



International Telecommunication Union

Vehicles that communicate: A meeting of minds?

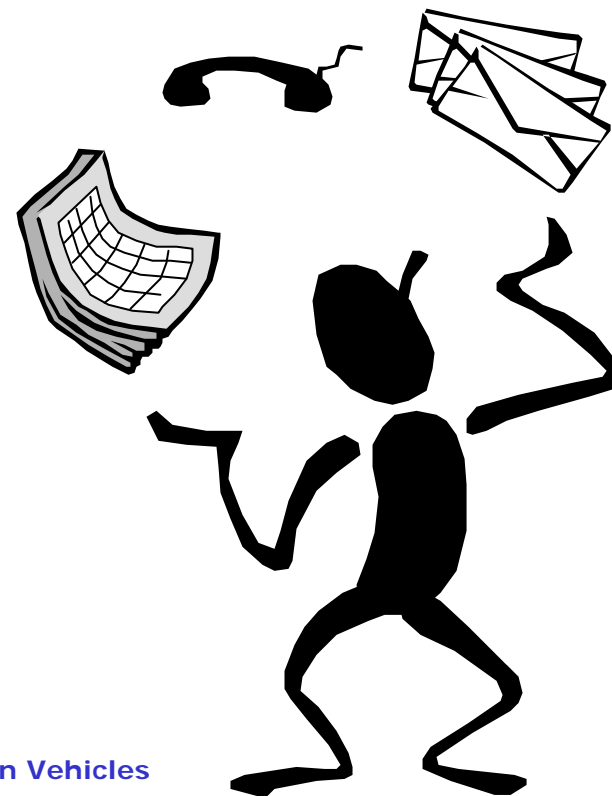
Michael Sharpe

ETSI Radio Competence Centre

"The Fully Networked Car, A Workshop on ICT in Vehicles"
ITU-T Geneva, 2-4 March 2005

The Telecommunications Industry

- From Monopoly to Competition
- From Network & Technology to Software & Applications
- From Separate Industries to Convergence & Integration
- From National to Regional / Global Approaches
- Rapid, Continual Technological Development
- Short Product Life Cycles





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What is ETSI?

European Telecommunications
Standards Institute

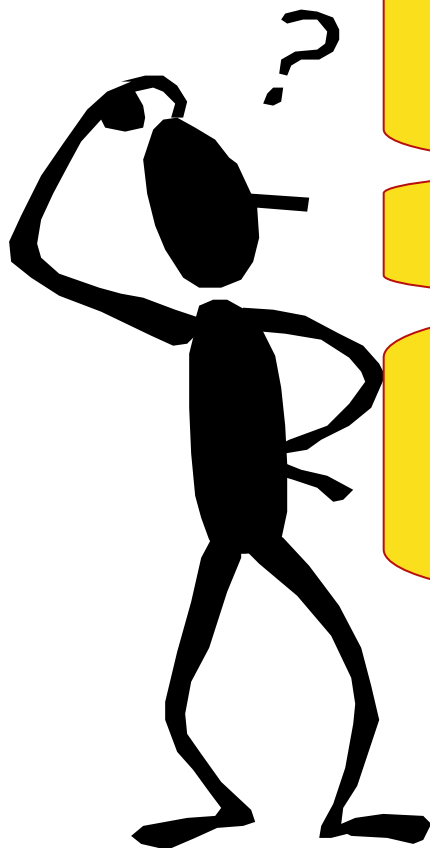
European Standards Organisation
(98/34/EC)

Association of Industry players...

...manufacturers, network operators,
service providers, administrations, users,
industry associations...

... global membership ...

... with direct participation



ETSI Deliverables (normative)

Technical Specification (TS)

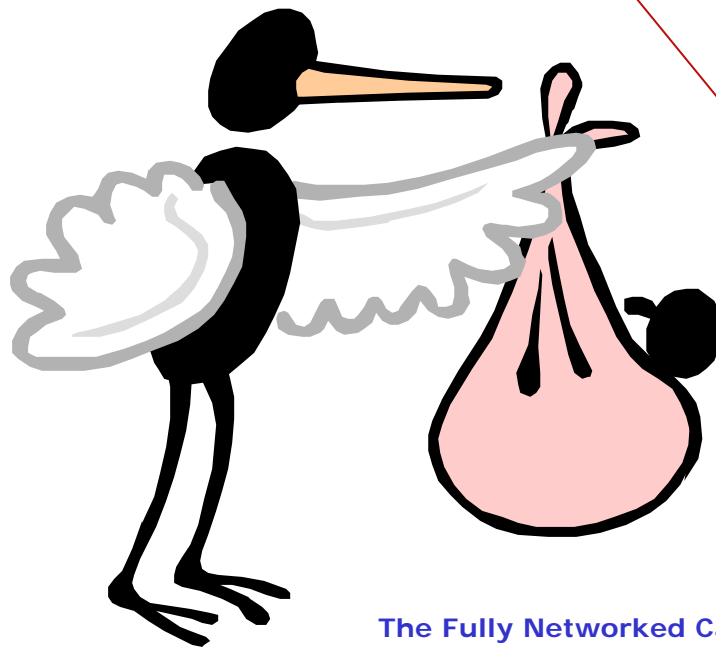
ETSI Standard (ES)

