to the eCall PSAP;</u></b></p> |
|                                  | <p><i>(2d) ‘in-vehicle equipment’ means equipment permanently installed within the vehicle that provides or has access to the in-vehicle data required for the minimum set of</i></p>   | <p><b><u>(2a) ‘in-vehicle equipment’ means equipment within the vehicle that provides or has access to the in-vehicle data required to perform the eCall</u></b></p> | <p><b>GREEN</b></p> <p><b><u>(2f) ‘in-vehicle equipment’ means equipment permanently installed within the vehicle that provides or has access to the in-</u></b></p>   |

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|----------------------------------|---|---|--|
|                                  | <p><i>data (MSD) to perform the eCall transaction via a public mobile wireless communications network;</i><br/>[Am. 30]</p> | <p><u>transaction via a public mobile wireless communications network;</u></p>  | <p><b>vehicle data required to perform the eCall transaction via a public mobile wireless communications network;</b></p>  |
|                                  |   | <p><u>(2b) ‘eCall transaction’ means the establishment of a mobile wireless communications session across a public wireless communications network and the transmission of a minimum set of data from a vehicle to an eCall PSAP and the establishment of an audio channel between the vehicle and the same eCall PSAP;</u></p> | <p><b>GREEN</b><br/><b>(2g) ‘eCall transaction’ means the establishment of a mobile wireless communications session across a public wireless communications network and the transmission of a minimum set of data from a vehicle to an eCall PSAP and the establishment of an audio channel between the vehicle and the same eCall PSAP;</b></p> |
|                                  |   | <p><u>(2c) ‘minimum set of data’ (MSD) means the information defined by the standard ‘Intelligent transport systems — eSafety — eCall minimum set of data (MSD)’ (EN 15722:2011) which is sent to the eCall PSAP;</u></p>   | <p><b>Moved to point (2e)</b></p>  |
|                                  | <p><i>(2e) ‘public mobile wireless communications network’ means mobile wireless communications</i></p>                     | <p><u>(2d) ‘public mobile wireless communications network’ means mobile wireless communications</u></p>   | <p><b>GREEN</b><br/><b>(2h) ‘public mobile wireless communications network’ means</b></p>  |

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| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|----------------------------------|--|--|---|
|                                  | <p><i>network available to the public in accordance with Directives 2002/21/EC<sup>1</sup> and 2002/22/EC<sup>2</sup> of the European Parliament and of the Council.</i></p> <hr/> <p><sup>1</sup> <i>Directive 2002/21/EC of the European Parliament and of the Council of 7 March 2002 on a common regulatory framework for electronic communications networks and services (Framework Directive) (OJ L 108, 24.4.2002, p. 33).</i></p> <p><sup>2</sup> <i>Directive 2002/22/EC of the European Parliament and of the Council of 7 March 2002 on universal service and users' rights relating to electronic communications networks and services (Universal Service Directive) (OJ L 108, 24.4.2002, p. 51).</i></p> <p>[Am. 31]</p> | <p><u>network available to the public in accordance with Directive 2002/21/EC<sup>12</sup> and with Directive 2002/22/EC<sup>13</sup> of the European Parliament and of the Council;</u></p> <hr/> <p><sup>12</sup> <u>OJ L 108, 24.4.2002, p. 33.</u></p> <p><sup>13</sup> <u>OJ L 108, 24.4.2002, p. 51.</u></p> | <p><b>mobile wireless communications network available to the public in accordance with Directives 2002/21/EC<sup>1</sup> and 2002/22/EC<sup>2</sup> of the European Parliament and of the Council.</b></p> <p><b>_____</b></p> <p><sup>1</sup> <b>Directive 2002/21/EC of the European Parliament and of the Council of 7 March 2002 on a common regulatory framework for electronic communications networks and services (Framework Directive) (OJ L 108, 24.4.2002, p. 33).</b></p> <p><sup>2</sup> <b>Directive 2002/22/EC of the European Parliament and of the Council of 7 March 2002 on universal service and users' rights relating to electronic communications networks and services (Universal Service Directive) (OJ L 108, 24.4.2002, p. 51).</b></p> |
|                                  |  | <p><u>(2e) 'Third party services supported eCall' (TPS eCall) means an in-vehicle emergency</u></p>  | <p><b>GREEN</b></p> <p><b>(2i) 'Third party services</b></p>  |

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|----------------------------------|----------------------------|--|---|
|                                  |                            | <p><u>call to a third party service provider (TPSP), made either automatically by means of the activation of in-vehicle sensors or manually, which carries, by means of public mobile wireless communications networks, the minimum set of data (MSD) and establishes an audio channel between the vehicle and the TPSP;</u></p> | <p><u>supported eCall’ (TPS eCall) means an in-vehicle emergency call to a third party service provider (TPSP), made either automatically by means of the activation of in-vehicle sensors or manually, which carries, by means of public mobile wireless communications networks, the minimum set of data (MSD) and establishes an audio channel between the vehicle and the TPSP;</u></p> |
|                                  |                            | <p><u>(2f) ‘Third party service provider’ (TPSP) means an organisation recognised by national authorities as being allowed to receive a TPS eCall and to forward the minimum set of data (MSD) to the eCall PSAP;</u></p>  | <p>GREEN</p> <p><u>(2j) ‘Third party service provider’ (TPSP) means an organisation recognised by national authorities as being allowed to receive a TPS eCall and to forward the minimum set of data (MSD) to the eCall PSAP;</u></p>  |
|                                  |                            | <p><u>(2g) ‘Third party services eCall in-vehicle system’ means a system activated either automatically via in-vehicle sensors or manually, which</u></p>  | <p>GREEN</p> <p><u>(2k) ‘Third party services eCall in-vehicle system’ means a system activated either automatically via in-vehicle</u></p>   |

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|---|--|--|--|
|   |  | <u>carries, by means of public mobile wireless communications networks, the minimum set of data (MSD) and establishes a audio channel between the vehicle and the TPSP.</u>  | <u>sensors or manually, which carries, by means of public mobile wireless communications networks, the minimum set of data (MSD) and establishes a audio channel between the vehicle and the TPSP.</u>   |
| <p align="center"><i>Article 4</i><br/><i>General obligations of the Manufacturers</i></p>  | <p align="center"><i>Article 4</i><br/><i>General obligations of the Manufacturers</i></p>   | <p align="center"><i>Article 4</i><br/><i>General obligations of the Manufacturers</i></p>   | <p align="center"><i>Article 4</i><br/><i>General obligations of the Manufacturers</i></p>   |
| <p>Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with an eCall in-vehicle system, in accordance with this Regulation and the delegated acts adopted pursuant to this Regulation.</p> | <p>Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with an <b><i>embedded 112-based</i></b> eCall in-vehicle system, in accordance with this Regulation and the delegated acts adopted pursuant to this Regulation.</p> <p>[Am. 32]</p> | <p>Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with an eCall in-vehicle system, in accordance with this Regulation and the <del>delegated</del> acts adopted pursuant to this Regulation.</p> | <p><b>GREEN</b></p> <p>Manufacturers shall demonstrate that all new types of vehicles referred to in Article 2 are equipped with <b><i>a permanently installed 112-based</i></b> eCall in-vehicle system, in accordance with this Regulation and the <del>delegated</del> <b><i>and implementing</i></b> acts adopted pursuant to this Regulation.</p> |
| <p align="center"><i>Article 5</i><br/><i>Specific obligations of manufacturers</i></p>   | <p align="center"><i>Article 5</i><br/><i>Specific obligations of manufacturers</i></p>  | <p align="center"><i>Article 5</i><br/><i>Specific obligations of manufacturers</i></p>  | <p align="center"><i>Article 5</i><br/><i>Specific obligations of manufacturers</i></p>  |
| <p>1. Manufacturers shall ensure that</p>   | <p><i>Idem</i></p>   | <p>1. Manufacturers shall ensure that</p>  | <p><b>GREEN</b></p>  |



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|---|--|--|---|
| <p>all their new types of vehicle are manufactured and approved in accordance with the requirements set out in this Regulation and the delegated acts adopted pursuant to this Regulation.</p>  |  | <p>all their new types of vehicle <b><u>and eCall in-vehicle systems, components and separate technical units designed and constructed for such vehicles</u></b> are manufactured and approved in accordance with the requirements set out in this Regulation and the <del>delegated</del> acts adopted pursuant to this Regulation.</p>                                   | <p>1. Manufacturers shall ensure that all their new types of vehicle <b><u>and 112-based eCall in-vehicle systems, components and separate technical units designed and constructed for such vehicles</u></b> are manufactured and approved in accordance with the requirements set out in this Regulation and the delegated <b><u>and implementing</u></b> acts adopted pursuant to this Regulation.</p>                     |
| <p>2. Manufacturers shall demonstrate that all their new types of vehicle are constructed to ensure that in the event of a severe accident which occurs in the territory of the Union, an eCall to the single European emergency number 112 is triggered automatically.</p> | <p>2. Manufacturers shall demonstrate that <del>all their new</del> <b><i>vehicle</i></b> types of <del>vehicle</del> are constructed <i>in such a way as</i> to ensure that, in the event of a severe accident, <b><i>detected by activation of one or more sensors and/or processors within the vehicle</i></b>, which occurs in the territory of the Union, an eCall to the <del>single European</del> emergency number 112 is triggered automatically.<br/><br/>[Am. 33]</p> | <p>2. Manufacturers shall demonstrate that all their new types of vehicle are constructed to ensure that in the event of a severe accident, <b><u>detected by activation of one or more sensors or processors within the vehicle</u></b>, which occurs in the territory of the Union, an eCall to the single European emergency number 112 is triggered automatically.</p> | <p><b>GREEN</b><br/>2. Manufacturers shall demonstrate that all new types of <b><u>vehicles</u></b> are constructed <i>in such a way as</i> to ensure that, in the event of a severe accident, <b><i>detected by activation of one or more sensors or processors within the vehicle</i></b>, which occurs in the territory of the Union, an eCall to the single European emergency number 112 is triggered automatically.</p> |
| <p>Manufacturers shall demonstrate that new vehicles are constructed</p>  | <p>Manufacturers shall demonstrate that new <del>vehicles</del> <b><i>vehicle types</i></b> are</p>  | <p>Manufacturers shall demonstrate that new <b><u>types of</u></b> vehicles are</p>  | <p><b>GREEN</b><br/>Manufacturers shall demonstrate</p>   |

