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**Draft Report – Meeting of Collaboration on ITS Communication Standards**

***(6 March 2020, Geneva)***

[**http://itu.int/go/ITScomms**](http://itu.int/go/ITScomms)

**1 Introduction**

The meeting of the Collaboration on ITS Communication Standards (CITS) took place on 6 March 2020 in Geneva, Switzerland. T. Russell Shields (RoadDB) chaired the meeting supported by Stefano Polidori (ITU/TSB Advisor) and Mythili Menon (ITU/TSB Project Officer).

The meeting was organized following the ITU/UNECE Symposium on the Future Networked Car ([FNC-2020](https://www.itu.int/en/fnc/2020/Pages/default.aspx)), which was held the previous day (5 March 2020) at the ITU Headquarters. the Future Networked Car 2020 was initially scheduled to take place at the Geneva Motor Show. However, with the cancellation of the Geneva Motor Show (due to COVID-19), FNC-2020 was shifted to the ITU premises. The symposium was kindly supported by Gold sponsor DEKRA, Silver sponsor Qualcomm and Bronze sponsor RoadDB. For more information on the Symposium, please review the:

* Special edition of the [ITU News Magazine](https://www.itu.int/en/fnc/2020/Documents/2020_ITUNews01-en.pdf)
* Special issue of [The Dispatcher (04-2020](https://www.itu.int/en/fnc/2020/Documents/The%20Dispatcher_April%202020.pdf))

**2 Opening, meeting participants and adoption of the agenda**

**T. Russell Shields**, Chair of CITS, opened the meeting and welcomed the participants. He mentioned that CITS continues to facilitate the development of an internationally accepted, harmonized set of ITS communication standards of the highest quality in the most expeditious manner possible to enable the rapid deployment of fully interoperable ITS communication-related products and services in the global marketplace. He further congratulated the representatives from the various SDOs for facilitating the exchange information related to ITS communications standards in their respective organizations. This has helped furnish the ITS Communication Standards Database with relevant standards from various SDOs.

**22** participants joined the meeting (either remotely or on-site) representing various Standards Development Organizations (SDOs) and other stakeholders. 12 participants joined the meeting on-site with 10 participants connecting to the meeting remotely.

A total of 24 meeting documents were submitted. This meeting report was posted after the meeting as Doc 24. All related meeting documents were openly accessible on the CITS site [here](https://www.itu.int/en/ITU-T/extcoop/cits/Pages/meeting-documents.aspx?RootFolder=/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva&FolderCTID=0x0120008D91490DA7927C4D8A0BB5A73929B07D&View=%7b73BE16B3-22C9-43D5-A9FD-D8BC067A87FF%7d).

The draft agenda as contained in [Doc 1R1](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/01_Chair_draft_agenda.docx) was adopted.

**3 Status of ITS communications work in various SDOs**

**3.1** [**IETF-IPWAVE**](https://datatracker.ietf.org/wg/ipwave/about/)

[[Doc 11](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/11_%20IETF-IPWAVE_Progress-report.pptx)] was submitted and presented remotely by Alex Petrescu.

It highlighted the main work item on IPV6 over 802.11.OCB. Additionally, it was noted that RFC 8691 was issued in December 2019 after being under development for a year.

**3.2** [**IEEE 802.11 TGbd**](http://www.ieee802.org/11/Reports/tgbd_update.htm)

[[Doc 09](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/09_IEEE%20802.11-TGbd_Status-Report.pdf)] was submitted by IEEE 802.11 TGbd and presented remotely by Bo Sun. Since October 2019, two face-face meetings have been held to develop 802.11bd spec draft. The main TG documents under development include: Definition and requirements, Selection Procedure document, Functional Requirement document, Spec Framework document, TBbd FRD/SFD Motion Booklet and TGbd Use Case document. The relevant document is available here: <https://mentor.ieee.org/802.11/documents?is_group=00bd>

**3.3** [**5GAA**](http://5gaa.org/)

[[Doc 17](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/17_5GAA_Progress-report.pdf)] submitted and presented by Johannes Springer. It highlights the 5GAA Strategic pillars namely: Deployments, Standards, Advocacy, Innovation. It also underscores the eight priorities of 5GAA including: Trust, mobile networks, flexible service architecture, sustained technology evolution, interoperable ecosystem, vulnerable road users, digital roads, precise positioning.

