

## Minutes of the Meeting

### Seventh Meeting of the eSafety Communications Working Group, Trondheim, 15 June 2007

Version 1.0, as of 25 July 2007, all participants' feedback included

#### Participants:

Enrique Bodi, DGT / University of Valencia

Uwe Daniel, Silicon Networks

Knut Evensen, Q-Free

Rudy Mietzner, COMeSafety, C2C-CC

Elisabeth Uhlemann, Volvo

#### 1. Welcome and introduction

Knut Evensen as host and Uwe Daniel as chair welcomed the participants. Uwe Daniel presented the agenda for the day. The agenda was agreed on. Enrique Bodi explained his role in ITS in Spain and thanked the group for the opportunity to join.

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

3. The WG-C recommendations were discussed, the open issue regarding the second but last recommendation from the 6<sup>th</sup> meeting was closed. It can be changed in accordance with the RTTI recommendations from "provide public traffic data ... free of charge" to "provide safety relevant traffic data ... free of charge".

4. The work of the day was dedicated to complete the supporting text of the final report. Although many points were discussed and improved, an online discussion will be needed to integrate all WG members' contribution so that the recommendations and final report can be presented in Versailles at the next eSafety Forum Plenary Meeting on September 18<sup>th</sup>. The 8<sup>th</sup> WG meeting in Brussels on September 5<sup>th</sup> will be the opportunity to aggregate and release the final paper.

#### 5. Additional issues

##### a) Spectrum issues discussed

From the viewpoint of infrastructure based services it would be helpful to have 40MHz of spectrum available for testing TDMA in steps of 5, 10, 20, and 40MHz bandwidth according to 802.11p. The current ECC decision draft recommends 30MHz with a contingency plan to increase to 50MHz if demand shows that this will be needed. The WG agreed that based on this decision and following recommendations or directives it will be possible to negotiate with member states' regulatory bodies to use 40MHz in field trials and ITS projects like CVIS or CERES (in Sweden/Norway). The goal will be to test the most efficient way of channel coding for ITS applications leading to a proof of concept and statistical and technical data for future system design.

The current thinking when discussing spectrum needs is still very much attached to the old view of a channel raster, whereas modern coding technologies like TDMA or CDMA will not assign dedicated frequencies but time slots or code segments to applications. Therefore spectrum needs must be seen as total bandwidth requirements of a bunch of applications, not as channels for each application.

##### b) Standards issues discussed

There is still no consensus on the set of standards to be used in V2X communications. Although EU projects like GST, CVIS etc. base their work on the CALM set of standards, this is seen as only one

alternative (and a too complex one) for V2V communication only. To make a step forward to consensus a telephone conference between C2C-CC and CVIS representatives (Knut Evensen, Søren Hess, Dieter Seeberger) shall be arranged.

c) other technical issues

The impact of eSecurity requirements is not fully understood today. Further work, i.e. of the eSafety WG on security, will be needed to define a set of standards so that data privacy, information integrity and immunity to hacking can be guaranteed. Currently the most promising approach is to use temporary certificates for each unit, distributed by a kind of trust center. This will allow to give each message owner a trustable identity without jeopardising privacy.

d) deployment issues

It is understood that today there is no clear deployment strategy, neither for vehicle units nor for infrastructure systems. The concept of deployment (all in one go, critical spots first, market driven etc.) will deeply impact system performance and business models. According to the WGs' TOR we will not work on business related issues but concentrate on spectrum and standardisation issues. Nevertheless the impact of penetration rates either in vehicles or at infrastructure level on safety critical applications should be outlined in the final report.

6. AOB

Next meeting dates 2007: Sep 05 (CLEPA, Brussels)

Final presentation of WG-C recommendations and report: Sep 18 (eSafety Forum Plenary, Versailles)