Minutes of the second session of the
Task Force on Vehicular Communication

Second session - 23 June 2023 10:30 – 12:30 (CEST)

I.   Attendance

1.   The Task Force (TF) on Vehicular Communication (VC) met in Geneva (hybrid session, also with remote participants) on 23 June 2023, following the sixth session of the Informal Working Group on Intelligent Transport System. The meeting was opened by the Co-Chair Mr. T. Naono (Japan), who introduced the two other Co-Chairs of the TF on VC, Ms. J. Doherty (Japan) and Mr. D. Kay (United Kingdom of Great Britain and Northern Ireland).

2.   65 experts from 15 Contracting Parties (Austria, Canada, China, Finland, France, Denmark, Italy, Japan, the Netherlands, Republic of Korea, South Africa, Sweden, United Kingdom of Great Britain and Northern Ireland (UK), and United States of America), 1 International Organisation (ITU) and 8 Non-Governmental Organizations (AAPC, CLEPA, ERTICO, ETSI, IMMA, OICA, and SAE International) attended the meeting. An expert from the European Commission (EC-JRC) also participated.

II.   Adoption of the agenda

Documentation: VCTF-02-01/Rev.1

3.   The TF on VC adopted the revised provisional agenda prepared for its second session (VCTF-02-01/Rev.1), with item 3(b) in square brackets.

4.   The expert from OICA raised the attention to that item and highlighted the importance of addressing the issue of definitions (VCTF-02-04), as they were the prerequisite for any discussion. The Co-Chair from Japan explained that the TF leadership envisaged to touch this agenda item at the end of the session, but wanted to focus on the exchange of views first.

5.   The TF on VC adopted the agenda.

III.   Approval of the minutes of the first meeting of the TF on VC

Documentation: VCTF-02-02

6.   The Co-Chair from Japan consulted the group on the adoption of the minutes of the first session. The TF on VC adopted the minutes, including the additional comments received during the meeting from the expert from ETSI.

IV.   Substantive activities

A.   Terms of Reference

Documentation: VCTF-02-03, VCTF-02-04, VCTF-02-09

7.   The Co-Chair from UK presented the draft Terms of Reference (ToR) and Rules of Procedure (RoP) for the TF (VCTF-02-03).

8.   The expert from AAPC asked for clarification, whether specific ToR and RoP were obligatory for the TF on VC. The secretariat responded that ToR would not be mandatory for a

task force and informed the group that its ToR and RoP would then be derived from its parent body, the Informal Working Group (IWG) on Intelligent Transport Systems (ITS).

9. The experts from Canada and the United States of America proposed not to develop specific ToR and RoP for this TF.

10. The expert from Canada stated that the TF on VC should focus on Vehicle-to-Vehicle (V2V) issues, as agreed during the last meeting of the World Forum for the Harmonization of Vehicle Regulations (WP.29) meeting. He proposed that the TF on VC could consider a broader scope, like issues related to Vehicle-to-Everything (V2X) at a later stage, after completing the items on V2V.

11. The experts from China, Germany, Japan, OICA and the UK suggested to prioritise the work on V2V but to set a wider scope for the TF on VC. The expert from Japan proposed to include V2X and the communication between vehicles and Electrical Vehicle Supply Equipment (EVSE) in the scope, as decided by the IWG on ITS at its sixth session and as requested by WP.29 at its 189th session (ECE/TRANS/WP.29/1171, para. 38).

12. The expert from OICA stressed the importance of considering the communication between vehicles and authorities, e.g. police and fire fighters.

13. The TF on VC agreed to follow the RoP of the IWG on ITS, to prioritize the work on V2V and to focus on defining its scope of work, deliverables and a timeline.

14. The Co-Chair from UK proposed a document on definitions as deliverable of the TF and stated that further work on the current definitions document (VCTF-02-04) was needed. He also suggested to add a separate workstream to investigate electric vehicles and their infrastructure.

15. The expert from the Netherlands recalled the discussions at WP.29 and the need that had been seen for fast developments for V2V. He suggested to the TF on VC to start with an inventory of V2V items of relevance for WP.29.

16. The expert from the United States of America pointed out that the TF on VC was requested to identify tasks and potential regulatory items WP.29 should look at.

17. The expert from AAPC stated that EV charging ultimately belonged to the Working Party of Passive Safety (GRSP) and proposed to the TF on VC only to validate if this topic needed to be further considered.

18. The TF on VC agreed on a preliminary table with deliverables and a timeline (VCTF-02-09), as elaborated during the meeting and agreed to organize a workshop on the communication between vehicles and EVSE.

B. Definitions

Documentation: VCTF-02-04

19. The TF considered this point at the end of the session. The group noted the proposal on the definitions document (VCTF-02-04) and agreed to consider it at the next session and invited delegations to submit comments and proposals to the secretariat.

V. Exchange of views on Vehicular Communication

A. Exchange of views and experiences of WP.29 Contracting Parties

Documentation: VCTF-02-05, VCTF-02-08

20. The expert from Japan introduced VCTF-02-05, informing the TF on VC on the ITS development in Japan, including the ITS-Roadmap, the TF on V2X communication for Corporative Driving Automation (CDA), and on the Strategic Innovation Promotion Program (SIP) – Automated Driving for Universal Services (ADUS) of Japan. He stressed that strict technical requirements for communication quality should apply to safety-relevant use cases. He

emphasized the importance of classifying use cases carefully based on communication technology requirements and based on future technology predictions, and to create a roadmap that considers the difficulty of realization.

21. The expert from Germany presented VCTF-02-08, introducing the background of vehicular communication and the current situation, communication technologies and use cases. He stated that there was enough scientific evidence that V2V ensured the positive impact on vehicle safety and informed the TF on potential challenges. He highlighted the need for a regulation to achieve a harmonized approach for vehicle technology, with a potential commitment to one technology or enabling coexistence, to allow that information could be passed to the relevant vehicles via several channels and thereby improving safety.

B. Exchange of views and experiences of other stakeholders

Documentation: VCTF-02-06, VCTF-02-07

22. The expert from SAE International presented VCTF-02-07, an overview of communication standards for electric vehicle charging. He stated TF that the work would first focus on defining terminologies and terms, when developing standards. He explained that, in the context of V2V, SAE International was also working, jointly with ISO, on the communication of combination of vehicles, e.g. vehicles and semi-trailers.

23. The expert from ERTICO reported on "data for road safety" (VCTF-02-06), a project of ERTICO and the European Union for improving road and pedestrian safety using V2X. He presented, among others, examples of the types of data that could be exchanged, including data from individual vehicles and fleets, e.g. safety related traffic information and public/private decentralised mobility data space for safety warnings.

VI. Other business

24. No document was submitted under this agenda item.

VII. Next session

25. The TF on VC noted that the next session and the workshop would take place on 30 and/ or 31 August 2023 (to be confirmed).

––––––––––