The main working groups within 5GAA on this topic are:

* WG1: Use Cases and Technical Requirements
* WG2: System Architecture and Solution Development
* WG3: Evaluation, Testbeds and Pilots
* WG4: Standards and Spectrum
* WG5: Business Models and Go-To-Market Strategies
* WG7: Security and Privacy

The ongoing standards work within 5GAA is related to:

* + XWI 1 Accelerate definition of C-V2X based on 5G New Radio or future LTE enhancements (Rel16 NRV2X) (phase2)
  + XWI 2 MEC technology to support automotive services (MEC4AUTO)
  + XWI 3 Vulnerable Road Users protection using cellular communications (VRU)
  + XWI 4 Safety Treatment in Connected Automated Driving Functions (STiCAD)
  + XWI 5 Requirements and architecture for Tele-Operated Driving (ToD)
  + XWI 6 C-V2X Roadmap: Use Cases and Spectrum
  + XWI 7 V2X Network Reselection Improvements (NRI)
  + XWI 8 Global C-V2X NCAP Exploration and Coordination

**3.4** [**ETSI TC ITS**](https://www.etsi.org/committee/1402-its)

[[Doc 22](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/22_ETSI-TC-ITS_status-report.pptx)] was submitted and presented by Niels Peter Skov Andersen, Chair ETSI TC ITS. The presentation highlighted the main areas of work including:

* Maintenance of existing standards
* Further elaboration of standards
* Test specifications for the developed standards
* Test specification from European Fee Collection

The ongoing work items including but not limited to security pre-standardization study on malicious behaviour detection, security header and certificate formats, ITS performance analysis framework, communication architecture for multi-channel operation, vulnerable road-users awareness (functional architecture and requirements definition), vehicular communications (maneuver coordination service), communication congestion control, among others. Following the discussion, it was discussed to circulate ETSI magazine dedicated to Transport once it is finalized. It was agreed to input ETSI relevant standards on ITS in the global standards DB maintained by CITS. The contributor will support TSB staff to identify relevant standards from ETSI.

**3.5 [Car2Car Communication Consortium](https://www.car-2-car.org/)**

[[Doc 21](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/21_C2C-CC_status-report.pptx)] was submitted Niels Peter Skov Andersen, General Manager C2C-CC. The presentation highlighted the main objective of the consortium (as follows):

* Support the Vehicle2X deployment
* Develop guidelines for a Car2Car communication system
* Develop realistic deployment strategies
* Establish open European standards for a Car2Car communication system
* Push harmonisation of C2C Communication Standards worldwide
* Use of Free of charge European wide exclusive frequency band (5.9 GHz)
* Establish the necessary profiling of standards

The ongoing work includes multi-channel operation, decentralized congestion control, V2X simulation platform, hybrid communication system, service management and data aggregation, position and time compliance assessment, position and time improvement, among others.

**3.6** [**WWRF VIP WG The Connected Car**](http://www.wwrf.ch/vip-wg-the-connected-car.html)

[[Doc 23](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/23_WWRF-CVWG_update-report.pdf)] was submitted and presented by Seshadri Mohan, Chair WWRF VIP CV WG. It highlighted the work of the group on creating an understanding between automotive and transportation industry. The presentation also underscores its current scope which encapsulated the meeting of the requirements of the automotive and transport industries based on the next generation wireless technology along with the identification of use cases for these respective industries. Through the presentation, Mr Mohan also highlighted the main achievements of the WWRF VIP WG since the previous CITS meeting in October 2019:

* Development of a white paper on the research status of 5G and other wireless technologies in the road transport environment
* 16 December 2019, Workshop on “Impact of Emerging Standards, 5G and Beyond, and Machine Learning on Connected Vehicles,” Goa, India
* 5-6 February 2020, WWRF 5G Huddle, New Delhi, India
* White paper on “Role of AI/Machine Learning in Connected Vehicles is currently underway

Future meetings are expected to be held all round the world including Aarhus (Denmark) and Malaysia. ITU could explore hosting a WWRF meeting if that helps attendance to a co-located Symposium on FNC.

**3.7** [**UNECE TF (CS/OTA)**](https://wiki.unece.org/pages/viewpage.action?pageId=40829521)

[[Doc 15](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/15_UNECE-WP29_Progress-report.pptx)] was submitted and presented by Francois Guichard. This presentation was also delivered during FNC. It highlighted that the group’s stakeholders consisted of 60 UN members and varied stakeholders like other SDOs, manufacturers, testing centres, consumer representatives.

