

## **Minutes of the Fifth Session of the Task Force on Vehicular Communication**

**7 February 12:00 p.m. –14:30 p.m. (CEST)**

### **I. Attendance**

1. The Task Force on Vehicular Communication (TF VC) met in a virtual format on the on 7 February 2024. The meeting was opened by its Co-Chair, Ms. J. Doherty (United States of America) who introduced the other Co-Chairs to introduce themselves, Mr. T. Naono (Japan) and Mr. D. Kay (United Kingdom of Great Britain and Northern Ireland) and the Vice-Chair Mr. H. Sun (Peoples Republic of China).

2. 62 experts from 11 Contracting Parties (Australia, 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 6 Non-Governmental Organisations (AAPC, CLEPA, ERTICO, IMMA, OICA, and SAE International) attended the meeting.

### **II. Adoption of the agenda**

*Documentation:* VCTF-05-01

3. The TF VC adopted the provisional agenda prepared for its fifth session (VCTF-05-01)".

### **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 the United States of America consulted the participants on the adoption of the minutes of the fourth session. The minutes were adopted.

### **IV. Presentations and substantive activities**

#### **(a) Overview of vehicular communication**

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

10. The Co-Chair from the United States of America introduced the documents to group

11. The expert from OICA advised that there will be a new section forthcoming from the industry highlighting the challenges to vehicular communication which will be submitted to the secretariat at a later date.

12. The Co-Secretary from SAE International clarified that the document being shown on the screen included some additions from the industry

13. The expert from OICA informed the group that there will likely be an addition to the document which would provide a list of abbreviations as well as clarifying items as is necessary but advised that they could also spell out the abbreviations in the items.

#### **Vehicular Communications Structure**

14. The expert from OICA raised the question on clarifying the “C” in “C-V2X” as there could be some misunderstanding between cooperative can also be cellular and which is not technology neutral. The expert from ETSI supported this and advised that he would provide some suggested language to update.

15. The Co-Chair from the United States of America asked for clarity on why there were references to specific technologies as the document is intended to be technology neutral. The Co-Secretary from SAE clarified that the regulations would be technology neutral, but this document

represented a description of the communications, and it would be technology specific in order to show different kinds of technologies that are currently being used.

16. There was discussion from the experts on the use of secure and trusted communication in the language. However, the experts did not agree with specifying the language in this definition.

17. The expert from China suggested distinguishing the modes of C V2X so that it is clear whether it is Cellular or Cooperative. The expert from ETSI suggested that we avoid going into specifics of technology at this stage as there are other technologies to be considered. The Co-Secretary from SAE International agreed to rework the text with the input of the necessary experts to incorporate their comments. The experts agreed that this item needed to be reworked and added that they would provide further suggestions offline.

18. The experts then opened discussion on the item (b) with the expert from the Netherlands suggesting that Wi-Fi be removed and moving it under direct communications. The Secretary from SAE International noted that moving it to this section would not be in line with the items represented there but suggested maybe creating a separate section for Wi-Fi communications. They agreed to move Wi-Fi to another location.

19. The Co-Chair from the United States of America suggested that the Co-Secretary from SAE International included all experts who made comments, (United Kingdom of Great Britain and Northern Ireland, Netherlands, France, China, SAE International, OICA and ETSI) in the rewrite of these items.

20. The expert from ETSI suggested including a “+” for digital audio broadcasting ( DAB ) since it is an evolving area.

21. The Co-Chair from the United Kingdom of Great Britain and Northern Ireland also noted that the introduction to the sections should include further language which would add clarity for non-communication experts, for example making it clear that the flow of the items for wireless communication was based on their range. The Co-Chair from the United States of America agreed with this proposal.

22. The expert from Netherlands suggested to include something related to visual communications. The Co-Secretary from SAE International suggested to keep it separate from wireless communications and further that added that it could be done as a separate category.

23. The Vice-Chair from China noted that the language of these items can be made more uniformed by ensuring that “such as” ahead of the examples for more clarity. The Co-Chair from the United States agreed with this and also reminded the group that in the review of the document there should not be a singling out technologies from one part of the world with the aim of making sure that they are global, and clear to non-communication experts.

24. The expert from OICA highlighted that the list should not be exhaustive to allow for any new or developing technologies as they arise.

### **Vehicular Communications Value**

25. The expert from ETSI noted that including traffic flow was not necessary in this example and he also noted that in the facilitation of information it should be clear that it was road infrastructure.

26. The expert from OICA proposed that updates to the language on the environmental aspects be from a more positive perspective. He also noted that they wanted to approach the document more from the road safety point of view, and the removal the references to cost saving as this was more related to the business side. The Co-Chair from the United States of America asked for clarity on the intent of this item, and whether the reference to costs was the economic costs or impacts. The Co-Secretary from SAE International confirmed that it was more than just the economic cost.

27. The expert from France noted that changing the language to road infrastructure might be considered too restrictive. The expert from ETSI noted that parking facilities etc. could be included in road infrastructure. The Co-Chair from the United Kingdom of Great Britain and

Northern Ireland suggested changing it to road transport infrastructure and the group agreed with this proposal.

### **Vehicle Communication Uses**

28. There were discussions and the experts agreed on updated language related to a) that was provided by ETSI and OICA to replace the original a)

29. The group discussed items b) and c) and they agreed explore further examples related to these items to have more clarity as there was some confusion in the distinction between the two items. The Co-Secretary from SAE International clarified that the intention noting that b) dealt with immediate information and c) related to making general improvements, taking the information and making use of it over time.

30. The expert from OICA volunteered to further update the proposal for a) to include more items related to ADAS.

31. The expert from ETSI noted that d) was not necessary as the items were already incorporated in a) and the Co-Chair from the United States of America agreed with this proposal. The expert from France raised the issue of clustering, including clustering allows to reduce the issue of double counting and duplications. The group agreed to review c) and d).

32. The expert from China noted that the traffic management was missing information to the vehicle it was only reflecting information from the vehicle.

33. The Co-Secretary from SAE International noted that there were going to be overlaps in some of the items to ensure it was covered and he advised that this section may be reworked with this in mind. The Co-Chair from the United States of America reminded the group that the final document will be for those who may not be involved in this work every day so the document should be as clear as possible.

34. The Co-Secretary from SAE International noted that geo-fencing, as suggested by the expert from the United Kingdom of Great Britain and Northern Ireland, would also be added further to suggestions received. He further added that he will work with industry and interested parties to allow them to make further comments to update.

35. The Co-Chair from the United States of America advised that the group would produce an updated document incorporating comments from the session so that interested parties can work offline and provide further comments.

36. The Co-Secretary from SAE International raised the question about whether there was a consistent term in WP.29 for AEBS. The expert from Australia confirmed that it was Advanced Emergency Braking Systems and the group agreed with this language.

37. The expert from China suggested including visibility in f). He noted that visibility encompasses being seen as well as being able to detect others. The Co-Secretary from SAE International agreed with this and agreed to rework this item.

38. The group decided to close discussions on the document at this time and agreed to provide comments to the Co-Secretary from SAE International ahead of the next session.

## **VI. Other business**

39. The Co-Secretary from SAE International highlighted that there was the establishment of the ITU Expert Group on Communications Technology for Automated Driving.

## **VII. Next session**

40. The Co-Chair from the United States of America advised the group that the leadership will look up possible next meeting dates and provide them as soon as possible along with a new document which would allow feedback before the next meeting.