European Standard (EN)

Published when approved by ETSI Technical Body (Fast)

Published after 60-day vote by ETSI members (meets WTO requirements)

Published after (Public Enquiry &) Vote by European National Standards Organisations (meets EU requirements)

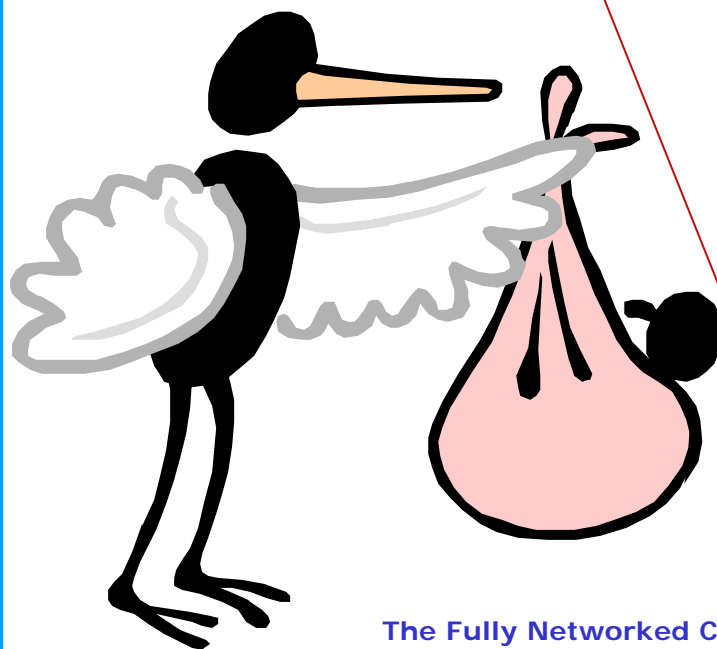


ETSI Deliverables (informative)

Technical Report (TR)

ETSI Guide (EG)

Special Report (SR)



Published when approved by ETSI Technical Body

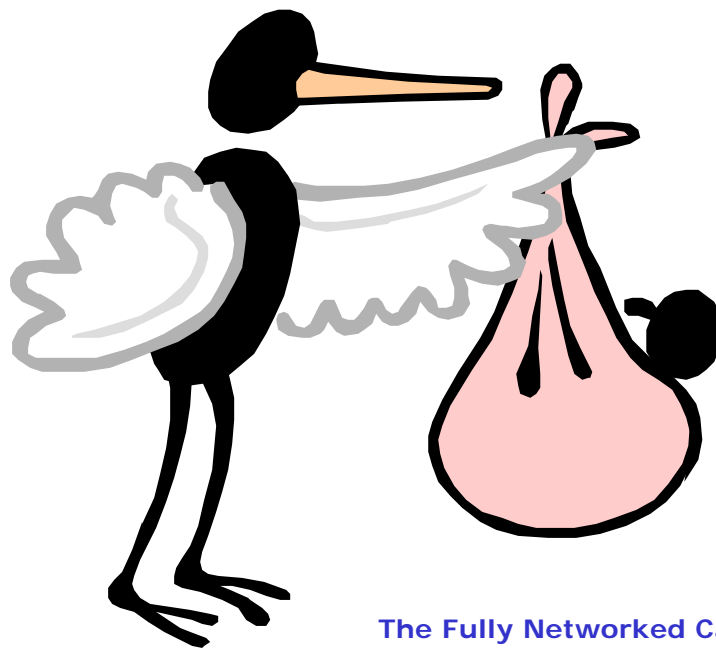
Published after 60-day vote by ETSI members (informative document of interest to several technical bodies)

Information of general interest (e.g. IPR Guide)