The main ongoing work within UNECE TF is as follows:

* Framework document for automated vehicles
* Safety vision (an automated vehicle shall not cause non-tolerable risk)
* Validation Method for Automated Driving (VMAD)
* Data Storage System for Automated Driving (DSSAD) vehicles
* Cybersecurity and (OTA) software updates

Further development shall be conducted on the development of a global framework document for automated vehicles- all aspects are to be covered in the associated methodology.

**3.8** [**IEEE VTS Standards**](https://vtsociety.org/member-resources/standards/)

[[Doc 20](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/20_IEEE-VTS-VT_ITS_Progress-Report.pptx)] was submitted by Tom Kurihara. However, it could not be presented due to audio issues on the side of the proponent. The content of the presentation was duly noted by the participants. The presentation highlighted the scope of IEEE VTS Standards:

* Automated vehicular systems and technologies
* Interoperability
* Sensing, detection, controls and decision-making (artificial intelligence, machine learning, reliability of sensing and decision-making, test and verification, including experimental and virtual techniques)
* Human-vehicular interaction
* Information exchange

It also underscores the ongoing work on:

* P1609.2REV, Standard for Wireless Access in Vehicular Environments--Security Services for Application and management messages
* P1609.20-Recommended practice for extending the functionality of IEEE Std 1609.2
* P1609.13, Wireless Access in Vehicular Environments - Reliable Data Transport Mechanisms for Multiple Receivers
* P1609.3REV, Standard for Wireless Access in Vehicular Environments (WAVE) -- Networking Services

The next meeting is expected to take place in April 2020 in Austin, Texas.

**3.9** [**SAE International**](https://www.sae.org/)

[[Doc 13](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/13_SAE-International_Progress-Report.pptx)] was submitted and presented by Bill Gouse, SAE International. The presentation highlighted the main focus areas related to SAE standards in advanced technology: Wireless charging, Driver-vehicle interface, Electronics system reliability, Driving automation system, Active safety, Functional safety, Cooperation Driving Automation, Shared mobility, Hybrid vehicle and battery, Vehicle electronics and cybersecurity, V2X Communication ITS and Mobility for elderly and persons with disabilities.

The newest project commenced on was on sensor calibration with the first the meeting being carried out in February 2020.

The main ADAS standards developed by SAE include:

* J3063 Active Safety System Terms & Definitions
* J3087 Automatic Emergency Braking (AEB) System Performance Testing
* J3088Active Safety System Sensors
* J2399 Adaptive Cruise Control (ACC) Operating Characteristics and User Interface
* J2802Blind Spot Monitoring System Operating Characteristics & User Interface
* J3116Active Safety Pedestrian Test Mannequin Recommendation
* J3157 Active Safety Bicyclist Test Targets
* J3029 Forward Collision Warning & Mitigation Vehicle Test Procedure – T&B
* J3045 Truck & Bus Lane Departure Warning Systems Test Procedure

SAE Human Factors Standards Activities and Shared mobility. Concept of micromobility was introduced.

The presentation also underscored the concept of cooperative driving automation which includes machine-to-machine (M2M) communication to enable cooperation between entities with capable communications technology and is intended to support or enable performance of the Dynamic Driving Task (DDT) for a subject vehicle with driving automation feature(s) engaged, for the purposes of facilitating the safer, more efficient movement of road users.

One of the key deliverable under-development is SAE J3216 Taxonomy and Definitions for Terms Related to Cooperative Driving Automation for On-Road Motor Vehicles in development.

**3.10** [**TTC WG on Connected Car**](https://www.ttc.or.jp/e)

[[Doc 19](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/19_TTC-WGConnectedCar_Activity-Report.docx)] was presented by Hideki Yamamoto. TTC (Telecommunication Technology Committee) is an incorporated association that contributes to standardization activities in the filed of information and communication technology (ICT) by developing and disseminating standards for information and communication networks. The working group (WG) on Connected car in TTC was established to discuss connected car issues. Accordingly, this report described the recent activities of WG Connected car.

The main work conducted was pertaining to the Technical Report on “Current standardization movement and issues before practical use for Over The Air updating in vehicle” (version 2). As the original document is in Japanese, it is now planned to translate it into English by the end of 2020.

