

Minutes of the Meeting

Fourth Meeting of the eSafety Communications Working Group, Brussels 07-September-06

Version 1.0, as of 10 Nov 2006, all feedback of participants included

Participants:

Uwe Daniel, Bosch
Paul Kompfner, ERTICO
Holger Kunert, Bundesnetzagentur
Rudolf Mietzner, Soft Lab
Knut Evensen, Q-Free
Abdel Kader Mokaddem, Renault
Björn Hedlund, CLEPA
Zeljko Jeftic, ERTICO

1. Welcome and introduction

Paul Kompfner as host and Uwe Daniel as chair welcomed the participants. Uwe Daniel presented the agenda for the day. It was revised as follows:

- i. Welcome and introduction
- ii. Last meeting minutes
- iii. table of applications, summarising the application lists of various projects
- iv. set up of a joint meeting/telephone conference to harmonise Safespot/CVIS/COMeSafety
- v. report on concertation meeting (Knut, Paul)
- vi. mid term report content/deadlines
- vii. action list for second term
- viii. ITS World congress, international workshop on communications London
- ix. Meeting dates 2007
- x. Report on SB meeting
- xi. AOB

2. Last meetings minutes and documents were discussed and agreed on.

3. A draft spreadsheet summarising the current application lists of CVIS, Safespot, CALM and other activities was discussed. The main purpose of this document will be to prioritise possible applications regarding traffic safety relevance and defining the estimated bandwidth requirements of each function.

a) the table must be completed, main contributors will be COMeSafety, CVIS and Safespot. Rudy, Knut, Paul and Abdel Kader will set up a telephone conference to discuss further actions, Timo Kosch should contribute to bring in NOW and COOPERS requirements as well. The term "application" should be understood as a synonym for application, service and function.

b) It was agreed that three categories for safety relevance are the most appropriate choice. Maritime and air traffic also categorise in "safety of live", "safety critical" and "normal traffic". ETSI already send in draft documents to CEPT defining the first two categories in ETSI TR 102 492 part 1 and part 2 respectively. The first category defines highly critical services and control channels with low latency and direct relevance for fatality reduction and avoidance of severe accidents. The second category summarises applications which also support accident avoidance, i.e. traffic management information, which cannot use DFS due to quality of service requirements and therefore will need primary use of spectrum. The third category will hold all applications which can be transmitted using open communication channels like WLAN on shared and DFS frequencies. The bandwidth requirements

should be estimated if they are not known yet. The goal will be to justify protected spectrum in the 5.9 GHz range of in total 60MHz for further discussion with regulatory bodies, CEPT and RSC. The need to complete such a list and to have it ready within a short period of time was highlighted in a telephone call with Sören Hess. In the next few weeks some important decisions will be made at CEPT and a unified request is still not visible. All participants agreed that this could be the most important contribution of WG-C to reach an European consensus regarding spectrum requirements. The Workshop on Spectrum Requirements for Road Safety held in Brussels on Feb. 28th also highlighted the need to harmonise requests published by the different activities within Europe. Knut will define a simple template (½ page per application)

4. was already defined in 3a), goal is to complete the paper of Sören Hess as a contribution to the CEPT meeting end of September and to fill the WG-C spreadsheet to have a basis for discussions in London and to prepare a mid term report for the eSafety Forum Plenary Meeting in November.

5. a short review of the EU FP6 concertation meeting was given; the presentation of Knut Evensen on ISO standardisation was shown as an update on those activities and will be made available on the web space of the WG-C

6. as the deadline for the action mentioned in 3 and 4 towards CEPT is very demanding it was agreed that the mid term report and further action to prepare a presentation for the plenary meeting will be started after the consolidation of the application list. A summary of benefits and requirements of the top 7 applications of the list would be a valuable contribution to further discussions within the forum.

7. first action is the support to the CEPT input as mentioned in 3a) and 4). Resulting from this paper a twofold approach could be made:

- a) to filter out the most demanding applications regarding communication requirements; this would provide for a maximum set of requirements for all V2X applications to be covered, taking into account all possible communication channels
- b) a minimum set of applications with the minimum requirements on bandwidth and cost (regarding on board units, service operations and infrastructure) should be defined so that a day one product/service can be defined with a low cost business case having maximum impact on road safety/fatalities.

In addition a discussion on architecture of an eSafety system in the EU was held. It was agreed that a cross-project architecture meeting (hosted by the EU) would be an important step towards harmonisation of current architecture approaches. A new task force could be set up; deliverables, responsibilities and roles must be defined as well as coordination between projects architecture groups, the new WG "service oriented architecture" and other activities as FRAME or architecture groups who might exist i.e. under the regime of DG TREN. Uwe was asked to bring up this point during the next SG meeting in London. Knut presented the ITS top level architectures from the US and Japan which clearly showed the necessity to have such an overview for top level discussions in the EU as well.

8. In addition to the architecture discussion mentioned in the last paragraph it was agreed that the eSafety SG should be informed on the meeting in London that strong political support is needed to get allocated the spectrum needed for eSafety applications. MS regulators, CEPT, RSC et al will need the arguments to be prepared in the next weeks by the projects and the WG, but a strong signal that the EU is serious about eSafety and i2010, paving the way to save lives on the roads as well as making a step forward to a safer, cleaner and more economic European traffic system using ICT will be needed. Otherwise only a minimum of spectrum will be available; on the other hand all participating groups in eSafety must make clear that a day one application will be launched in the near future, else regulators will not accept claims for spectrum.

9. proposed meeting dates 2007:

Jan 18 (Bosch, Berlin)

Apr 17 tbd

Jun 20 (Q-Free, Norway)

Sep 18 tbd

10. Uwe Daniel gave a short report on the last SB meeting, i.e. new working groups, the proposal to join the WG-C and the RTTI WG next year.

11. AOB

Knut Evensen proposed three activities which could be followed in WG-C:

- a) An official registry for data definitions exists, ISO 14817. After the V2X data definitions of the projects are fixed and harmonised, there should be an activity to enter those in the registry. Which project can take this task on the workplan?
- b) Standardisation is a long term involvement – the results from all projects to be brought to standards will need additional effort of some project partners after the projects will be finished. How to make sure those effort will be spent? CEN TC278 WG 15 would be happy to accommodate some of the standardisation issues. Project partners need to be motivated to participate even after the FP6 projects will have been ended.
- c) For bigger scale V2X systems middleware APIs must be defined. Portable devices need to be taken into account. How to handle this issue? Remark from Uwe: This cannot be an issue for WG-C; there are some activities who should be integrated in the projects work: The ESoP and the Nomadic Device Forum. eSafety day one systems will possibly not even have a fully fledged OS and a middleware layer due to cost restrictions.