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| as to ensure that an eCall to the single European emergency number 112 can also be triggered manually. | constructed <i>in such a way</i> as to ensure that an eCall to the single European emergency number 112 can also be triggered manually.<br><br>[Am. 34]   | constructed as to ensure that an eCall to the single European emergency number 112 can also be triggered manually.  | that new <b>types of</b> vehicles are constructed <i>in such a way</i> as to ensure that an eCall to the single European emergency number 112 can also be triggered manually.  |
|  |   | <u>Manufacturers shall ensure that the manual trigger control of eCall is designed to avoid mishandling.</u>  | GREEN<br><br><u>Manufacturers shall ensure that the manual trigger control of the 112-based eCall in-vehicle system is designed to avoid mishandling.</u>  |
|  | <i>2a. Paragraph 2 is without prejudice to the right of the vehicle owner to use another emergency call system installed in the vehicle and providing a similar service, in addition to the 112-based eCall in-vehicle system. In that case, that other emergency call system shall be compliant with the standard EN 16102 'Intelligent transport systems – eCall – Operating requirements for third party support', and manufacturers shall ensure that there is only one system active at a time and that the 112-based eCall in-vehicle system is triggered</i> | <u>2a. Paragraph 2 is without prejudice to the right of the vehicle owner to use a TPS eCall in-vehicle system providing a similar service, in addition to the 112-based eCall in-vehicle system, provided that all the following conditions are met:</u> | GREEN<br><br><u>2a. Paragraph 2 is without prejudice to the right of the vehicle owner to use a TPS eCall in-vehicle system providing a similar service, in addition to the 112-based eCall in-vehicle system, provided that all the following conditions are met:</u> |

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|                                  | <p><i>automatically in the event that the other emergency call system does not function.</i></p> <p>[Am. 35]</p> |   |  |
|                                  |  | <p><u>(a) the TPS eCall in-vehicle system shall comply with the standard EN 16102:2011 'Intelligent transport systems – eCall – Operating requirements for third party support';</u></p>  | <p>GREEN</p> <p><u>(a) the TPS eCall in-vehicle system shall comply with the standard EN 16102:2011 'Intelligent transport systems – eCall – Operating requirements for third party support';</u></p>  |
|                                  |  | <p><u>(b) manufacturers shall ensure that there is only one system active at a time and that the 112-based eCall in-vehicle system is triggered automatically in the event that the TPS eCall in-vehicle call system does not function;</u></p> | <p>GREEN</p> <p><u>(b) manufacturers shall ensure that there is only one system active at a time and that the 112-based eCall in-vehicle system is triggered automatically in the event that the TPS eCall in-vehicle call system does not function;</u></p> |
|                                  |  | <p><u>(c) manufacturers shall include in the owner's manual that the owner may at any time choose to use the 112-based eCall in-vehicle system instead of a TPS</u></p>   | <p>GREEN</p> <p><u>(c) the vehicle owner shall at all times have the right to choose to use the 112-based eCall in-vehicle system rather than a TPS</u></p>  |

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|   |  | <u>in-vehicle system.</u>  | <u>in-vehicle system:</u>   |
|   |  |  | GREEN<br><u>(d) manufacturers shall include information on the right referred to in point (c) in the owner's manual.</u>  |
| 3. Manufacturers shall ensure that the receivers in the in-vehicle systems are compatible with the positioning services provided by satellite navigation systems including the Galileo and the EGNOS systems. | 3. Manufacturers shall ensure that the receivers in the <i>112-based eCall</i> in-vehicle systems are compatible with the positioning services provided by satellite navigation systems <del>including</del> , <i>in particular</i> the Galileo and the EGNOS systems.<br><br>[Am. 36] | 3. Manufacturers shall ensure that the receivers in the <u>eCall</u> in-vehicle systems are compatible with the positioning services provided by <del>satellite navigation systems including</del> the Galileo and the EGNOS systems.<br><u>Manufacturers may also choose, in addition, compatibility with other satellite navigation systems.</u> | GREEN<br>3. Manufacturers shall ensure that the receivers in the <i>112-based eCall</i> in-vehicle systems are compatible with the positioning services provided by the Galileo and the EGNOS systems.<br><u>Manufacturers may also choose, in addition, compatibility with other satellite navigation systems.</u> |
| 4. Only those eCall in-vehicle systems which can be tested shall be accepted for the purposes of type-approval.   | 4. Only those <i>embedded 112-based</i> eCall in-vehicle systems which can be tested shall be accepted for the purposes of type-approval.<br><br>[Am. 37]  | 4. Only those eCall in-vehicle systems which can be tested shall be accepted for the purposes of <u>EC</u> type-approval.  | GREEN<br>4. Only those <i>112-based</i> eCall in-vehicle systems, <u>either permanently installed within the vehicle or type-approved separately</u> , which can be tested shall be accepted for the purposes of <u>EC</u> type-approval.   |

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| <p>5. eCall in-vehicle systems shall comply with the requirements of Directive 1999/5/EC<sup>13</sup> and UNECE Regulation No 10<sup>14</sup>.</p> | <p>5. <b>112-based</b> eCall in-vehicle systems shall comply with the requirements of Directive 1999/5/EC of the European Parliament and of the Council<sup>1</sup> and UNECE Regulation No 10<sup>2</sup>.</p> <p>_____</p> <p><sup>1</sup> Directive 1999/5/EC of the European Parliament and of the Council of 9 March 1999 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity (OJ L 91, 7.4.1999, p. 10).</p> <p><sup>2</sup> Regulation No 10 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of vehicles with regard to electromagnetic compatibility (OJ L 254, 20.9.2012, p. 1).</p> | <p><del>5. eCall in-vehicle systems shall comply with the requirements of Directive 1999/5/EC<sup>14</sup> and UNECE Regulation No 10<sup>15</sup>.</del></p> <p>_____</p> <p><sup>14</sup> <del>OJ L 91, 7.4.1999, p.10.</del></p> <p><sup>15</sup> <del>OJ L 254, 20.9.2012, p.1.</del></p> | <p><b>GREEN</b></p> <p><del>5. eCall in-vehicle systems shall comply with the requirements of Directive 1999/5/EC<sup>14</sup> and UNECE Regulation No 10<sup>15</sup>.</del></p> <p>_____</p> <p><sup>14</sup> <del>OJ L 91, 7.4.1999, p.10.</del></p> <p><sup>15</sup> <del>OJ L 254, 20.9.2012, p.1.</del></p> |
|  | <p><b>5a. Manufacturers shall demonstrate that, in the event of a critical system failure which</b></p>   | <p><b><u>5a. Manufacturers shall demonstrate that, in the event of a critical system failure which</u></b></p>  | <p><b>GREEN</b></p> <p><b><u>5a. Manufacturers shall demonstrate that, in the event of</u></b></p>  |

<sup>13</sup> OJ L 91, 7.4.1999, p.10.

<sup>14</sup> OJ L 254, 20.9.2012, p.1.

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|  | <p><i>would result in an inability to execute an eCall detected during or following the self-test, a warning will be given to the occupants of the vehicle.</i></p> <p>[Am. 38]</p>                             | <p><u>would result in an inability to execute a 112-based eCall or a TPS eCall, a warning shall be given to the occupants of the vehicle.</u></p>  | <p><b>a critical system failure which would result in an inability to execute a 112-based eCall, a warning will be given to the occupants of the vehicle.</b></p>   |
| <p>6. The eCall in-vehicle system shall be accessible to all independent operators free of charge and without discrimination at least for repair and maintenance purposes.</p> | <p>6. The <i>112-based</i> eCall in-vehicle system shall be accessible to all independent operators free of charge and without discrimination at least for repair and maintenance purposes.</p> <p>[Am. 39]</p> | <p>6. The eCall in-vehicle system <b><u>and the TPS eCall in-vehicle system</u></b> shall be accessible to all independent operators <del>free of charge</del> and without discrimination at least for repair and maintenance purposes <b><u>in accordance with the Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information<sup>16</sup>.</u></b></p> <p>_____</p> <p><sup>16</sup> <b><u>OJ L 171, 29.6.2007, p. 1.</u></b></p> | <p><b>GREEN</b></p> <p><b>6. The 112-based eCall in-vehicle system shall be accessible to all independent operators <u>for a reasonable fee not exceeding a nominal amount</u> and without discrimination for repair and maintenance purposes <b><u>in accordance with Regulation (EC) No 715/2007.</u></b></b></p> |
| <p>7. The Commission shall be empowered to adopt delegated acts</p>  | <p>7. The Commission shall be empowered to adopt delegated acts</p>   | <p>7. The Commission shall be empowered to adopt delegated acts</p>  | <p><b>GREEN</b></p> <p><b>7. The Commission shall be</b></p>  |

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| in accordance with Article 9 establishing the detailed technical requirements and tests for the type-approval of eCall in-vehicle systems and amending Directive 2007/46/EC accordingly.         | in accordance with Article 9 establishing the detailed technical requirements and tests for the type-approval of <b>112-based</b> eCall in-vehicle systems and amending <del>Directive 2007/46/EC</del> accordingly.<br><br>[Am. 40]  | in accordance with Article 9 establishing the detailed technical requirements and tests for the <b>EC</b> type-approval of <b>vehicles in respect to their</b> eCall in-vehicle systems and <b>the EC type-approval of eCall systems, components and separate technical units</b> amending <del>Directive 2007/46/EC</del> accordingly. | <b>empowered to adopt delegated acts in accordance with Article 9 establishing the detailed technical requirements and tests for the EC type-approval of vehicles in respect of their 112-based eCall in-vehicle systems and the EC type-approval of 112-based eCall in-vehicle systems, components and separate technical units.</b> |
| The technical requirements and tests referred to in the first subparagraph shall be based on the requirements set out in paragraphs 3, 4 and 6 and on the following standards, where applicable: | The technical requirements and tests referred to in the first subparagraph shall be <b>adopted after consultation of relevant stakeholders and shall be</b> based on the requirements set out in paragraphs 2, 2a, 3, 4 and 6 and on the <b>available</b> following standards <b>relating to eCall and UNECE Regulations</b> , where applicable, <b>including</b> :<br><br>[Am. 41] | The technical requirements and tests referred to in the first subparagraph shall be based on the requirements set out in paragraphs <b>2, 2a</b> , 3, 4, <b>5a</b> and 6 and on the following standards, where applicable:  | <b>GREEN</b><br><br>The technical requirements and tests referred to in the first subparagraph shall be based on the requirements set out in paragraphs <b>2, 2a</b> , 3, 4, <b>5a</b> and 6 and on the <b>available</b> standards <b>relating to eCall</b> , where applicable, <b>including</b> :                                    |
|  |   | <b>(-a) EN 15722:2011 ‘Intelligent transport systems - eSafety - eCall minimum set of data’;</b>  | <b>Moved to point (ca)</b>  |
| (a) EN 16072 ‘Intelligent transport  | <i>Idem</i>   | (a) EN 16072: <b>2011</b> ‘Intelligent  | <b>GREEN</b>  |