**3.11** [**ISO/TC 204**](https://www.iso.org/committee/54706.html)

[[Doc 14](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/14_ISOTC204_Liaison-report.pptx)] was submitted and presented by Adrian Guan, ISO/TC 204 Committee Manager. The main developments include the creation of:

* Artificial Intelligence and Big Data Advisory Group
* ISO/TC 204 and ISO/TC 22 Joined Force in Leading Automated Driving Standards

The ongoing work within ISO/TC 204 includes:

* ISO/PWI TR 24321: Intelligent transport systems — Development of data standards for the parking sector
* ISO/PWI 24318: Intelligent transport systems — Mobility integration — Architecture for automation
* ISO/PWI 24317: Intelligent transport systems — Mobility integration — Mobility integration needs for vulnerable users and light modes of transport
* ISO/PWI 24315-1: General concept and architecture
* ISO/PWI 24312: Intelligent transport systems — Urban ITS — Air quality management in urban areas
* ISO/PWI 24311: ITS
* ISO/PWI 24310: Intelligent transport systems — Urban ITS — Models and definitions for new modes
* ISO/PWI 24309-1: Intelligent transport systems — Location referencing harmonization for Urban ITS — Part 1: State of the art and guidelines
* ISO/PWI TR 23797: Intelligent transport systems — Mobility integration — Gap and overlap analysis of ISO/TC 204 work programme for mobility integration
* ISO/PWI TR 4448: Intelligent transport systems — Mobility integration — Investigation of the needs for ITS standardization for kerbside management
* ISO/PWI TR 4447: Intelligent transport systems — Mobility integration — Integrated mobility concept
* ISO/PWI TR 4445: Intelligent transport systems — Mobility integration — Role model of ITS service application

**4 Status of ITS communications work in ITU**

**4.1** [**Overview of all ITS work items in ITU**](http://www.itu.int/en/ITU-T/extcoop/cits/Documents/ITS-work-items.xlsx)

A [spreadsheet](https://staging.itu.int/en/ITU-T/extcoop/cits/Documents/ITS-work-items.xlsx) (freely available online) contains information about all ITS related work items in ITU. Covering the work of ITU-T (Study Groups 12, 13, 16, 17, 20) and ITU-R (WP5A), the spreadsheet will be regularly updated based on inputs received from constituent Study Groups and other relevant groups.

**4.2** [**ITU-T SG2**](https://www.itu.int/en/ITU-T/studygroups/2017-2020/02/Pages/default.aspx)

[[Doc 16R1](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/16R1_SG2-ITU-numbering_e-Call.docx)] was presented by Phil Rushton, ITU-T SG2 Chair. It contained the content for the ITU News article published on “Why ITU-assigned numbering ranges are critical to road safety”.

Based on the feedback received from ETSI on resolving the call back failure relating to eCalls, it was suggested for SG2 to initiate contact with ETSI.

**4.3 ITU-T** [**SG12**](https://www.itu.int/en/ITU-T/studygroups/2017-2020/12/Pages/default.aspx) **(**[**Q4/12**](https://www.itu.int/itu-t/workprog/wp_search.aspx?isn_sp=3925&isn_sg=3931&isn_qu=4155&isn_status=-1,1,3,7&details=0&field=acdefghijo)**)**

[[Doc 03](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20191028-e-meeting/28_ITU-T_SG12_Q4_Updates.pptx)] was submitted on behalf of ITU-T SG12. In the absence of a representative from SG12, it was briefly presented by Stefano Polidori. The document highlighted that the ITU membership approved new Recommendation ITU-T P.1150 describing transmission characteristics for in car communication systems (ICC) and introducing related test methods.

The aim of Recommendation ITU-T P.1150 is to set a base level of function and quality, aimed at providing improved communication between all occupants in a motor vehicle. Furthermore, it will ensure the ICC operates to a quality such that motor vehicle drivers do not feel it necessary to turn their head to amplify their voice when talking to other passengers (i.e., prevent driver distraction). ICC will utilize integrated microphones and speakers in the motor vehicle cabin to amplify conversation.

To meet these requirements, this Recommendation uses the concept of audio zones within a motor vehicle cabin and defines tests to ensure good speech intelligibility and quality between these audio zones. ITU-T P.1150 covers requirements and test methods for:

* system stability;
* speech intelligibility;
* speech quality; and
* talker localization accuracy.

The use of wearable headphones (audio-phones) by driver or passengers is outside the scope of this Recommendation.

