

# BTO\_Meeting the 5GAA\_Alina Ujupan (Cab Gabriel), Max Strotmann (Cab Ansip), CNECT H2\_19.10.2017

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Date: 19/10/2017

Place: BERL 9/62

Participants: [REDACTED], BMW Group  
[REDACTED], Ford (Europe)  
[REDACTED], Vodafone

Personal data

[REDACTED], Huawei

[REDACTED], Nokia

[REDACTED] Intel GmbH

[Maximilian STROTMANN](#), Member of Cabinet (CAB Ansip)

[Alina-Stefania UJUPAN](#), Member of Cabinet (CAB Gabriel)

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The 5GAA is an association of 60+ members from the automotive, telecoms and technology component manufacturing industries. The association advocates cellular-V2X technology, in its current realisation, 4GLTE-V2X, and its evolution to 5G-V2X.

Points discussed:

- The 5GAA is concerned about the consequences that would arise in the eventuality that the European Commission takes policy measures that would directly or indirectly put cellular technology (4GLTE/5G) at a disadvantage in becoming a viable transport channel for V2X communication. More specifically, the association is preoccupied with the current discussion concerning the upcoming proposal for a Delegated Act to the ITS Directive. The 5GAA is asking the Commission to ensure that the delegated act does not constitute provisions that would mandate the implementation of G5 (802.11p) for road safety applications.
- The 5GAA said that commercial chips for CV2X in 4G-LTE would be readily available by mid-2018 and that customer deployment inside vehicles was possible by early 2019.
- The association explained that mandating G5, and/or backward compatibility of cellular technology to G5, would burden the automotive industry with additional costs associated with additional components (chipsets and antennae), as well as costs associated with the obligation to maintain legacy technology for a further 20 years. Furthermore the 5GAA feels that the burden for backward compatibility is only one sided, and that cellular technology is not being given a fair chance at competing in this space.

- Whilst being appreciative of the need to deploy CAD as soon as possible in order to not miss out on the benefits that CAD can bring to road safety, the 5GAA feels that it would be strategically prudent to favour delaying deployment by 1 or 2 years over rushing to market with a 'quick and dirty' solution. It reiterated that despite being market ready, G5 deployment was far from widespread.
- The 5GAA said that interoperability between both technologies could be achieved at a functional level without necessitating direct V2V communication. This could be achieved through mobile edge computing for instance, with latency being as low as 5 milliseconds.
- The Commission reiterated that its position was that of having a technology neutral environment, and that any action taken by the Commission would both advocate, and be guided by, this principle.
- The 5GAA said it would shortly be publishing figures for projected penetration rates for cellular V2X deployment based on several modelling scenarios.
- When asked to elaborate its approach on cybersecurity, the 5GAA said that cybersecurity would certainly be dealt with, and that this was not an issue for the time being since it was immaterial of the transport technology employed.
- On the subject of whether the 5GAA felt a need for further regulation by the Commission:
  - Vodafone said that the current framework, with ENISA's increased mandate and the voluntary certification schemes was working well and that no further legislative intervention was required. Here it was noted that the 'readiness' in this regard was to be factored in when taking the benefits of cellular technology into account.
  - BMW and Intel said that on the issue concerning the choice of technology, they would prefer legislative intervention by the Commission in order to ensure that cellular technology is given a fair and equal opportunity as G5.
- The Commission concluded by saying that, whilst ensuring it continues to pursue a technology neutral approach, it took note of the 5GAA's concerns and encouraged the association to come to market with its technology sooner rather than later, in order for policy development to be able to factor in this industry development.

A presentation by the 5GAA is attached.