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| system-ESafety-PanEuropean eCall-Operating requirements’;  |   | transport system-ESafety-PanEuropean eCall-Operating requirements’;   | (a) EN 16072: <b>2011</b> ‘Intelligent transport system-ESafety-PanEuropean eCall-Operating requirements’;   |
| (b) EN 16062 ‘Intelligent transport systems-ESafety-ECall high level application requirements (HLAP)’;   | <i>Idem</i>   | (b) EN 16062: <b>2011</b> ‘Intelligent transport systems-ESafety-ECall high level application requirements (HLAP)’;   | <b>GREEN</b><br>(b) EN 16062: <b>2011</b> ‘Intelligent transport systems-ESafety-ECall high level application requirements (HLAP)’;  |
| (c) EN 16454 ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the eCall in-vehicle system conformance to the pan-European eCall; | (c) EN 16454 ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the <i>112-based</i> eCall in-vehicle system conformance to the pan-European eCall; | (c) EN 16454: <b>2013</b> ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the eCall in-vehicle system conformance to the pan-European eCall; | <b>GREEN</b><br>(c) CEN/TS 16454: <b>2013</b> ‘Intelligent transport systems - eSafety - eCall end to end conformance testing’, as regards the <i>112-based</i> eCall in-vehicle system conformance to the pan-European eCall; |
|  | <i>(ca) EN 15722 ‘Intelligent transport systems - eSafety - eCall minimum set of data (MSD)’.</i><br>[Am. 42]   |   | <b>GREEN</b><br><i>(ca) EN 15722:2011 ‘Intelligent transport systems - eSafety - eCall minimum set of data (MSD)’.</i>   |
|  |   | <b>(ca) EN 16102:2011 ‘Intelligent transport systems - eCall - Operating requirements for</b>   | <b>GREEN</b><br><b>(cb) EN 16102:2011 ‘Intelligent transport systems - eCall -</b>   |



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|   |  | <u>third party support</u> ';  | <b>Operating requirements for third party support</b> ';  |
| (d) any additional European standards or UNECE Regulations relating to eCall systems. | <del>(d) any additional European standards or UNECE Regulations relating to eCall systems.</del><br>[Am. 43] | (d) any additional European standards <u>relating to the eCall system adopted in conformity with the procedures laid down in Regulation (EU) No 1025/2012</u> or UNECE Regulations relating to eCall systems <u>binding upon the Union</u> . | <b>GREEN</b><br><b>(d) any additional European standards relating to the eCall system adopted in conformity with the procedures laid down in Regulation (EU) No 1025/2012 of the European Parliament and of the Council <sup>1</sup> or UNECE Regulations relating to eCall systems which are binding upon the Union.</b><br><br><b><sup>1</sup> Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision</b> |

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|   |  |  | No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).   |
|   |  | <u>These delegated acts shall be adopted by [12 months after the entry into force].</u>  | Moved to paragraph 7a  |
|   |  | <u>8. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 to update the versions of the standards referred to in paragraph 7 when a new version is adopted.</u> | GREEN<br><u>7a. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 to update the versions of the standards referred to in paragraph 7 of this Article when a new version is adopted.</u> |
|   |  |  | GREEN<br><u>The first such delegated acts shall be adopted by [12 months after the entry into force of this Regulation].</u>   |
| <i>Article 6<br/>Rules on privacy and data protection</i> | <i>Article 6<br/>Rules on privacy and data protection</i>  | <i>Article 6<br/>Rules on privacy and data protection</i>  | <i>Article 6<br/>Rules on privacy and data protection</i>  |
|   | <u>-1a. This Regulation is without prejudice to Directives 95/46/EC and 2002/58/EC. Any processing</u> | <u>-1. This Regulation is without prejudice to Directives 95/46/EC and 2002/58/EC. Any processing</u>  | GREEN<br><u>-1a. This Regulation is without</u>  |

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|                                  | <p><i>of personal data through the 112-based eCall in-vehicle system shall comply with the personal data protection rules provided for in those Directives.</i></p> <p>[Am. 44]</p> | <p><u>of personal data through the eCall in-vehicle system shall comply with the personal data protection rules provided for in those Directives.</u></p> | <p><u>prejudice to Directives 95/46/EC and 2002/58/EC. Any processing of personal data through the 112-based eCall in-vehicle system shall comply with the personal data protection rules provided for in those Directives.</u></p>  |
|                                  |   |   | <p>GREEN</p> <p><u>-1b. The personal data processed pursuant to this Regulation shall only be used for the purpose of handling the emergency situations referred to in the first subparagraph of Article 5(2).</u></p>   |
|                                  |   |   | <p>GREEN</p> <p><u>-1c. The personal data processed pursuant to this Regulation shall not be retained longer than necessary for the purpose of handling the emergency situations referred to in the first subparagraph of Article 5(2). Such data shall be fully deleted as soon as they are no longer necessary for that purpose.</u></p> |
| 1. In accordance with Directive  | 1. <del>In accordance with Directive</del>  | 1. <del>In accordance with Directive</del>  | GREEN  |

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| <p>95/46/EC and Directive 2002/58/EC, manufacturers shall ensure that vehicles equipped with eCall in-vehicle system are not traceable and are not subject to any constant tracking in their normal operational status related to the eCall.</p> | <p><del>95/46/EC and Directive 2002/58/EC</del>, Manufacturers shall ensure that vehicles equipped with <b>112-based</b> eCall in-vehicle system are not traceable and are not subject to any constant tracking in their <del>normal</del><b>pre-emergency</b> operational status related to the eCall.</p> <p>[Am. 45]</p> | <p><del>95/46/EC and Directive 2002/58/EC</del>, <del>m</del> Manufacturers shall ensure that <del>vehicles equipped with</del> <b>the</b> eCall in-vehicle system <del>are</del> <b>is</b> not traceable and <del>are</del> <b>is</b> not subject to any constant tracking <del>in</del> their normal operational status related to the eCall <b><u>before the eCall is triggered. In the internal memory of the eCall in-vehicle system, retention of previous locations of the vehicle is permitted, but that data must be continuously removed to ensure that only data strictly necessary to specify the current location and the direction of travel are retained. This data must not be available outside the in-vehicle system to any entities before the eCall is triggered.</u></b></p> | <p><b>1. Manufacturers shall ensure that <u>the 112-based eCall in-vehicle system is not traceable and is not subject to any constant tracking.</u></b></p>  |
|  |   |   | <p><b>GREEN</b></p> <p><b><u>1a. Manufacturers shall ensure that, in the internal memory of the 112-based eCall in-vehicle system, data are automatically and continuously removed. Only the retention of the last three</u></b></p> |

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|   |  |   | <u>locations of the vehicle shall be permitted so far as it is strictly necessary to specify the current location and the direction of travel at the time of the event.</u>   |
|   |  |   | GREEN<br><u>Ib. Those data shall not be available outside the in-vehicle system to any entities before the eCall is triggered.</u>  |
| Privacy enhancing technologies shall be embedded in the in-vehicle eCall system in order to provide eCall users with the desired level of privacy protection, as well as the necessary safeguards to prevent surveillance and misuse. | Privacy enhancing technologies shall be embedded in the <b>112-based in-vehicle eCall in-vehicle</b> system in order to provide eCall users with the desired level of privacy protection, as well as the necessary safeguards to prevent surveillance and misuse.                      | Privacy enhancing technologies shall be embedded in the in-vehicle eCall system in order to provide eCall users with the <del>desired</del> <b>appropriate</b> level of privacy protection, as well as the necessary safeguards to prevent surveillance and misuse. | GREEN<br><u>Ic. Privacy enhancing technologies shall be embedded in the 112-based eCall in-vehicle system in order to provide eCall users with the appropriate level of privacy protection, as well as the necessary safeguards to prevent surveillance and misuse.</u> |
| 2. The minimum set of data sent by the eCall in-vehicle system shall include only the minimum information required for the appropriate handling of emergency calls.   | 2. The <del>minimum set of data MSD</del> sent by the <b>112-based</b> eCall in-vehicle system shall <del>include only</del> <b>as a maximum consist of</b> the <del>minimum information</del> <b>required by the standard referred to in point 2c of Article 3. The MSD shall not</b> | 2. The minimum set of data sent by the eCall in-vehicle system shall include only the minimum information <del>required for the appropriate handling of emergency calls</del> <b>as referred to in the standard EN 15722:2011</b>                                   | GREEN<br><u>2. The minimum set of data sent by the 112-based eCall in-vehicle system shall include only the minimum information as referred to in the standard EN 15722:2011 "Intelligent</u>   |

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|  | <p><i>be processed for longer than necessary for the purpose for which they have been processed, and shall not be stored for longer than is required for the appropriate handling of emergency calls. The MSD shall be stored in such a way as to make possible its full deletion.</i></p> <p>[Am. 46]</p> | <p><b><u>"Intelligent transport systems - eSafety - eCall minimum set of data (MSD)".</u></b></p>   | <p><b>transport systems - eSafety - eCall minimum set of data (MSD)". No additional data shall be transmitted by the 112-based eCall in-vehicle system. The MSD shall be stored in such a way as to make possible its full and permanent deletion.</b></p> |
|  |  | <p><b><u>2a. The personal data included in the eCall in-vehicle system shall not be retained longer than necessary for their transmission to the appropriate PSAP. Data submitted shall only be used for the purpose for which they were submitted.</u></b></p> | <p><b>Moved to paragraphs -1b and -1c</b></p>  |
|  |  | <p><b><u>They shall be deleted as soon as they are no longer necessary for the purpose for which they were collected.</u></b></p>   | <p><b>Moved to paragraphs -1b and -1c</b></p>  |
| <p>3. Manufacturers shall ensure that eCall users are provided with clear and comprehensive information about the processing of data carried</p> | <p>3. Manufacturers shall ensure that eCall users are provided with clear and comprehensive information about <i>the existence of a free public</i></p>  | <p>3. Manufacturers shall ensure that eCall users are provided <b>provide in the owner's manual</b> with clear and comprehensive information</p>  | <p><b>GREEN</b></p> <p>3. Manufacturers shall <b>provide in the owner's manual</b> clear and comprehensive information about</p>   |