The next SG12 meeting will take place in Geneva, 15-24 April 2020. Question 4/12 on Objective methods for speech and audio evaluation in vehicles will review/progress its work programme, including any further work required for Recommendation ITU-T P.1150.

**4.4 ITU-T** [**SG16**](https://www.itu.int/en/ITU-T/studygroups/2017-2020/16/Pages/default.aspx) **(**[**Q27/16**](http://www.itu.int/ITU-T/workprog/wp_search.aspx?isn_sp=3925&isn_sg=3934&isn_qu=4207&isn_status=-1,1,3,7,2&details=0&field=acdefghijo)**)**

[[Doc 10](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/10_ITU-TSG16_Update_ITS.pptx)] was submitted and presented Hideki Yamamoto. Its highlighted the creation of the new Focus Group on AI for Autonomous and Assisted Driving (FG-AI4AD) was created in October 2019 and held one meeting in London, United Kingdom. Next meeting FG-AI4AD is expected to be collocated with AI for Good Global Summit (which has been moved to September 2020)

It was noted that FG-VM (created under SG16) already published one TR on VM use-cases.

The next meeting of joint ISO TC 22 and ITU-T SG16 (JVDS) will take on 9 March 2020: First document ISO 23139 was submitted as a second CD ballot.

An update on the existing work items was also provided: F.AUTO-TAX, HSTP-VG-Gap, F.VS-AIMC, H.VDS-UC, H.VDS-APR, H.VDS-NWR and H.VDS-PHYR.

**4.5 ITU-T** [**SG17**](https://www.itu.int/en/ITU-T/studygroups/2017-2020/17/Pages/default.aspx) **(**[**Q13/17**](https://www.itu.int/itu-t/workprog/wp_search.aspx?isn_sp=3925&isn_sg=3935&isn_qu=6705&isn_status=-1,1,3,7&details=0&field=acdefghijo)**)**

[[Doc 18](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/18_ITU-TSG17_Progress-Report-ITS.pptx)] was submitted and presented by Koji Nakao, ITU-T SG17 WP2 (Cybersecurity) Chair, The presentation highlighted the relevance of international cybersecurity in reducing threats related to cyber-attacks and protection of investment in the IT-based systems, services and infrastructure used to protect sensitive and critical information. The main topics of study within SG17 are:

* Technical solution toolkit for trust
* Identity management and tele-biometrics
* Application security solutions
* Security management

The main security issues within the ITS ecosystem include:

* Observe and Analyze “Threats” & “Vulnerabilities” including emerging IoT threats
* Detection of injected Malwares/Mal-functions in vehicle
* Conducting Threat assessment and risk management (for vehicle eco-system)
* Establishment of Remote Software/Firmware update (OTA)
* Research of Appropriate security capabilities (Data confidentiality, Privacy protection, Authentication. Access control, incl. Lightweight crypto)
* Remote Maintenance (e.g. Remote Kill Switch) including for IoT devices
* Global Incident handling and Information Sharing capabilities

The main ongoing standards work includes:

* Draft Recommendation X.1372 (X.itssec-2)
* Rec. X.1373 “Secure software update capability for ITS communications devices”   
  (Revision work is on-going)
* Draft Rec. X.itssec-3 “Security requirements for vehicle accessible external devices”
* Draft Rec. X.itssec-4 “Methodologies for intrusion detection system on in-vehicle systems”
* Draft Rec. X.itssec-5 “Security guidelines for vehicular edge computing”

Following the presentation, it was highlighted that it could be easy to obtain certificates online, when it comes to vehicular issues could be problematic. Based on the feedback received from IETF, a liaison relationship could be established for further collaboration.

**4.6 ITU-T** [**FG-VM**](https://www.itu.int/en/ITU-T/focusgroups/vm/Pages/default.aspx)

[[Doc 07R2](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/07R2_ITU-T_FGVM-progress-report-%20CITS-meeting.zip)] was submitted and presented by Yajun Kou FG-VM/WG2. It highlighted that the work carried out by WG1 culminated the preparation of the Technical Report on Vehicular Multimedia Use-cases and requirements. To advance the work on the draft Technical Report being developed under WG2, a call for proposal was issued. Currently, the work-plan for WG2 is being fleshed out with the target date being June 2020. The 8th FG-VM meeting will be held as a fully virtual meeting from 12-13 March 2020, followed by the 9th meeting FG-VM collocated with SG16 in June 2020.

