Minutes of the Fourth Session of the
Task Force on Vehicular Communication
7 November 2023 12:00 p.m. –13.45 p.m. (CEST)

I. Attendance

1. The Task Force on Vehicular Communication (TF VC) met in a virtual format on the on 7 November 2023. The meeting was opened by its Co-Chair, Mr. T. Naono (Japan) who gave the opportunity to the other co-chairs to introduce themselves, Ms. J. Doherty (United States of America) and Mr. D. Kay (United Kingdom of Great Britain and Northern Ireland). Apologies were provided to the member states for the unavailability of the Wiki page due to technical issues and Co-Chair advised the group that the documents were shared with them in advance of this session. The fourth session of the Task Force on Vehicular Communication was held in conjunction with the seventh Session of the IWG on ITS.

2. 63 experts from 12 Contracting Parties (Australia, Canada, China, Finland, France, Germany, Japan, the Netherlands, Republic of Korea, Sweden, United Kingdom of Great Britain and Northern Ireland (UK) and United States of America (USA)), 1 International Organisation (ITU) and 7 Non-Governmental Organisations (AAPC, CLEPA, ERTICO, IMMA, OICA, and SAE International) attended the meeting.

II.   Adoption of the agenda

Documentation: VCTF-04-01

3. The TF VC adopted the provisional agenda prepared for its fourth session (VCTF-04-01), with the addition of the item 2(b) which was added as "Report to the Task Force on the EV Workshop".

4. The Co-Secretary (UNECE) clarified that the document numbers for agenda items 3 (a) and 3 (c) were changed resulting in item 3 (a) being VCTF-04-04 and 3 (c) being VCTF-04-05. The document VCTF-04-05 would also share the same reference number with ITS-07-05.

III. Approval of the minutes of the third meeting of the TF VC

Documentation: VCTF-04-02 and VCTF-04-02 Annex 1

5. The Co-Chair from Japan consulted the participants on the adoption of the minutes of the third session.

IV. Presentations and substantive activities

(a) Overview

*Documentation***:**   VCTF-04-03,VCTF-04-04 and VCTF-04-05

10. The expert from SAE International introduced the document VCTF-04-04 and gave a summary. This document was prepared by FISITA, it notes the current situation as it relates to the communication technologies within vehicles which is currently not updateable. The document recommends that UN Regulation No. 156 be updated to require that communication technologies within the vehicle have the capacity to be updated to match the lifespan of the vehicle.

11. The Co-Chair, Japan, asked whether this document will be shared with GRVA and specifically the CS/OTA Informal Working Group which is responsible for this UN Regulation No. 156. The expert from SAE International confirmed this would be the case.

12. The expert from OICA highlighted that at this time the industry would not be able to provide feedback on the document due to the short timeline given for review. He noted that if the

requirement was to update the technology at more frequent intervals in line with communication standards the industry would not be comfortable with that at this stage.

13. The Co-Chair from the United Kingdom of Great Britain and Northern Ireland asked whether the intention was to 'mandate' that over-the-air wireless communications technology must be updateable to match the operating life of vehicles or to allow for this to happen.

14. The Co-Secretary from SAE International provided the context for the document noting that there have been several cases where the technology in vehicles has been far behind that which is on the market. He agreed with the perspective given by OICA that it would be difficult for vehicle manufacturers to update the vehicles with the same speed as technology changes. He suggested that this paper be brought to the attention of GRVA and WP.29 decide on how to proceed.

15. The expert from SAE International confirmed that the recommendation from FISITA would be the mandating of vehicles being updateable for technological changes.

16. The Co-Chair from the United States of America suggested that this recommendation from FISITA be included in the list of recommendations coming from the Task Force on Vehicular Communications (VCTF) but it would not be a mandate from the TF. She added that it would then be up to WP.29 who would assign the recommendations to the GRs as necessary what should be done next and due the nature of this recommendation it would likely go to GRVA. The Co-Chair from Japan supported this idea.

17. The expert from China highlighted that there needs to be a clarification in the recommendation as it is a bit unclear as it stands. He noted that the document reads as it would be a requirement on the technology when in fact it should be a requirement on the communication module. He also suggested that there needs to be an alignment between the vehicle manufacturers and the communication industry on the lifetime of cellular communication.

18. The expert from OICA asked whether there was anything within UN Regulation No. 156 which prevented the vehicle from being updateable.

19. The Co-Secretary from SAE International noted that there was nothing in UN Regulation No. 156 which prevents the vehicle from being updateable, but the recommendation puts the question to the regulators as to whether they are comfortable with the technology not being updateable after a certain point. He also supported the idea proposed by the Co-Chair from the United States of America to have this recommendation be included in the list of recommendations from the task force to WP.29.

20. The group agreed to include this item as recommendation to WP.29.

21. The Co-Chair from United States of America thanked SAE International for the recommendation, she reminded the group that this was the mandate, to gather information. She encouraged other members of the IWG to bring forward any other recommendations that they may have.

(b)   Overview of vehicular communication

22. The Co-Chair from Japan introduced the document VCTF-04-03, which was an update from the document VCTF-03-03, he asked the Co-Secretary from SAE International to identify what the purpose of this document was. Either Option 1, to identify or define the same understanding on what Vehicular communication is or Option-, to be the basis for discussion on how to realise vehicular communication.

23. The Co-Secretary from SAE International noted that this document is more aligned with the Option 1, to identify a clear definition or common understanding of what Vehicular Communication is and what it is used for and then identifying what items should be recommended

to WP.29 for discussion and consideration. He then opened the floor for feedback on the current document.

24. The Co-Chair from Japan proposed that the title of the document be changed to more accurately reflect this to be Vehicular Communications Definitions rather than Overview.

25. The expert from the Netherlands asked whether Monitoring and Reporting was missing from this list. The Co-Secretary from SAE International informed that he would look into this after the meeting taking into considering the work of VMAD as it relates to In-Service Monitoring and Reporting (ISMR). The Co-Chair from Japan asked for clarity on how the ISMR was linked to the vehicular communications use case. The Co-Secretary clarified that the information from the ISMR would still need to be communicated from the system to the vehicle manufacturer and that he would update the document to make this clear. The Co-Chair from the United States of America suggested that the update for Monitoring and Reporting could be included in the section a) Safety and Traffic Related information sharing.

26. The Secretary of IWG on ITS and GRVA proposed that the group take a closer look at c) Collision Warning and avoidance and d) Protecting Vulnerable Road Users as they are related. The Co-Secretary from SAE agreed with this proposal as the additional sensor required for AEBS which was highlighted in d) would also be needed in c). They agreed to work on this and bring it back to the next session.

27. The expert from China proposed to include the communication from the road to the vehicle in b) Traffic management.

28. On the item i) Traffic Signal interface, the expert from China proposed to include a red light warning to the driver. She also asked to include some items on Platooning in this document. The Co-Chair from SAE confirmed that he would add this item but noted that the group should consider how many warnings to the driver and how often these warnings should be given in order to prevent overload to the driver with too many warnings.

29. The Co-Chair encouraged the members to provide their feedback and comments to the Co-Secretary by the end of 2023.

(c) Report to IWG on ITS

30. The Co-Secretary, UNECE, presented the document VCTF-04-05 encouraged the members to provide their feedback. The members provided feedback on the document, and it was updated to be presented to the IWG on ITS

VI. Other business

31. Nothing was presented here.

VII. Next session

32. The Co-Chair advised the group that the next meeting will be discussed within the leadership team and the members of TF will be informed of when the next task force session will take place.

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