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| out through the eCall in-vehicle system, in particular about:                    | <i>eCall system, based on the emergency number 112, and the processing of data carried out through the 112-based eCall in-vehicle system, in particular about:</i><br><br>[Am. 47] | about the processing of data carried out through the eCall in-vehicle system, in particular about: | the processing of data carried out through the 112-based eCall in-vehicle system. That information shall consist of:   |
| (a) the reference to the legal basis for the processing;                         | <i>Idem</i>  | <i>Idem</i>  | GREEN<br><i>Idem</i>   |
| (b) the fact that the eCall in-vehicle system is activated by default;           | (b) the fact that the 112-based eCall in-vehicle system is activated by default;   | <i>Idem</i>  | GREEN<br>(b) the fact that the 112-based eCall in-vehicle system is activated by default;  |
| (c) the modalities of data processing that the eCall in-vehicle system performs; | (c) the modalities of data processing that the 112-based eCall in-vehicle system performs;   | <i>Idem</i>  | GREEN<br>(c) the modalities of data processing that the 112-based eCall in-vehicle system performs;  |
| (d) the purpose of the eCall processing;   | (d) the specific purpose of the eCall processing, which shall be limited to the emergency situations referred to in the first subparagraph of Article 5(2);<br><br>[Am. 48]        | <i>Idem</i>  | GREEN<br>(d) the specific purpose of the eCall processing, which shall be limited to the emergency situations referred to in the first subparagraph of Article 5(2); |

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| (e) the types of data collected and processed and the recipients of that data, | <i>Idem</i>   | <i>Idem</i>   | GREEN<br><i>Idem</i>   |
| (f) the time limit for the retention of data in the in-vehicle system;         | (f) the time limit for the retention of data in the <i>112-based eCall</i> in-vehicle system;<br>[Am. 49]   | (f) the time limit for the retention of data in the <u>eCall</u> in-vehicle system;   | GREEN<br>(f) the time limit for the retention of data in the <i>112-based eCall</i> in-vehicle system;   |
| (g) the fact that there is no constant tracking of the vehicle;                | (g) the fact that there is no <del>constant</del> tracking of the vehicle <i>beyond the collection of the minimum amount of data necessary for the 112-based eCall in-vehicle system to determine and transmit the location and the direction of travel of the vehicle when reporting an incident, as well as the fact that any tracking data are only stored on the device for as long as strictly necessary for that purpose;</i><br>[Am. 50] | (g) the fact that there is no constant tracking of the vehicle <u>before the eCall is triggered;</u>                                    | GREEN<br>(g) the fact that there is no constant tracking of the vehicle;   |
| (h) the modalities for exercising data subjects' rights;                       | <i>Idem</i>   | (h) the modalities for exercising data subjects' rights <u>as well as the contact service responsible for handling access requests;</u> | GREEN<br>(h) the modalities for exercising data subjects' rights <u>as well as the contact service responsible for handling access requests;</u> |



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|  | <p><i>(ha) the fact that data gathered by the PSAPs through the 112-based eCall in-vehicle system must not be transferred to third parties without active prior consent from the data subject;</i></p> <p>[Am. 51]</p>   |   | <p>Moved to paragraph 1b</p>  |
| <p>(i) any necessary additional information regarding the processing of personal data in relation to the provision of a private eCall service and/or other added value services.</p> | <p>(i) any necessary additional information regarding <del>the</del> <b><i>traceability, tracking and</i></b> processing of personal data in relation to the provision of a private eCall service and/or other added value services, <b><i>which shall be subject to explicit consent by the user and in compliance with Directive 95/46/EC. Particular account shall be taken of the fact that differences may exist between the data processing carried out through the 112-based eCall in-vehicle system and the private eCall systems or other added value services.</i></b></p> <p>[Am. 52]</p> | <p>(i) any necessary additional information regarding the processing of personal data in relation to the provision of a <del>private</del> <b><u>TPS</u></b> eCall service and/or other added value services.</p> | <p><b>GREEN</b></p> <p><b><i>(i) any necessary additional information regarding traceability, tracking and processing of personal data in relation to the provision of a TPS eCall and/or other added value services, which shall be subject to explicit consent by the owner and in compliance with Directive 95/46/EC. Particular account shall be taken of the fact that differences may exist between the data processing carried out through the 112-based eCall in-vehicle system and the TPS eCall in-vehicle systems or other added value services.</i></b></p> |
|  | <p><b><i>3a. Manufacturers shall provide</i></b></p>   |   | <p>Moved to Recital 13c</p>   |

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|                                  | <p><i>the information referred to in paragraph 3 as part of the technical documentation handed over together with vehicle.</i></p> <p>[Am. 53]</p>  |                                 |  |
|                                  | <p><i>3b. In order to avoid confusion as to the purposes pursued and the added value of the processing, the information referred to in paragraph 3 shall be provided to the user separately for the 112-based eCall in-vehicle system and other eCall systems prior to the use of the system.</i></p> <p>[Am. 54]</p>   |                                 | <p><b>GREEN</b></p> <p><i>3a. In order to avoid confusion as to the purposes pursued and the added value of the processing, the information referred to in paragraph 3 shall be provided <u>in the owner's manual</u> separately for the 112-based eCall in-vehicle system and <u>TPS</u> eCall systems prior to the use of the system.</i></p>  |
|                                  | <p><i>3c. Manufacturers shall ensure that the 112-based eCall in-vehicle system and another installed emergency call system and a system providing added-value services are designed in such a way that no exchange of personal data between them is possible. The non-use of another system or an added-value service or the refusal of the data subject to give consent to the processing of his or her</i></p> |                                 | <p><b>GREEN</b></p> <p><i>3b. Manufacturers shall ensure that the 112-based eCall in-vehicle system and <u>any additional</u> system providing <u>TPS eCall</u> or an added-value service are designed in such a way that no exchange of personal data between them is possible. The non-use of a system <u>providing</u> <u>TPS eCall</u> or an added-value service or the refusal of the</i></p> |

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|  | <p><i>personal data for a private service shall not create any adverse effects on the use of the 112-based eCall in-vehicle system and/or the eCall user.</i></p> <p>[Am. 55]</p>   |  | <p><i>data subject to give consent to the processing of his or her personal data for a TPS eCall service or an added value service shall not create any adverse effects on the use of the 112-based eCall in-vehicle system.</i></p>  |
| <p>4. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 which shall define further the requirement of the absence of traceability and tracking and the privacy enhancing technologies referred to in paragraph 1 as well as the modalities of the private data processing and of the user information referred to in paragraph 3.</p> | <p>4. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 which shall define, <i>defining</i> further the requirement of the absence of traceability and tracking and the privacy enhancing technologies referred to in paragraph 1 <i>with respect to eCall, in particular the security measures that providers of eCall services are to adopt in order to ensure lawful data processing and prevent unauthorised access, disclosure, alteration or loss of personal data processed</i>, as well as the modalities of the private <i>personal</i> data processing and of the user information referred to in paragraph 3.</p> <p>[Am. 56]</p> | <p>4. The Commission shall be empowered to adopt delegated <u>implementing</u> acts in accordance with Article 9 which shall define <u>in detail</u> further the requirement of the absence of traceability and tracking and the privacy enhancing technologies referred to in paragraph 1 as well as the modalities of the private <u>personal</u> data processing and of the user information referred to in paragraph 3. <u>These acts shall be adopted in accordance with the examination procedure referred to in Article 9b(2). They shall be adopted by [12 months after the entry into force].</u></p> | <p><b>GREEN</b></p> <p>4. The Commission shall be empowered to adopt delegated acts in accordance with Article 9, <u>in order to establish:</u></p> <p><u>(a) the detailed technical requirements and test procedures for the application of the rules on personal data processing referred to in paragraphs -1b and -1c;</u></p> <p><u>(b) the detailed technical requirements and test procedures for ensuring that there is no exchange of personal data between the 112-based eCall in-vehicle system and third party systems as referred to in paragraph 3b.</u></p> |

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|                                  |                            |  | <u><i>The first such delegated acts shall be adopted by [12 months after the entry into force of this Regulation].</i></u>  |
|                                  |                            | <u>Where possible, the Commission shall provide in the implementing acts a standard text to be used by the manufacturers as regards the information they have to provide in accordance with paragraph 3.</u> | <p><b>GREEN</b></p> <p><u><i>4a. The Commission shall, by means of implementing acts, lay down:</i></u></p> <p><u><i>(a) the practical arrangements for assessing the absence of traceability and tracking referred to in paragraphs 1, 1a and 1b;</i></u></p> <p><u><i>(b) the template for the user information referred to in paragraph 3.</i></u></p> <p><u><i>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 9b(2).</i></u></p> <p><u><i>The first such implementing acts shall be adopted by [12 months after the entry into force of this Regulation].</i></u></p> |

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| <p align="center"><i>Article 7</i><br/><i>Obligations of the Member States</i></p>  | <p align="center"><i>Article 7</i><br/><i>Obligations of the Member States</i></p>  | <p align="center"><i>Article 7</i><br/><i>Obligations of the Member States</i></p>   | <p align="center"><i>Article 7</i><br/><i>Obligations of the Member States</i></p>  |
| <p>With effect from 1 October 2015, national authorities shall only grant EC type-approval in respect of the eCall in-vehicle system to new types of vehicles which comply with this Regulation and the delegated acts adopted pursuant to this Regulation.</p> | <p>With effect from <del>1 October 2015</del> ...*, national authorities shall only grant EC type-approval in respect of the <b><i>112-based</i></b> eCall in-vehicle system to new types of vehicles which comply with this Regulation and the delegated acts adopted pursuant to this Regulation.</p> <p align="center">*OJ: please insert the date referred to in the third paragraph of Article 12.</p> <p>[Am. 57]</p> | <p>With effect from <del>1 October 2015</del> <b><u>[36 months after the entry into force]</u></b>, national authorities shall only grant EC type-approval in respect of the eCall in-vehicle system to new types of vehicles <b><u>and to new types of eCall systems, components and separate technical units designed and constructed for such vehicles</u></b>, which comply with this Regulation and the delegated acts adopted pursuant to this Regulation.</p> | <p><b>GREEN</b></p> <p>With effect from <b><u>31 March 2018</u></b>, national authorities shall only grant EC type-approval in respect of the <b><u>112-based</u></b> eCall in-vehicle system to new types of vehicles <b><u>and to new types of 112-based eCall in-vehicle systems, components and separate technical units designed and constructed for such vehicles</u></b>, which comply with this Regulation and the delegated <b><u>and implementing</u></b> acts adopted pursuant to this Regulation.</p> |
|   | <p align="center"><i>Article 7a</i><br/><i>Periodic technical inspections</i></p>   |  |   |
|   | <p><i>The requirements for periodic technical inspections concerning the 112-based eCall in-vehicle system shall be regulated by Directive 2014/45/EU.</i></p> <p>[Am. 58]</p>  |  | <p><b>Moved to Recital 10a</b></p>  |