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ETSI Deliverables



Can all be downloaded
free of charge from the
ETSI web site

The Fully Networked Car, A Workshop on ICT in Vehicles
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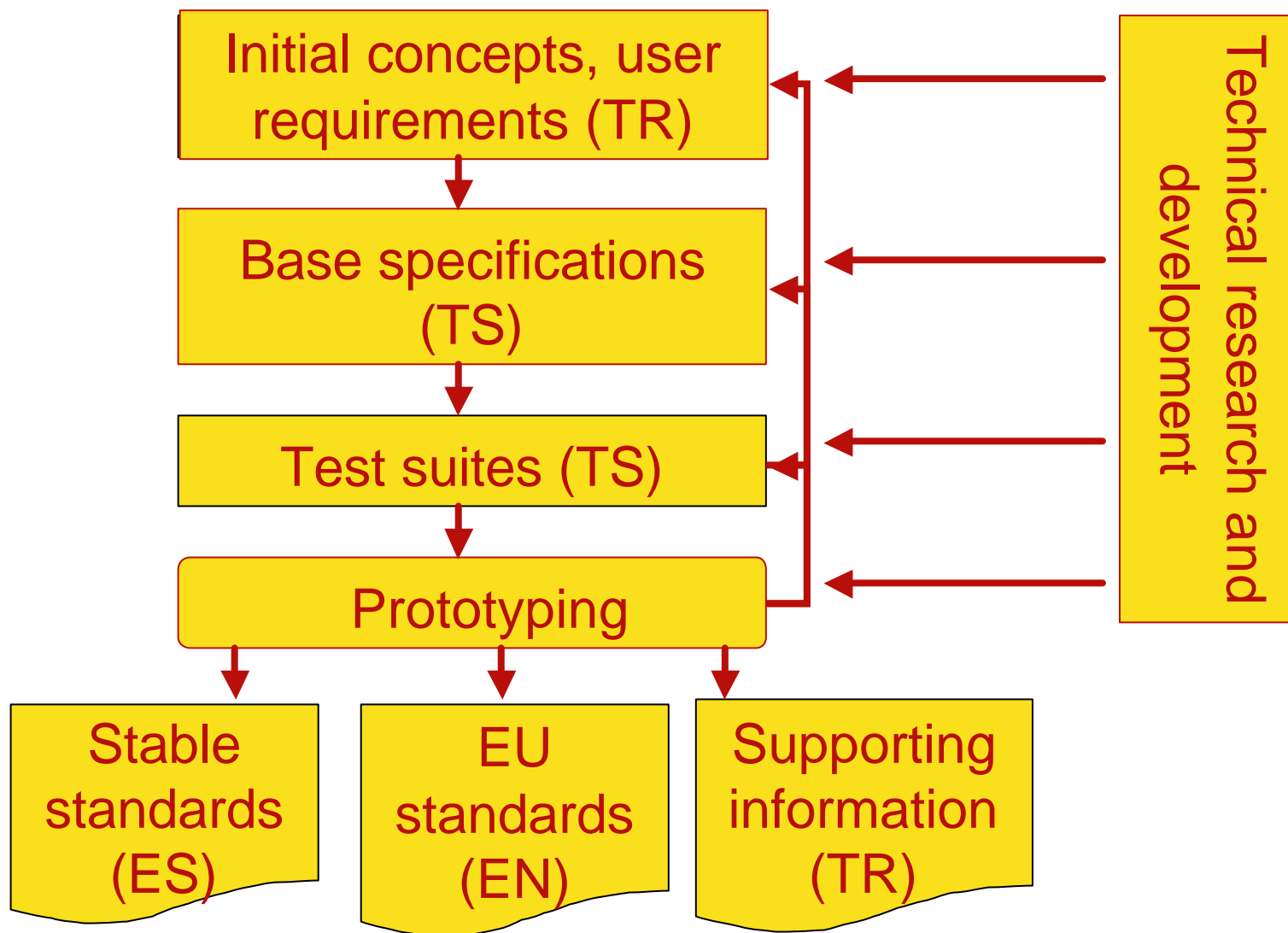


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Interoperability

- Vital for multi-sourcing and network reliability
- Interoperability needs to be considered at the earliest stage in the standardisation process
- ETSI Protocol & Testing Competence Centre (PTCC)
- ETSI Plugtests to verify prototype equipment

