



2024/1180

19.4.2024

COMMISSION DELEGATED REGULATION (EU) 2024/1180
of 14 February 2024
amending Regulation (EU) 2015/758 of the European Parliament and of the Council as regards the
standards relating to eCall

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 on type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC ⁽¹⁾, and in particular Article 5(9) and Article 6(12) thereof,

Whereas:

- (1) Regulation (EU) 2015/758 requires all new types of vehicles of categories M₁ and N₁ to be equipped with a 112-based eCall in-vehicle system.
- (2) The Commission's Communication on a Sustainable and Smart Mobility Strategy ⁽²⁾ identifies the need to adapt the eCall legal framework to new telecommunication technologies.
- (3) Regulation (EU) 2015/758 contains a list of European standards, on which the technical requirements for the approval of eCall systems and vehicles equipped with such systems are based.
- (4) Since the entry into force of Regulation (EU) 2015/758, the European Committee for Standardisation (CEN) adopted new versions of standard EN 15722 'Intelligent transport systems – eSafety – eCall minimum set of data (MSD)', standard EN 16072 'Intelligent transport systems – eSafety – Pan-European eCall operating requirements' and standard EN 16454 'Intelligent transport systems – eSafety – Ecall end to end conformance testing'. That Regulation should therefore be amended to include references to the new versions of those standards.
- (5) European standards EN 16062 'Intelligent transport systems – eSafety – eCall high level application requirements (HLAP)' and EN 16454 'Intelligent transport systems – eSafety – Ecall end to end conformance testing' are based on eCall working over circuit-switched networks (2G/3G). Since mobile network operators plan a gradual phasing out of 2G/3G networks between 2025 and 2030 in all Member States, there is an urgent need to adapt emergency call in-vehicle systems to the newest packet-switched communication networks (4G/5G).

⁽¹⁾ OJ L 123, 19.5.2015, p. 77.

⁽²⁾ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' (COM (2020) 789 final of 9.12.2020).

- (6) Two new eCall-related technical specifications based on packet-switched networks have been recently adopted by CEN in accordance with the procedures laid down in Regulation (EU) No 1025/2012 of the European Parliament and of the Council ⁽³⁾. Regulation (EU) 2015/758 should therefore be amended to include reference to those standards.
- (7) To provide Member States, national authorities and economic operators with sufficient time to prepare for the implementation of eCall in-vehicle systems based on standards for packet-switched electronic communication networks, the date of application of those standards, as regards the approval of new types of eCall in-vehicle systems and new types of vehicles equipped with such systems, should be deferred.
- (8) In addition, it is necessary to ensure that eCall in-vehicle systems approved after the date of application of Regulation (EU) 2015/758 (i.e. 31 March 2018) and fitted into new vehicles will continue to be operational after the circuit-switched networks are completely shut down in all Member States. For this reason, from 1 January 2027, the certificates of conformity of such new vehicles should not be considered valid for the purposes of Article 48(1) of Regulation (EU) 2018/858 of the European Parliament and of the Council ⁽⁴⁾, and the vehicles should not be registered or entered into service unless they comply with the technical specifications for the packet-switched eCall as referred to in this Regulation,

HAS ADOPTED THIS REGULATION:

Article 1

Amendments to Regulation (EU) 2015/758

In Article 5(8), second subparagraph, of Regulation (EU) 2015/758, points (a) to (d) are replaced by the following:

- ‘(a) EN 16072:2022 “Intelligent transport systems – eSafety – Pan-European eCall operating requirements”;
- (b) from 9 May 2024 until 31 December 2025, EN 16062:2023 “Intelligent transport systems – eSafety – eCall High Level Application Requirements (HLAP)”; and from 1 January 2026, CEN/TS 17184:2022 “Intelligent transport systems – eSafety – eCall high level application protocols (HLAP) using IP multimedia subsystem (IMS) over packet-switched networks”;
- (c) from 9 May 2024 until 31 December 2025, EN 16454:2023 “Intelligent transport systems – eSafety – eCall end to end conformance testing”; and from 1 January 2026, CEN/TS 17240:2018 “Intelligent transport systems – eSafety – eCall end to end conformance testing for IMS packet-switched based systems”;
- (d) EN 15722:2020 “Intelligent transport systems – eSafety – eCall minimum set of data (MSD)”;

⁽³⁾ 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 No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).

⁽⁴⁾ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).

*Article 2***Transitional provisions**

1. With effect from 1 January 2025, national authorities shall not refuse to grant new type approvals or extensions for existing approvals for vehicles, systems, components or separate technical units, where those comply with the technical specifications set out in CEN/TS 17184:2022 and CEN/TS 17240:2018, if a manufacturer so requests.
2. With effect from 1 January 2026, national authorities shall refuse to grant new type approvals or extensions for existing approvals for vehicles, systems, components or separate technical units, where those do not comply with Regulation (EU) 2015/758, as amended by this Regulation.
3. With effect from 1 January 2027, in the case of new vehicles approved after 31 March 2018 in accordance with Regulation (EU) 2015/758 which do not comply with the technical specifications set out in CEN/TS 17184:2022 and CEN/TS 17240:2018, national authorities shall consider the certificates of conformity to be no longer valid for the purposes of Article 48(1) of Regulation (EU) 2018/858.

*Article 3***Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 14 February 2024.

For the Commission
The President
Ursula VON DER LEYEN