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| <i>Article 8<br/>Exemptions</i>  | <i>Article 8<br/>Exemptions</i>   | <i>Article 8<br/>Exemptions</i>   |                               |
| <p>1. The Commission may exempt certain vehicles or classes of vehicles of categories M1 and N1 from the obligation to install eCall in-vehicle systems set out in Article 4, if following a cost/benefit analysis, carried out or mandated by the Commission, and taking into account all relevant safety aspects, the application of those systems proves not to be appropriate to the vehicle or class of vehicles concerned.</p> | <p>1. The Commission may exempt certain vehicles or classes of vehicles of categories M1 and N1 from the obligation to install <b>a 112-based eCall in-vehicle system</b> set out in Article 4, if following a cost/benefit analysis <b>and a technical analysis</b>, carried out or mandated by the Commission, and taking into account all relevant safety aspects, <del>the application of those systems</del> <b>the installation of the 112-based eCall in-vehicle system</b> proves not to be appropriate to the vehicle or <b>indispensable for further improving road safety, due to the fact that the</b> class of vehicles concerned <b>is designed primarily for off-road use or does not have an appropriate triggering mechanism. Those exemptions shall be limited in number.</b></p> <p>[Am. 59]</p> | <p><del>1. The Commission may exempt certain vehicles or classes of vehicles of categories M1 and N1 from the obligation to install eCall in-vehicle systems set out in Article 4, if following a cost/benefit analysis, carried out or mandated by the Commission, and taking into account all relevant safety aspects, the application of those systems proves not to be appropriate to the vehicle or class of vehicles concerned.</del></p> | <p>Moved to Article 2(1a)</p> |

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| <p>2. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 setting out the exemptions referred to in paragraph 1. Those exemptions shall cover vehicles such as special purpose vehicles and vehicles without airbags and be limited in number.</p> | <p>2. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 setting out the exemptions referred to in paragraph 1 <i>of this Article</i>. Those exemptions shall cover vehicles such as special purpose vehicles and vehicles without airbags and be limited in number.</p> <p><b>[Am. 60]</b></p> | <p><del>2. The Commission shall be empowered to adopt delegated acts in accordance with Article 9 setting out the exemptions referred to in paragraph 1. Those exemptions shall cover vehicles such as special purpose vehicles and vehicles without airbags and be limited in number.</del></p>                         | <p><b>Moved to Article 2(1a)</b></p>  |
| <p align="center"><i>Article 9</i><br/><i>Exercise of the delegation</i></p>  | <p align="center"><i>Article 9</i><br/><i>Exercise of the delegation</i></p>  | <p align="center"><i>Article 9</i><br/><i>Exercise of the delegation</i></p>   | <p align="center"><i>Article 9</i><br/><i>Exercise of the delegation</i></p>  |
| <p>1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.</p>   | <p><i>Idem</i></p>  | <p><i>Idem</i></p>   | <p><b>GREEN</b><br/><i>Idem</i></p>   |
| <p>2. The power to adopt delegated acts referred to in Article 5(7), Article 6(4) and in Article 8(2) shall be conferred on the Commission for an indeterminate period of time from [...] [Publications Office, please insert the exact date of entry into force].</p>                | <p>2. The power to adopt delegated acts referred to in Article 5(7), Article 6(4) and in Article 8(2) shall be conferred on the Commission for an indeterminate period of time from [...] [Publications Office, please insert the exact date of entry into force] <b>a period of five years from</b></p>                            | <p>2. The power to adopt delegated acts referred to in <b>Article 2(2) and</b> Article 5(7), <del>Article 6(4) and in Article 8(2)</del> shall be conferred on the Commission for an indeterminate period of time <b>a 5 year period</b> from [...] [Publications Office, please insert the exact date of entry into</p> | <p><b>GREEN</b><br/>2. The power to adopt delegated acts referred to in <b>Article 2(1a)</b>, Article 5(7), <b>Article 5(7a) and in</b> Article 6(4) shall be conferred on the Commission for <b>a period of five years from ... *</b>. <b>The Commission shall draw up a report in respect of the delegation</b></p> |

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|  | <p><i>...*. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</i></p> <hr/> <p><i>*OJ: please insert the date of entry into force of this Regulation.</i></p> <p><b>[Am. 61]</b></p> | force].   | <p><i>of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</i></p> <p><i>*OJ: please insert the date of entry into force of this Regulation.</i></p>       |
| <p>3. The delegation of powers referred to in Article 5(7), in Article 6(4) and in Article 8(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official Journal of the</i></p> | <p>3. The delegation of <del>power powers</del> referred to in Article 5(7), <del>in</del> Article 6(4) and <del>in</del> Article 8(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official Journal of the</i></p>   | <p>3. The delegation of <b>power powers</b> referred to in <b>Article 2(2) and</b> Article 5(7), <del>in Article 6(4) and in Article 8(2)</del> may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official</i></p> | <p><b>GREEN</b></p> <p>3. The delegation of <b>power</b> referred to in <b>Article 2(1a)</b>, Article 5(7), <b>Article 5(7a) and</b> Article 6(4) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in</p> |



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| <i>European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.   | <i>European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.  | <i>Journal of the European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.  | the <i>Official Journal of the European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.   |
| 4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.  | <i>Idem</i>   | <i>Idem</i>  | GREEN<br><i>Idem</i>   |
| 5. A delegated act adopted pursuant to Article 5(7), Article 6(4) and Article 8(2), shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. | 5. A delegated act adopted pursuant to Article 5(7), Article 6(4) and Article 8(2), shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of <del>two</del> <b>three</b> months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.<br><b>[Am. 62]</b> | 5. A delegated act adopted pursuant to <b>Article 2(2) and</b> Article 5(7), <del>Article 6(4) and Article 8(2)</del> , shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. | GREEN<br>5. A delegated act adopted pursuant to <b>Article 2(1a)</b> , Article 5(7), <b>Article 5(7a) and</b> Article 6(4), shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. |

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|                                  |                            | <i>Article 9a<br/>Implementing acts</i>   | <i>Article 9a<br/>Implementing acts</i>   |
|                                  |                            | <b><u>The Commission shall, in accordance with the examination procedure referred to in Article 9b(2), adopt implementing acts laying down the following implementing measures:</u></b> | <b>GREEN</b><br><b><u>The Commission shall adopt implementing acts laying down the administrative provisions for the EC type-approval of vehicles with regard to the 112-based eCall in-vehicle system and of 112-based eCall in-vehicle systems, components and separate technical units designed and constructed for such vehicles as required by Article 5(1) regarding:</u></b> |
|                                  |                            | <b><u>(a) the procedure for the EC type-approval;</u></b>   | <b>Moved to Article 5(7)</b>  |
|                                  |                            | <b><u>(b) the numbering system of the type-approval certificates;</u></b>   | <b>Moved to Article 5(7)</b>  |
|                                  |                            | <b><u>(c) the template for the information documents;</u></b>   | <b>GREEN</b><br><b><u>(a) the template for the information documents to be provided by manufacturers for the purposes of the type-approval;</u></b>   |

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COM(2013)0316 - 2013/0165 (COD)**

| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup> | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|----------------------------------|----------------------------|--|---|
|                                  |                            | <u>(d) the template of the EC type-approval certificates;</u>  | GREEN<br><u>(b) the template of the EC type-approval certificates;</u>  |
|                                  |                            | <u>(e) the model for the EC type-approval mark.</u>  | GREEN<br><u>(c) the model for the EC type-approval mark.</u>  |
|                                  |                            | <u>These implementing acts shall be adopted by [12 months after the entry into force].</u>   | GREEN<br><u>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 9b(2).</u><br><u>The first such implementing acts shall be adopted by [12 months after the entry into force of this Regulation].</u> |
|                                  |                            | <i>Article 9b<br/>Committee procedure</i>  | <i>Article 9b<br/>Committee procedure</i>   |
|                                  |                            | <u>1. The Commission shall be assisted by the "Technical Committee – Motor Vehicles" (TCMV) established by Article 40(1) of Directive 2007/46/EC. That committee is a committee within the meaning of Regulation</u> | GREEN<br><u>1. The Commission shall be assisted by the "Technical Committee – Motor Vehicles" (TCMV) established by Article 40(1) of Directive 2007/46/EC.</u>  |

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|--|--|---|---|
|  |  | <u>(EU) No 182/2011.</u>  | <b>That committee is a committee within the meaning of Regulation (EU) No 182/2011.</b>   |
|  |  | <b><u>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</u></b>   | <b>GREEN</b><br><b><u>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</u></b>   |
|  |  | <b><u>Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.</u></b>   | <b>GREEN</b><br><b><u>Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.</u></b> |
| <i>Article 10<br/>Penalties for non-compliance</i>   | <i>Article 10<br/>Penalties for non-compliance</i>   | <i>Article 10<br/>Penalties for non-compliance</i>  | <i>Article 10<br/>Penalties for non-compliance</i>  |
| 1. Member States shall lay down the rules on penalties applicable to non-compliance by manufacturers with the provisions of this Regulation and shall take all measures to ensure that they are implemented. The penalties | 1. Member States shall lay down the rules on penalties applicable to non-compliance by manufacturers with the provisions of this Regulation and <b><i>the corresponding delegated acts and</i></b> shall take all measures to ensure that they are | 1. Member States shall lay down the rules on penalties applicable to non-compliance by manufacturers with the provisions of this Regulation and <b><u>the acts adopted pursuant to this Regulation.</u></b> <b><u>They</u></b> shall take all measures to | <b>GREEN</b><br><b>1. Member States shall lay down the rules on penalties applicable to non-compliance by manufacturers with the provisions of this Regulation and <u>the delegated and</u></b>                         |