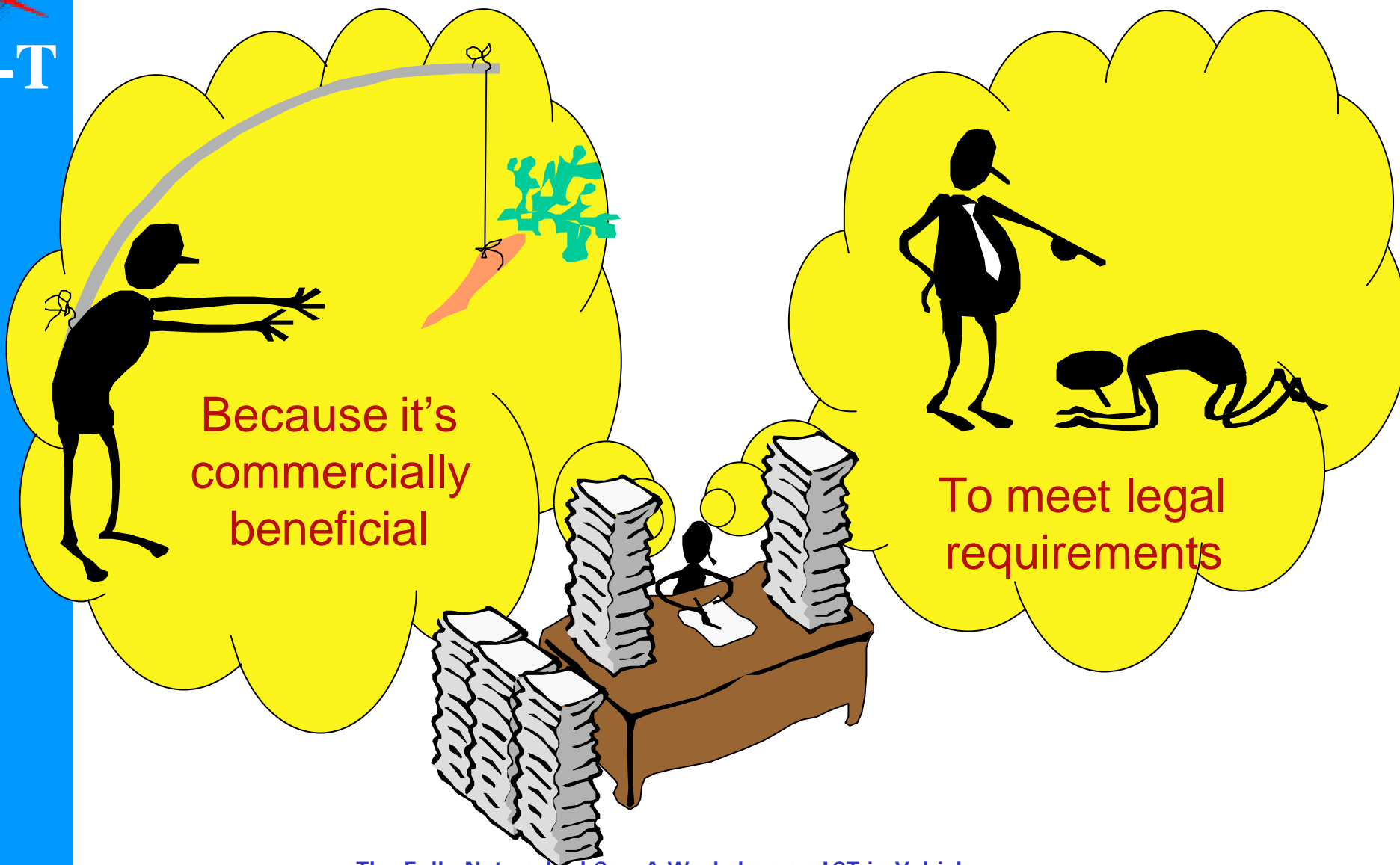
An example standardisation project..





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Why produce standards?



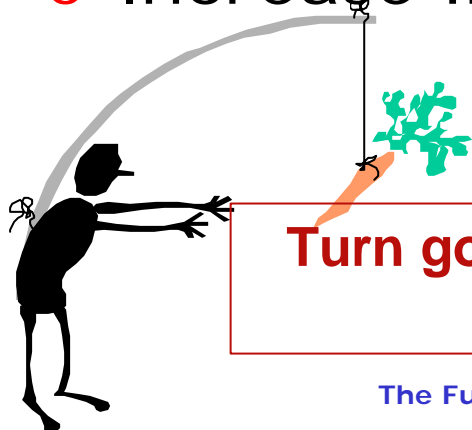
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Why produce standards?

