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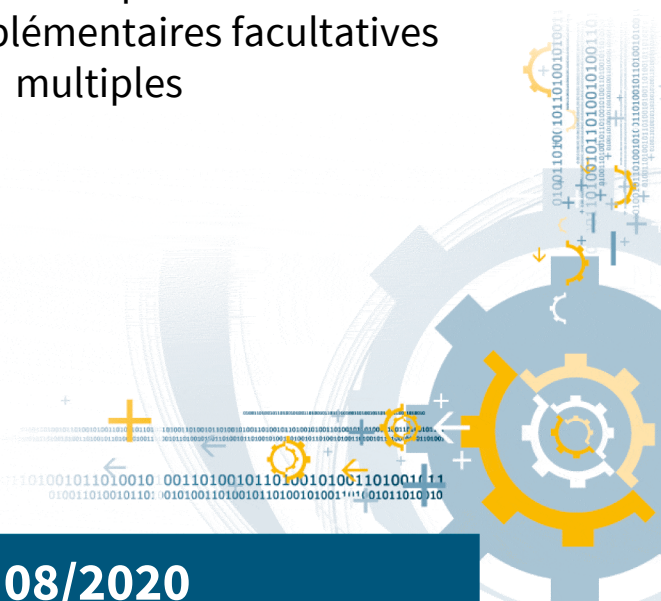
**ILNAS-EN 17358:2020**

**Intelligent transport systems - ESafety  
- eCall OAD for multiple Optional  
Additional Datasets**

Intelligente Verkehrssysteme -  
eSicherheit - eCall-OAD für mehrere  
optionale zusätzliche Datensätze

Systèmes de transport intelligents -  
eSafety - OAD d'eCall pour ensembles de  
données supplémentaires facultatives  
multiples

**08/2020**



## National Foreword

This European Standard EN 17358:2020 was adopted as Luxembourgish Standard ILNAS-EN 17358:2020.

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EUROPEAN STANDARD ILNAS-EN 17358:2020 **EN 17358**  
NORME EUROPÉENNE  
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ICS 03.220.20; 35.240.60

English Version

**Intelligent transport systems - ESafety - eCall OAD for  
multiple Optional Additional Datasets**

Systèmes de transport intelligents - eSafety - OAD  
d'eCall pour ensembles de données supplémentaires  
facultatifs multiples

Intelligente Verkehrssysteme - eSicherheit - eCall-OAD  
für mehrere optionale zusätzliche Datensätze

This European Standard was approved by CEN on 5 July 2020.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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## European foreword

This document (EN 17358:2020) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by February 2021, and conflicting national standards shall be withdrawn at the latest by February 2021.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## 1 Scope

This document defines an additional data concept that may be transferred as ‘optional additional data’ part of an eCall MSD, as defined in EN 15722, that may be transferred from a vehicle to a PSAP in the event of a crash or emergency via an eCall communication session.

The purpose of this document is simply to enable the existing MSD to house multiple OADs. This is achieved by providing a short optional additional data concept, which facilitates the inclusion of multiple additional datasets within the currently defined MSD of 140 bytes (every OAD still requires its own specification).

This document can be seen as an addendum to EN 15722; it contains as little redundancy as possible.

NOTE 1 The communications media protocols and methods for the transmission of the eCall message are not specified in this document.

NOTE 2 Additional data concepts can also be transferred, and it is advised to register any such data concepts using a data registry as defined in EN ISO 24978 [1]. See [www.esafetydata.com](http://www.esafetydata.com) for an example.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 15722:2020, *Intelligent transport systems — ESafety — ECall minimum set of data*

EN 16062, *Intelligent transport systems — ESafety — eCall high level application requirements (HLAP) using GSM/UMTS circuit switched networks*

EN 16072, *Intelligent transport systems — ESafety — Pan-European eCall operating requirements*

CEN/TS 17184, *Intelligent transport systems — eSafety — eCall High level application Protocols (HLAP) using IMS packet switched networks*