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|---|--|--|---|
| <p>provided for shall be effective, proportionate and dissuasive. Members States shall notify those provisions to the Commission, and shall notify it without delay of any subsequent amendment affecting them.</p> | <p>implemented. The penalties provided for shall be effective, proportionate and dissuasive, <i>in particular where Article 6 of this Regulation is not complied with.</i> Members <i>Member</i> States shall notify those provisions to the Commission, and shall notify it without delay of any subsequent amendment affecting them.</p> <p>[Am. 63]</p> | <p>ensure that they <u>the penalties</u> are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Members States shall notify those provisions to the Commission, and shall notify it without delay of any subsequent amendment affecting them.</p> | <p><u>implementing acts adopted pursuant to this Regulation.</u> They shall take all measures to ensure that <u>the penalties</u> are implemented. The penalties provided for shall be effective, proportionate and dissuasive. <i>Member</i> States shall notify those provisions to the Commission, and shall notify it without delay of any subsequent amendment affecting them.</p> |
| <p>2. The type of non-compliance which is subject to a penalty shall include at least the following:</p>  | <p><i>Idem</i></p>   | <p><i>Idem</i></p>   | <p>GREEN<br/><i>Idem</i></p>  |
| <p>(a) making a false declaration during an approval procedure or a procedure leading to a recall;</p>  | <p><i>Idem</i></p>   | <p><i>Idem</i></p>   | <p>GREEN<br/><i>Idem</i></p>  |
| <p>(b) falsifying test results for type-approval;</p>   | <p><i>Idem</i></p>   | <p><i>Idem</i></p>   | <p>GREEN<br/><i>Idem</i></p>  |
| <p>(c) withholding data or technical specifications which could lead to recall or withdrawal of type-approval.</p>  | <p><i>Idem</i></p>   | <p>(c) withholding data or technical specifications which could lead to recall, <u>refusal</u> or withdrawal of type-approval;</p>   | <p>GREEN<br/>(c) withholding data or technical specifications which could lead to recall, <u>refusal</u> or withdrawal of type-approval;</p>  |

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COM(2013)0316 - 2013/0165 (COD)**

| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup>   | COUNCIL AMENDMENTS <sup>3</sup>  | COMPROMISE PROPOSALS  |
|----------------------------------|--|--|---|
|                                  | <p><i>(ca) breaching provisions laid down in Article 6.</i></p> <p>[Am. 64]</p>  |  | <p><b>GREEN</b></p> <p><i>(ca) breaching provisions laid down in Article 6;</i></p>                   |
|                                  |  | <p><u><b>(d) acting in conflict with the provisions of Article 5(6).</b></u></p> | <p><b>GREEN</b></p> <p><u><b>(cb) acting in conflict with the provisions of Article 5(6).</b></u></p> |
|                                  | <p><i>Article 10a</i></p> <p><i>Reporting and review</i></p>   |  | <p><i>Article 10a</i></p> <p><i>Reporting and review</i></p>  |
|                                  | <p><i>1. The Commission shall report to the European Parliament and to the Council regarding the readiness of the telecommunications and PSAP infrastructure required for eCall in Member States. If it is clear from that report that the eCall infrastructure will not be operational before the date referred to in the third paragraph of Article 12, the Commission shall take appropriate action.</i></p> <p>[Am. 65(1)]</p> |  | <p><b>Moved to Recital 5</b></p>  |
|                                  | <p><i>2. By 1 October 2018, the Commission shall prepare an</i></p>  |  | <p><b>GREEN</b></p> <p><b><i>I. By ... *, the Commission shall</i></b></p>                            |

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|----------------------------------|--|---------------------------------|--|
|                                  | <p><i>evaluation report to be presented to the European Parliament and to the Council on the achievements of the 112-based eCall in-vehicle system, including its penetration rate. The Commission shall investigate whether the scope of the Regulation should be extended to other categories of vehicles, such as powered two-wheelers, heavy goods vehicles, busses and coaches, and agricultural tractors. If appropriate, the Commission shall present a legislative proposal to that effect.</i></p> <p>[Am. 65(2)]</p> |                                 | <p><i>prepare an evaluation report to be presented to the European Parliament and to the Council on the achievements of the 112-based eCall in-vehicle system, including its penetration rate. The Commission shall investigate whether the scope of the Regulation should be extended to other categories of vehicles, such as powered two-wheelers, heavy goods vehicles, busses and coaches, and agricultural tractors. If appropriate, the Commission shall present a legislative proposal to that effect.</i></p> <p><i>* OJ: please insert the date: three years after the date of application of this Regulation.</i></p> |
|                                  | <p><i>3. As soon as possible and in any event not later than by... *, the Commission shall report to the European Parliament and to the Council, following a broad consultation with all stakeholders, including vehicle manufacturers and independent operators, and an impact assessment, on the</i></p>   |                                 | <p><b>GREEN</b></p> <p><i><u>2. Following a broad consultation with all relevant stakeholders and a study assessing the costs and benefits, the Commission shall assess the need of requirements for an interoperable, standardised, secure and open-access platform. If appropriate and no later than</u></i></p>   |

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|---|--|--|---|
|   | <p><i>technical requirements for an interoperable, standardised, secure and open-access platform. The Commission shall accompany that report, if appropriate, with a legislative proposal to that effect. The 112-based eCall in-vehicle system shall be based on the standards for that platform as soon as they become available.</i></p> <p>_____</p> <p><i>*OJ: please insert the date: one year after the entry into force of this Regulation.</i></p> <p>[Am. 65(3)]</p> |  | <p><b>... * the Commission shall adopt a legislative initiative based on those requirements.</b></p> <p><b>* OJ: please insert the date: two years after the entry into force of this Regulation.</b></p> |
| <p><i>Article 11<br/>Amendments to Directive<br/>2007/46/EC</i></p>   | <p><i>Article 11<br/>Amendments to Directive<br/>2007/46/EC</i></p>  | <p><i>Article 11<br/>Amendments to Directive<br/>2007/46/EC</i></p>  | <p><i>Article 11<br/>Amendments to Directive<br/>2007/46/EC</i></p>   |
| <p>Annexes I, III, IV, VI, IX and XI to Directive 2007/46/EC are amended in accordance with the Annex to this Regulation.</p> | <p>Annexes I, III, IV, VI <del>and</del> IX <del>and</del> XI to Directive 2007/46/EC are amended in accordance with the Annex to this Regulation.</p>   | <p>Annexes I, III, IV, VI, <del>IX</del> and XI to Directive 2007/46/EC are amended in accordance with the Annex to this Regulation.</p> | <p><b>GREEN</b></p> <p><b>Annexes I, III, IV, VI and XI to Directive 2007/46/EC are amended in accordance with the Annex to this Regulation.</b></p>  |



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|--|---|---|---|
| <i>Article 12<br/>Entry into force</i>   | <i>Article 12<br/>Entry into force</i>  | <i>Article 12<br/>Entry into force</i>  | <i>Article 12<br/>Entry into force</i>  |
| This Regulation shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the European Union</i> . | <i>Idem</i>   | <i>Idem</i>   | GREEN<br><i>Idem</i>  |
|  | <i>Article 5(7), Article 6(4), Article 8(2) and Articles 9 and 10a shall apply from ... *.</i><br><br><i>* OJ: please insert the date of entry into force of this Regulation.</i><br><br>[Am. 66] |   | GREEN<br><i>Article 2(1a), Article 5(7), Article 5(7a), Article 6(4) and (4a) and Articles 9, 9a, 9b and 10a shall apply from ... *.</i><br><br><i>* OJ: please insert the date of entry into force of this Regulation.</i> |
| It shall apply from 1 October 2015.  | <del>Articles other than those referred to in the second paragraph of this Article</del> shall apply as from 1 October 2015.<br><br>[Am. 67]  | It shall apply from <del>1 October 2015</del> <u>[36 months after the date of entry into force]</u> . | GREEN<br><i>Articles other than those referred to in the second paragraph of this Article shall apply from <u>31 March 2018</u>.</i>  |
| This Regulation shall be binding in its entirety and directly applicable in all Member States.   | <i>Idem</i>   | <i>Idem</i>   | GREEN<br><i>Idem</i>  |

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|--|---|--|--|
| <i>ANNEX<br/>Amendments to Directive<br/>2007/46/EC</i>  | <i>ANNEX<br/>Amendments to Directive<br/>2007/46/EC</i>   | <i>ANNEX<br/>Amendments to Directive<br/>2007/46/EC</i>  | <i>ANNEX<br/>Amendments to Directive<br/>2007/46/EC</i>  |
| Directive 2007/46/EC is amended as follows:  | <i>Idem</i>   | <i>Idem</i>  | <b>GREEN</b><br><i>Idem</i>  |
| (1) In Annex I, the following points 12.8. and 12.8.1. are added:<br>“12.8 eCall system<br>12.8.1 description or drawings”;                                  | (1) In Annex I, the following points <del>12.8. and 12.8.1.</del> are added:<br>“12.8 eCall system<br>12.8.1 description or drawings”;                                  | (1) In Annex I, the following points 12.8., <del>and 12.8.1.</del> <b>and 12.8.2</b> are added:<br>“12.8 eCall system<br><b>12.8.1 Presence: yes/no (1)</b><br>12.8. <b>2 technical</b> description or drawings <b>of the device: . . . . .</b> ”; | <b>GREEN</b><br>(1) In Annex I, the following points are added:<br>“12.8 eCall system<br><b>12.8.1 Presence: yes/no (1)</b><br>12.8. <b>2 technical</b> description or drawings <b>of the device: . . . . .</b> ”; |
| (2) In Annex III, In Part I, section A, the following points 12.8. and 12.8.1. are added:<br>“12.8 eCall system<br>12.8.1 Presence: yes/no <sup>(1)</sup> ”; | (2) In Annex III, In Part I, section A, the following points <del>12.8. and 12.8.1.</del> are added:<br>“12.8 eCall system<br>12.8.1 Presence: yes/no <sup>(1)</sup> ”; | <i>Idem</i>  | <b>GREEN</b><br>(2) In Annex III, In Part I, section A, the following points are added:<br>“12.8 eCall system<br>12.8.1 Presence: yes/no <sup>(1)</sup> ”;   |
| (3) Part 1 of Annex IV is amended as follows:  | <i>Idem</i>   | (3) Part <del>1</del> <b>I</b> of Annex IV is amended as follows:  | <b>GREEN</b><br>(3) Part <b>I</b> of Annex IV is amended as follows:   |