- Open standards allow compatibility / interoperability
- Standards stimulate competition, aid market acceptance and expand markets
- Standards reduce development costs, share risks and achieve economies of scale
- Increase investor confidence



Turn good technical ideas into commercial success



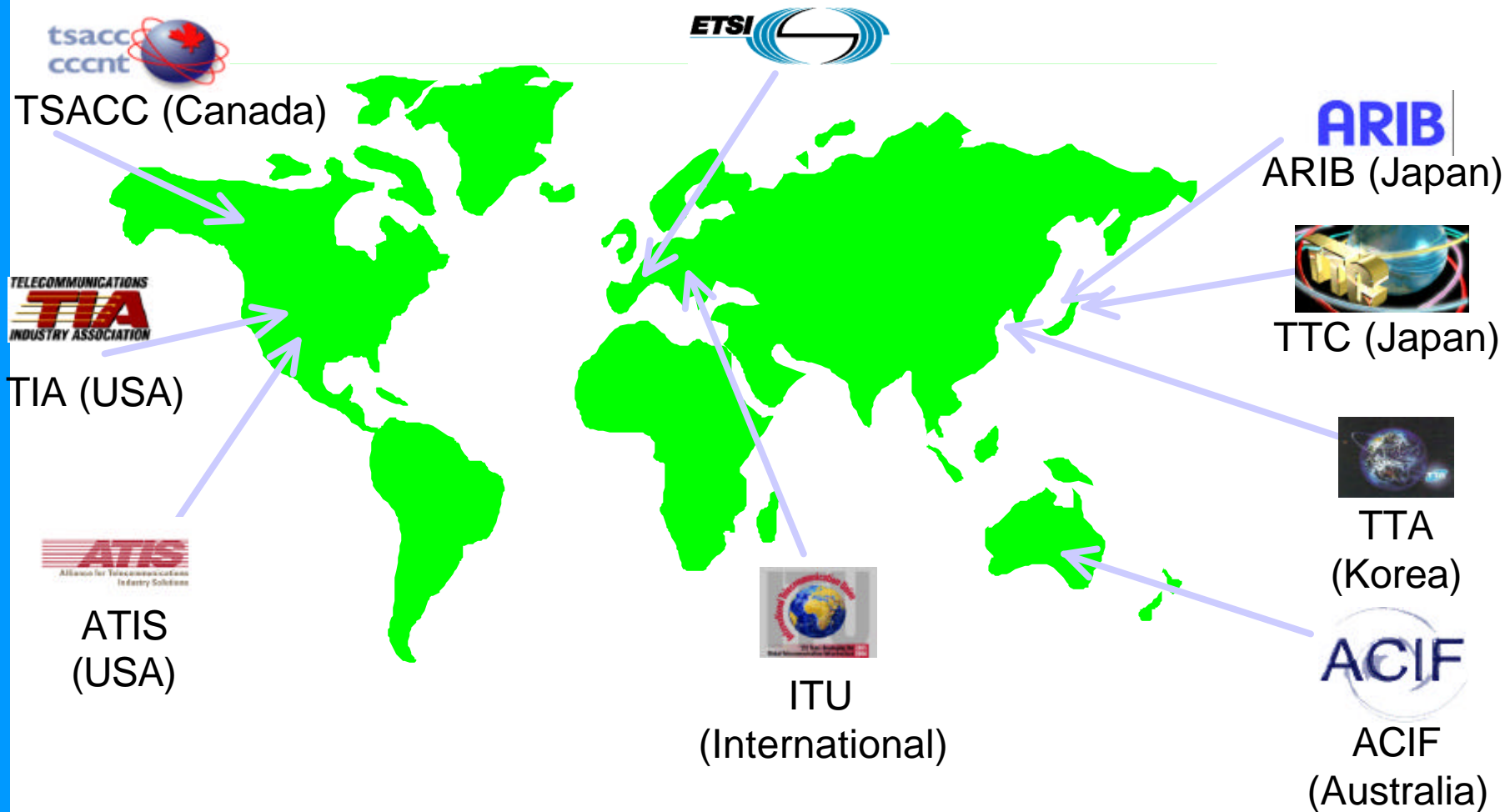
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Why produce standards?