**4.7** [**ITU-R**](https://www.itu.int/en/ITU-R/Pages/default.aspx)

[[Doc 08](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/08_WRC-19-Results_ITS.pptx)] was submitted and presented by Sergio Buonomo, Chief, ITU-R Study Group department. The presentation highlighted that the World Radiocommunication Conferences (WRC) took place in Sharm El-Sheikh from 28 October - 22 November 2019.

In general, ITU-R looks into interoperability of systems. This enables the functioning of ITS systems. WRC-19 considered spectrum harmonization for ITS. It developed a new WRC Recommendation encouraging the use of globally or regionally harmonized frequency bands for evolving ITS. This will contribute to safety of roads and economies of scale.

A variety of ITS applications rely on radiocommunication technologies. Work on ITS is going-on in ITU-R Study Groups (SGs) and WRC in the context of the following:

* Standardization of ITS equipment
* Spectrum allocations
* Harmonization of frequency bands

**4.8 Focus Group on AI for Autonomous and Assisted Driving (**[**FG-AI4AD**](https://www.itu.int/en/ITU-T/focusgroups/ai4ad/Pages/default.aspx)**)**

[[Doc 04](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/04_ITU-T_FG-AI4AD_Status-Report.pptx)] was submitted and presented remotely by Bryn Balcombe, FG-AI4AD Chair. It provided introductory remarks on the new Focus Group on AI for Autonomous and Assisted Driving. It was highlighted that the idea for creating this Focus Group on AI for Autonomous and Assisted Driving was brought forth during the [AI for Good Global Summit](https://aiforgood.itu.int/). The FG-AI4AD was created by Study Group 16 in October 2019. Th presentation highlighted that there are limitations in the SAE level definitions with reference to the behavioural evaluation in terms of determining whether the driver is separate from the system. It was noted that the FG-AI4AD will focus upon the behavioural evaluation of AI responsible for the dynamic driving task. Additionally, FG-AI4AD aims to create international harmonisation on the definition of a minimal performance threshold for these AI systems (such as AI as a Driver). The first FG-AI4AD meeting was held in London, United Kingdom, from 21-22 March 2020. The 2nd meeting is expected to be collocated with the AI for Good Global Summit 2020 in Geneva.

**4.9 Incoming Liaison Statements**

CITS received two liaison statements:

[[Doc 05](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/05_LS_FGVM_Draft-Technical-Reports_VM-Usecases_VM-Architecture.zip)] contains the liaison statement from FG-VM on the draft Technical Report on “Use cases and requirements for the vehicular multimedia networks” and requested for the review of the provided draft.

Action: The draft report shall be included in the ITS Communication Standards Database being maintained by CITS.

[[Doc 06](https://www.itu.int/en/ITU-T/extcoop/cits/Documents/Meeting-20200306-Geneva/06_LS_ETSI_Feedback_Draft-TS_Vulnerable-Road-Users-awareness.zip)] contains the liaison statement from ETSI requesting for the review of the draft technical specification on “Intelligent Transport System (ITS); Vulnerable Road Users (VRU) awareness; Part 2: Functional Architecture and Requirements definition- Release 2”.

Action: The draft technical specification shall be included in the ITS Communication Standards Database being maintained by CITS. Stakeholders attending CITS are invited to look at the document and provide applicable feedback to ETSI.

**5 ITS Standards Online Repository**

Based on the inputs received and presentations delivered from the various SDOs, the [ITS communication standards database](https://www.itu.int/net4/ITU-T/landscape#?topic=0.131&workgroup=1&searchValue=&page=1&sort=Revelance) will be updated

<https://www.itu.int/net4/ITU-T/landscape#?topic=0.131&workgroup=1&searchValue=&page=1&sort=Revelance>

**6 Next meeting**

Prior to the scheduling of the next CITS meeting, it will be prudent to monitor the global COVID-19 situation.

During the course of the meeting, it was proposed to explore colocation of FNC Symposia and WWRF meetings. ITU could host WWRF in its premises. This proposal is to be further discussed.

**7 Closure of the meeting**

The Chair, Russ Shields, thanked the ITU for hosting the collaboration (CITS) meeting and having supported its organization. The Chair expressed his appreciation to all participants who joined thanked them for their inputs and the fruitful discussions and expressed his appreciation to the ITU supporting staff (Mr Polidori and Ms Menon) for organizing the CITS meetings and building of the ITS communication standards database.

The meeting closed at 1700 local Geneva time.

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