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|--|---|---|--|
| <p>(a) The following item 71. is added to the table:</p> <p>Item: 71.</p> <p>Subject : eCall system</p> <p>Regulatory act: Regulation (EU) No.....</p> <p>Applicability:</p> <p>M<sub>1</sub>: X</p> <p>M<sub>2</sub>:</p> <p>M<sub>3</sub>:</p> <p>N<sub>1</sub>: X</p> <p>N<sub>2</sub>:</p> <p>N<sub>3</sub>:</p> <p>O<sub>1</sub>:</p> <p>O<sub>2</sub>:</p> <p>O<sub>3</sub>:</p> <p>O<sub>4</sub>:</p> | <p>(a) The following item <del>71.</del> is added to the table:</p> <p>Item: 71.</p> <p>Subject : eCall system</p> <p>Regulatory act: Regulation (EU) No.....</p> <p>Applicability:</p> <p>M<sub>1</sub>: X</p> <p>M<sub>2</sub>:</p> <p>M<sub>3</sub>:</p> <p>N<sub>1</sub>: X</p> <p>N<sub>2</sub>:</p> <p>N<sub>3</sub>:</p> <p>O<sub>1</sub>:</p> <p>O<sub>2</sub>:</p> <p>O<sub>3</sub>:</p> <p>O<sub>4</sub>:</p> | <p>(a) The following item 71. is added to the table:</p> <p>Item: 71.</p> <p>Subject : eCall system</p> <p>Regulatory act: Regulation (EU) No.....*</p> <p>Applicability:</p> <p>M<sub>1</sub>: X</p> <p>M<sub>2</sub>:</p> <p>M<sub>3</sub>:</p> <p>N<sub>1</sub>: X</p> <p>N<sub>2</sub>:</p> <p>N<sub>3</sub>:</p> <p>O<sub>1</sub>:</p> <p>O<sub>2</sub>:</p> <p>O<sub>3</sub>:</p> <p>O<sub>4</sub>:</p> <p>_____</p> <p><b><u>* OJ: please insert the number of this Regulation</u></b></p> | <p><b>GREEN</b></p> <p><b>(a) The following item is added to the table:</b></p> <p><b>Item: 71.</b></p> <p><b>Subject : eCall system</b></p> <p><b>Regulatory act: Regulation (EU) No.....*</b></p> <p><b>Applicability:</b></p> <p><b>M<sub>1</sub>: X</b></p> <p><b>M<sub>2</sub>:</b></p> <p><b>M<sub>3</sub>:</b></p> <p><b>N<sub>1</sub>: X</b></p> <p><b>N<sub>2</sub>:</b></p> <p><b>N<sub>3</sub>:</b></p> <p><b>O<sub>1</sub>:</b></p> <p><b>O<sub>2</sub>:</b></p> <p><b>O<sub>3</sub>:</b></p> <p><b>O<sub>4</sub>:</b></p> <p><b>_____</b></p> <p><b>* OJ: please insert the number of this Regulation</b></p> |

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|--|---|--|---|
| (b) Appendix 1 is amended as follows:  | <i>Idem</i>   | <i>Idem</i>  | GREEN<br><i>Idem</i>  |
| (i) the following item 71. is added to table 1:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....<br>Specific issues:<br>Applicability and specific requirements: N/A | (i) the following item <del>71.</del> is added to table 1:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....<br>Specific issues:<br>Applicability and specific requirements: N/A | (i) the following item 71. is added to table 1:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....*<br>Specific issues:<br>Applicability and specific requirements: N/A<br><br>* <b>OJ: please insert the number of this Regulation.</b> | GREEN<br>(i) the following item is added to table 1:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....*<br>Specific issues:<br>Applicability and specific requirements: N/A<br><br>* <b>OJ: please insert the number of this Regulation.</b> |
| (ii) the following item 71. is added to table 2:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....  | (ii) the following item <del>71.</del> is added to table 2:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....  | (ii) the following item 71. is added to table 2:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU) No.....*   | GREEN<br>(ii) the following item is added to table 2:<br>Item: 71.<br>Subject: eCall system<br>Regulatory act: Regulation (EU)  |

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|--|--|--|--|
| <p>Specific issues:<br/>Applicability and specific requirements: N/A</p> | <p>Specific issues:<br/>Applicability and specific requirements: N/A</p> | <p>Specific issues:<br/>Applicability and specific requirements: N/A</p> <p>_____</p> <p><b>* OJ: please insert the number of this Regulation.</b></p>   | <p>No....*</p> <p><b>Specific issues:</b></p> <p><b>Applicability and specific requirements: N/A</b></p> <p>_____</p> <p><b>* OJ: please insert the number of this Regulation.</b></p>   |
|  |  | <p><b><u>(c) Appendix 2 is amended as follows:</u></b></p>   | <p><b>GREEN</b></p> <p><b><u>(ba) Appendix 2 is amended as follows:</u></b></p>  |
|  |  | <p><b><u>(i) the following item 71 is added to paragraph 4, Part I: Vehicles belonging to category M<sub>1</sub>:</u></b></p> <p><b><u>Item: 71</u></b></p> <p><b><u>Regulatory act reference:</u></b><br/><b><u>Regulation (EU) No. ....</u></b></p> <p><b><u>(eCall systems)</u></b></p> <p><b><u>Alternative requirements: The requirements of that Regulation shall not apply.</u></b></p> | <p><b>GREEN</b></p> <p><b><u>(i) the following item is added to paragraph 4, Part I: Vehicles belonging to category M<sub>1</sub>:</u></b></p> <p><b><u>Item: 71</u></b></p> <p><b><u>Regulatory act reference:</u></b><br/><b><u>Regulation (EU) No. ...*</u></b></p> <p><b><u>(eCall systems)</u></b></p> <p><b><u>Alternative requirements: The requirements of that Regulation shall not apply.</u></b></p> <p>_____</p> <p><b>* OJ: please insert the number of</b></p> |

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|---|--|---|--|
|   |  | <p><b><u>(ii) the following item 71 is added to paragraph 4, Part I: Vehicles belonging to category N<sub>1</sub>:</u></b></p> <p><b><u>Item: 71</u></b></p> <p><b><u>Regulatory act reference:</u></b><br/><b><u>Regulation (EU) No. ....</u></b></p> <p><b><u>(eCall systems)</u></b></p> <p><b><u>Alternative requirements: The requirements of that Regulation shall not apply.</u></b></p> | <p><b><u>this Regulation.</u></b></p> <p><b>GREEN</b></p> <p><b><u>(ii) the following item is added to paragraph 4, Part I: Vehicles belonging to category N<sub>1</sub>:</u></b></p> <p><b><u>Item: 71</u></b></p> <p><b><u>Regulatory act reference:</u></b><br/><b><u>Regulation (EU) No. ...*</u></b></p> <p><b><u>(eCall systems)</u></b></p> <p><b><u>Alternative requirements: The requirements of that Regulation shall not apply.</u></b></p> <p><b>_____</b></p> <p><b><u>* OJ: please insert the number of this Regulation.</u></b></p> |
| <p>(4) In the Appendix to Model A in Annex VI, the following item 71. is added to the table:</p> <p>Item: 71.</p> <p>Subject: eCall system</p> <p>Regulatory act reference<sup>(1)</sup>:<br/>Regulation (EU) No.....</p> <p>As amended by:</p> | <p>(4) In the Appendix to Model A in Annex VI, the following item <del>71.</del> is added to the table:</p> <p>Item: 71.</p> <p>Subject: eCall system</p> <p>Regulatory act reference<sup>(1)</sup>:<br/>Regulation (EU) No.....</p> <p>As amended by:</p> | <p>(4) In the Appendix to Model A in Annex VI, the following item 71. is added to the table:</p> <p>Item: 71.</p> <p>Subject: eCall system</p> <p>Regulatory act reference<sup>(1)</sup>:<br/>Regulation (EU) No.....*</p> <p>As amended by:</p>  | <p><b>GREEN</b></p> <p><b><u>(4) In the Appendix to Model A in Annex VI, the following item is added to the table:</u></b></p> <p><b><u>Item: 71.</u></b></p> <p><b><u>Subject: eCall system</u></b></p> <p><b><u>Regulatory act reference<sup>(1)</sup>:</u></b><br/><b><u>Regulation (EU) No.....*</u></b></p>   |

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COM(2013)0316 - 2013/0165 (COD)**

| COMMISSION PROPOSAL <sup>1</sup>  | EP AMENDMENTS <sup>2</sup>  | COUNCIL AMENDMENTS <sup>3</sup>   | COMPROMISE PROPOSALS   |
|---|---|---|--|
| Applicable to versions:   | Applicable to versions:   | Applicable to versions:   | As amended by:<br>Applicable to versions:<br><b>* OJ: please insert the number of this Regulation.</b>   |
| (5) Annex IX is amended as follows:   | <i>Idem</i>   | (5) Annex IX is amended as follows:   | GREEN<br><del>(5) Annex IX is amended as follows:</del>  |
| (a) In Part I, Model B is amended as follows:   | <i>Idem</i>   | (a) In Part I, Model B is amended as follows:   | GREEN<br><del>(a) In Part I, Model B is amended as follows:</del>  |
| (i) Side 2 “vehicle category M1” is amended as follows:<br>- point 52 is replaced by the following:<br>“52. eCall presence yes/no”,<br>- the following point 53 is added:<br>“53. Remarks <sup>(11)</sup> : .....”; | (i) Side 2 “vehicle category M1” is amended as follows:<br>- point 52 is replaced by the following:<br>“52. eCall presence yes/no”,<br>- the following point 53 is added:<br>“53. Remarks <sup>(11)</sup> : .....”; | <del>(i) Side 2 “vehicle category M1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</del> | GREEN<br><del>(i) Side 2 “vehicle category M1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</del> |
| (ii) side 2 “vehicle category N1” is amended as follows:<br>- point 52 is replaced by the   | (ii) side 2 “vehicle category N1” is amended as follows:<br>- point 52 is replaced by the   | <del>(ii) side 2 “vehicle category N1” is amended as follows:<br/>- point 52 is replaced by the</del>   | GREEN<br><del>(ii) side 2 “vehicle category N1” is amended as follows:</del>   |