- Harmonised Standards demonstrate conformity to EU New Approach Directives
- Standards supporting other EU legislation
 - Maritime, automotive
- Other mandated deliverables
 - Commission initiatives: eHealth, eEurope, eSafety
- Radio spectrum policy



Global Standards Collaboration (GSC)

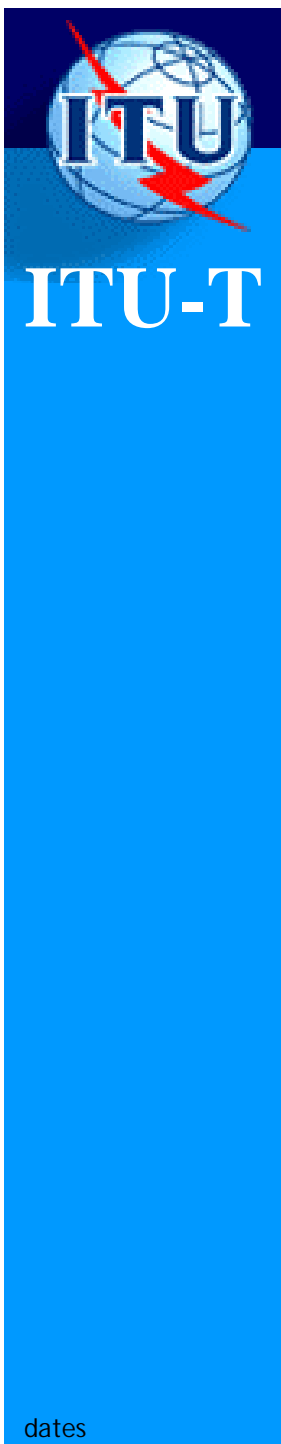


ETSI provides...



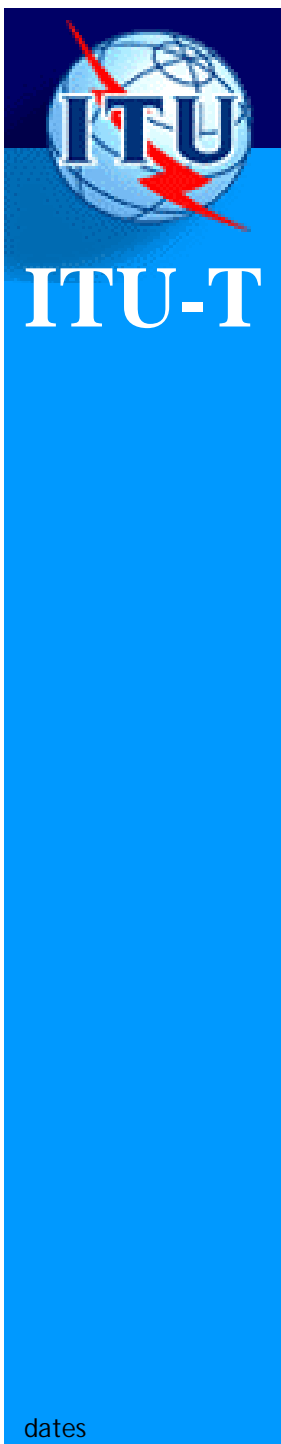
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- o Deliverables
- o Web Site
- o Rules of Procedure
- o Consensus Building Mechanisms
- o IPR policy
- o Electronic Working Tools
- o Funded Specialist Task Forces to accelerate Critical Work



Existing standardisation work in ETSI

- Automotive EMC (ERM TG04)
- Automotive Radar (ERM TG31b)
 - Anti-collision radar (24 GHz and 79 GHz)
 - Automatic Cruise Control (77 GHz)
- Intelligent Transport Systems (TG37)
 - Conformance testing for Dedicated Short Range Communications
 - Continuous communications e.g.:
 - Vehicle to Roadside (5 GHz)
 - Vehicle to vehicle (66 GHz)
 - Infra Red
- ETSI Technical Officer (Transport)



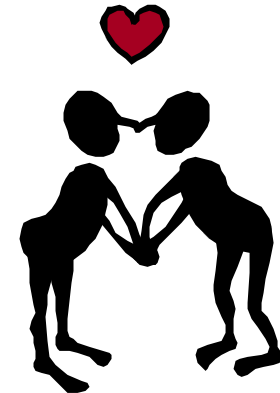
Options for starting work in ETSI

- Start work within existing technical structure
- Create new Technical Bodies
- ETSI Partnership Project (allows...)
 - Special deliverables
 - Modified rules of procedure
 - Special membership arrangements
- Forapolis
 - Individually tailored support

Meeting of minds?

Vehicles that communicate

What is the best way to work together?





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ETSI's experience has clearly proven...



**The Future is built
through Partnership**

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