CEN/TS 17240, *Intelligent transport systems — ESafety — ECall end to end conformance testing for IMS packet switched based systems*

ISO/IEC 8825-2, *Information technology — ASN.1 encoding rules: Specification of Packed Encoding Rules (PER)*

## 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp/ui>

**3.1****ASN.1**

abstract syntax notation one as specified in the various parts of ITU Recs 8824 and 8825 (ISO/IEC 8824 and ISO/IEC 8825 various parts)

**3.2****contained OAD**

optional additional dataset that is contained within the Multi-OAD dataset

**3.3****eCall**

emergency call generated either automatically via activation of in-vehicle sensors or manually by the vehicle occupants; when activated it provides notification and relevant location information to the most appropriate 'Public Safety Answering Point', by means of mobile wireless communications networks, carries a defined standardised 'Minimum Set of Data' notifying that there has been an incident that requires response from the emergency services, and establishes an audio channel between the occupants of the vehicle and the most appropriate 'Public Safety Answering Point'

**3.4****MSD****minimum set of data**

direct, timely data content of an eCall message to the PSAP operator receiving the emergency call containing information about the location of the incident, providing detail characterising the vehicle, and potentially sometimes also providing additional data that is deemed relevant, as defined in EN 15722

**3.5****multi-OAD**

combination of two or more optional additional datasets

**3.6****optional additional data**

data:

- for which the MSD message has a provision,
- which do not include any data concerning or identifying a person (personal data) unless the transfer of such data has been explicitly and expressly prior instructed and authorized by the person who is identified by the data, and
- which will in any event be provided only in accordance with European Union and National privacy regulations pertaining at the time of the transfer of any such personal data and in accordance with the provisions of EU 2016/679 'General Data Protection Requirements'

**EXAMPLES** Additional data may contain a reference to an external source of relevant information (such as a phone number, a website URL, etc.) where further information may be found, or additional data specific to the vehicle or incident (e.g. battery temperature in the case of an electric or hybrid vehicle; number of rollovers; URL to the technical specifications to a particular vehicle model; etc.)

## 4 Symbols and abbreviations

For the purposes of this document, the following symbols and abbreviations apply.

<b>ASN.1</b>	abstract syntax notation one
<b>M</b>	mandatory
<b>MSD</b>	minimum set of data
<b>O</b>	optional
<b>OAD</b>	optional additional dataset or -concept
<b>OID</b>	object identifier
<b>PSAP</b>	public safety answering point
<b>UPER</b>	unaligned packed encoding rules (ASN.1)

## 5 Conformance

The conformance requirements for this document are simply that the OAD conforms to EN 16072 and either the provisions of EN 16062 in respect of eCall using 2G/3G, or CEN/TS 17184, CEN/TS 17240 in the case of packet switched networks using IMS, and that the total length of the MSD, including this OAD, if used, remains 140 bytes.

## 6 Requirements

### 6.1 General

This document describes an addition to the standard EN 15722 for the coding of the MSD message. All requirements from EN 15722 shall be met in respect of this additional OAD.

### 6.2 Concepts and formats

#### 6.2.1 MSD data concepts

The MSD as defined in EN 15722 is a direct, timely message to the PSAP operator receiving the emergency call.

The MSD has an optional additional data block that may be used to add information elements containing information about the vehicle involved.

The information elements in the additional data block of the MSD will have been selected on the basis of their relevance in an emergency rescue situation and shall in any event only be provided in accordance with European Union and National privacy regulations pertaining at the time of the transfer of any such personal data and in accordance with the provisions of EU 2016/679 'General Data Protection Requirements'.

#### 6.2.2 Representation of MSD data concepts

The MSD is represented in 'Abstract Syntax Notation' (ASN.1) using the 'Unaligned Packed Encoding Rules' (UPER) as defined in ISO/IEC 8825-2 using the ASN.1 definitions defined in Annex A of EN 15722:2020. The message shall be sent in the sequence defined in that same annex.

This additional OAD shall also be defined following the provision made in above named annex.