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|---|---|--|---|
| <p>following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</p>   | <p>following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</p>   | <p><del>following:</del><br/><del>“52. eCall presence yes/no”,</del><br/><del>– the following point 53 is added:</del><br/><del>“53. Remarks <sup>(11)</sup>: .....”;</del></p>  | <p><del>– point 52 is replaced by the following:</del><br/><del>“52. eCall presence yes/no”,</del><br/><del>– the following point 53 is added:</del><br/><del>“53. Remarks <sup>(11)</sup>: .....”;</del></p>   |
| <p>(b) in Part II, model C2 is amended as follows:</p>  | <p><i>Idem</i></p>  | <p><del>(b) in Part II, model C2 is amended as follows:</del></p>  | <p><b>GREEN</b><br/><del>(b) in Part II, model C2 is amended as follows:</del></p>  |
| <p>(i) side 2 “vehicle category M1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</p> | <p>(i) side 2 “vehicle category M1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,<br/>- the following point 53 is added:<br/>“53. Remarks <sup>(11)</sup>: .....”;</p> | <p><del>(i) side 2 “vehicle category M1” is amended as follows:</del><br/><del>– point 52 is replaced by the following:</del><br/><del>“52. eCall presence yes/no”,</del><br/><del>– the following point 53 is added:</del><br/><del>“53. Remarks <sup>(11)</sup>: .....”;</del></p> | <p><b>GREEN</b><br/><del>(i) side 2 “vehicle category M1” is amended as follows:</del><br/><del>– point 52 is replaced by the following:</del><br/><del>“52. eCall presence yes/no”,</del><br/><del>– the following point 53 is added:</del><br/><del>“53. Remarks <sup>(11)</sup>: .....”;</del></p> |
| <p>(ii) side 2 “vehicle category N1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,</p>   | <p>(ii) side 2 “vehicle category N1” is amended as follows:<br/>- point 52 is replaced by the following:<br/>“52. eCall presence yes/no”,</p>   | <p><del>(ii) side 2 “vehicle category N1” is amended as follows:</del><br/><del>– point 52 is replaced by the following:</del><br/><del>“52. eCall presence yes/no”,</del></p>   | <p><b>GREEN</b><br/><del>(ii) side 2 “vehicle category N1” is amended as follows:</del><br/><del>– point 52 is replaced by the following:</del></p>   |



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|--|---|---|---|
| - the following point 53 is added:<br>“53. Remarks <sup>(11)</sup> : .....”;   | - the following point <del>53</del> is added:<br>“53. Remarks <sup>(11)</sup> : .....”.   | <del>the following point 53 is added:</del><br><del>“53. Remarks <sup>(11)</sup>: .....”;</del>   | “52. eCall presence yes/no”;<br><del>the following point 53 is added:</del><br><del>“53. Remarks <sup>(11)</sup>: .....”;</del>   |
|  |   | (6) <u>Annex XI is amended as follows:</u>  | GREEN<br>(6) <u>Annex XI is amended as follows:</u>   |
| (6) In Appendix 1 to Annex XI, the following item 71. is added to the table:<br>Item: 71.<br>Subject : eCall system<br>Regulatory act reference :<br>Regulation (EU) No.....<br>M <sub>1</sub> ≤ 2 500 (1) kg: A<br>M <sub>1</sub> > 2 500 (1) kg: A<br>M <sub>2</sub> : N/A<br>M <sub>3</sub> : N/A | <del>(6) In Appendix 1 to Annex XI, the following item 71. is added to the table:</del><br><del>Item: 71.</del><br><del>Subject : eCall system</del><br><del>Regulatory act reference :</del><br><del>Regulation (EU) No.....</del><br><del>M<sub>1</sub> ≤ 2 500 (1) kg: A</del><br><del>M<sub>1</sub> &gt; 2 500 (1) kg: A</del><br><del>M<sub>2</sub>: N/A</del><br><del>M<sub>3</sub>: N/A</del><br><b>[Am. 68]</b> | <b>(a)</b> In Appendix 1 to Annex XI, the following item 71. is added to the table:<br>Item: 71.<br>Subject : eCall system<br>Regulatory act reference :<br>Regulation (EU) No.....*<br>M <sub>1</sub> ≤ 2 500 (1) kg: <b>AG</b><br>M <sub>1</sub> > 2 500 (1) kg: <b>AG</b><br>M <sub>2</sub> : N/A<br>M <sub>3</sub> : N/A<br><br><b>* OJ: please insert the number of this Regulation.</b> | GREEN<br><b>(a)</b> In Appendix 1 to Annex XI, the following item is added to the table:<br><b>Item: 71.</b><br><b>Subject : eCall system</b><br><b>Regulatory act reference :</b><br><b>Regulation (EU) No.....*</b><br><b>M<sub>1</sub> ≤ 2 500 (1) kg: G</b><br><b>M<sub>1</sub> &gt; 2 500 (1) kg: G</b><br><b>M<sub>2</sub>: N/A</b><br><b>M<sub>3</sub>: N/A</b><br><br><b>* OJ: please insert the number of this Regulation.</b> |

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| COMMISSION PROPOSAL <sup>1</sup> | EP AMENDMENTS <sup>2</sup> | COUNCIL AMENDMENTS <sup>3</sup>   | COMPROMISE PROPOSALS  |
|----------------------------------|----------------------------|---|---|
|                                  |                            | <p><b><u>(b) In Appendix 2 to Annex XI, the following item 71. is added to the table:</u></b></p> <p><b><u>Item: 71.</u></b></p> <p><b><u>Subject : eCall system</u></b></p> <p><b><u>Regulatory act: Regulation (EU)</u></b></p> <p><b><u>No.....*</u></b></p> <p><b><u>M<sub>1</sub>: G</u></b></p> <p><b><u>M<sub>2</sub>: N/A</u></b></p> <p><b><u>M<sub>3</sub>: N/A</u></b></p> <p><b><u>N<sub>1</sub>: G</u></b></p> <p><b><u>N<sub>2</sub>: N/A</u></b></p> <p><b><u>N<sub>3</sub>: N/A</u></b></p> <p><b><u>O<sub>1</sub>: N/A</u></b></p> <p><b><u>O<sub>2</sub>: N/A</u></b></p> <p><b><u>O<sub>3</sub>: N/A</u></b></p> <p><b><u>O<sub>4</sub>: N/A</u></b></p> <hr/> <p><b><u>* OJ: please insert the number of this Regulation.</u></b></p> | <p><b>GREEN</b></p> <p><b><u>(b) In Appendix 2 to Annex XI, the following item is added to the table:</u></b></p> <p><b><u>Item: 71.</u></b></p> <p><b><u>Subject : eCall system</u></b></p> <p><b><u>Regulatory act: Regulation (EU)</u></b></p> <p><b><u>No.....*</u></b></p> <p><b><u>M<sub>1</sub>: G</u></b></p> <p><b><u>M<sub>2</sub>: N/A</u></b></p> <p><b><u>M<sub>3</sub>: N/A</u></b></p> <p><b><u>N<sub>1</sub>: G</u></b></p> <p><b><u>N<sub>2</sub>: N/A</u></b></p> <p><b><u>N<sub>3</sub>: N/A</u></b></p> <p><b><u>O<sub>1</sub>: N/A</u></b></p> <p><b><u>O<sub>2</sub>: N/A</u></b></p> <p><b><u>O<sub>3</sub>: N/A</u></b></p> <p><b><u>O<sub>4</sub>: N/A</u></b></p> <hr/> <p><b><u>* OJ: please insert the number of this Regulation.</u></b></p> |

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|----------------------------------|----------------------------|---|--|
|                                  |                            | <p><u>(c) In Appendix 3 to Annex XI, the following item 71. is added to the table:</u></p> <p><u>Item: 71.</u></p> <p><u>Subject : eCall system</u></p> <p><u>Regulatory act reference:</u></p> <p><u>Regulation (EU) No.....*</u></p> <p><u>M<sub>1</sub>: G</u></p> <p>_____</p> <p><u>* OJ: please insert the number of this Regulation.</u></p> | <p>GREEN</p> <p><u>(c) In Appendix 3 to Annex XI, the following item is added to the table:</u></p> <p><u>Item: 71.</u></p> <p><u>Subject : eCall system</u></p> <p><u>Regulatory act reference:</u></p> <p><u>Regulation (EU) No.....*</u></p> <p><u>M<sub>1</sub>: G</u></p> <p>_____</p> <p><u>* OJ: please insert the number of this Regulation.</u></p> |
|                                  |                            | <p><u>(d) In Appendix 4 to Annex XI, the following item 71. is added to the table:</u></p> <p><u>Item: 71.</u></p> <p><u>Subject : eCall system</u></p> <p><u>Regulatory act: Regulation (EU) No.....*</u></p> <p><u>M<sub>2</sub>: N/A</u></p> <p><u>M<sub>3</sub>: N/A</u></p> <p><u>N<sub>1</sub>: G</u></p>                                     | <p>GREEN</p> <p><u>(d) In Appendix 4 to Annex XI, the following item is added to the table:</u></p> <p><u>Item: 71.</u></p> <p><u>Subject : eCall system</u></p> <p><u>Regulatory act: Regulation (EU) No.....*</u></p> <p><u>M<sub>2</sub>: N/A</u></p> <p><u>M<sub>3</sub>: N/A</u></p>  |

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|----------------------------------|----------------------------|---|--|
|                                  |                            | <u>N<sub>2</sub>: N/A</u><br><u>N<sub>3</sub>: N/A</u><br><u>O<sub>1</sub>: N/A</u><br><u>O<sub>2</sub>: N/A</u><br><u>O<sub>3</sub>: N/A</u><br><u>O<sub>4</sub>: N/A</u><br><hr/> <u>* OJ: please insert the number of<br/>this Regulation.</u> | <u>N<sub>1</sub>: G</u><br><u>N<sub>2</sub>: N/A</u><br><u>N<sub>3</sub>: N/A</u><br><u>O<sub>1</sub>: N/A</u><br><u>O<sub>2</sub>: N/A</u><br><u>O<sub>3</sub>: N/A</u><br><u>O<sub>4</sub>: N/A</u><br><hr/> <u>* OJ: please insert the number of<br/>this Regulation.</u> |

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