

Draft **ETSI EN 302 636-2** V1.2.0 (2013-07)



**Intelligent Transport Systems (ITS);  
Vehicular Communications;  
GeoNetworking;  
Part 2: Scenarios**

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Reference

REN/ITS-0030033

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Keywords

autonomic networking, ITS, network, safety

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## Foreword

This draft European Standard (EN) has been produced by ETSI Technical Committee Intelligent Transport Systems (ITS), and is now submitted for the combined Public Enquiry and Vote phase of the ETSI standards EN Approval Procedure.

The present document is part 2 of a multi-part deliverable. Full details of the entire series can be found in part 1 [i.1].

<b>Proposed national transposition dates</b>	
Date of latest announcement of this EN (doa):	3 months after ETSI publication
Date of latest publication of new National Standard or endorsement of this EN (dop/e):	6 months after doa
Date of withdrawal of any conflicting National Standard (dow):	18 months after doa

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# 1 Scope

The present document classifies and specifies all communication scenarios that are supported by GeoNetworking.

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## 2 References

References are either specific (identified by date of publication and/or edition number or version number) or non-specific. For specific references, only the cited version applies. For non-specific references, the latest version of the reference document (including any amendments) applies.

Referenced documents which are not found to be publicly available in the expected location might be found at <http://docbox.etsi.org/Reference>.

NOTE: While any hyperlinks included in this clause were valid at the time of publication, ETSI cannot guarantee their long term validity.

### 2.1 Normative references

The following referenced documents are necessary for the application of the present document.

- [1] ETSI EN 302 665: "Intelligent Transport Systems (ITS); Communications Architecture".

### 2.2 Informative references

The following referenced documents are not necessary for the application of the present document but they assist the user with regard to a particular subject area.

- [i.1] ETSI EN 302 636-1: "Intelligent Transport Systems (ITS); Vehicular Communications; GeoNetworking; Part 1: Requirements".
- [i.2] ETSI TS 102 636-3: "Intelligent Transport Systems (ITS); Vehicular Communications; GeoNetworking; Part 3: Network Architecture".

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## 3 Definitions and abbreviations

### 3.1 Definitions

For the purposes of the present document, the terms and definitions given in [1] and [i.2] apply.

### 3.2 Abbreviations

For the purposes of the present document, the following abbreviations apply:

R2R	Roadside-to-Roadside
R2V	Roadside-to-Vehicle
V2R	Vehicle-to-Roadside
V2V	Vehicle-to-Vehicle

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## 4 Classification of communication scenarios

This clause specifies the basic communication scenarios for GeoNetworking. The communication scenarios for GeoNetworking can be classified in two ways:

- by connection multiplicity and addressing mode (address or location);
- by direct or indirect usage of the GeoNetworking protocol.

The GeoNetworking standard series is focused on, but not limited to the communication between vehicle ITS stations and vehicle ITS stations (V2V) and between vehicle ITS station and roadside ITS stations (V2R/R2V). The number of hops is not considered in the classification of the scenarios, therefore a GeoNetworking packet may travel over multiple ITS stations before reaching its communication endpoint(s). Roadside-to-Roadside (R2R) communication via GeoNetworking is possible but not explicitly specified.

GeoNetworking shall support the following communication scenarios classified by connection multiplicity and addressing mode (address or location):

- Point-to-point: communication from an ITS station to another.
- Point-to-multipoint: communication from an ITS station to multiple ITS stations.
- GeoAnycast: communication from an ITS station to an arbitrary ITS station within a geographical target area.
- GeoBroadcast: communication from an ITS station to all ITS stations within a geographical target area.

NOTE: Point-to-point and point-to-multipoint communication are legacy communication scenarios. GeoAnycast and GeoBroadcast are special scenarios in GeoNetworking.

GeoNetworking shall support the following communication scenarios classified according to the way how to access the ITS network and transport layer:

- Direct mode: applications directly access the ITS network and transport layer, e.g. safety and traffic efficiency applications.
- Indirect mode: applications indirectly access the ITS network and transport layer, i.e. applications access the ITS network and transport layer via an intermediate layer such as IPv6.

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## 5 Communication scenarios

### 5.1 General

Clauses 5.2 to 5.5 specify communication scenarios for GeoNetworking. The scenarios may be combined with each other in order to create more advanced communication scenarios. An example of such a communication scenario is illustrated in annex A.

NOTE: The example of the advanced communication scenario does not limit the implementation and is here for clarification.

## 5.2 Point-to-Point

Communication starts at a single ITS station and ends at one ITS station. This scenario is applicable to V2V, V2R and R2V communication. Figure 1 illustrates the point-to-point communication scenario for V2V.

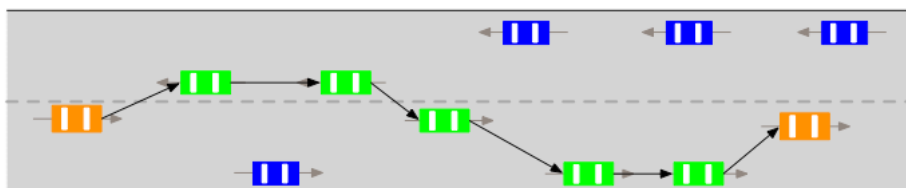


Figure 1: An example of V2V only point-to-point communication

## 5.3 Point-to-Multipoint

Communication starts at a single ITS station and ends at multiple ITS stations. This scenario is applicable to V2V, V2R and R2V communication. Figure 2 illustrates the point-to-multipoint communication scenario for V2V.

NOTE: This scenario is also applicable to combinations of V2V, V2R and R2V e.g. V2R/V and R2R/V.

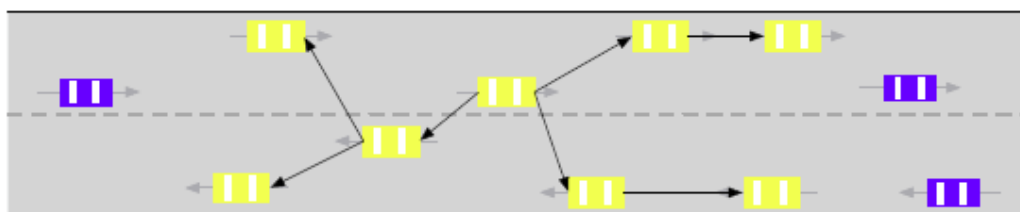


Figure 2: An example of V2V point-to-multipoint communication

## 5.4 GeoAnycast

Communication starts from a single ITS station and ends at an arbitrary vehicle ITS station within a geographical area. This scenario is applicable to V2V, V2R and R2V communication. Figure 3 illustrates the GeoAnycast communication scenario for V2V, where the source of the GeoNetworking packet is located outside of the geographical area.

NOTE: This scenario is also applicable to combinations of V2V, V2R and R2V e.g. V2R/V and R2R/V.

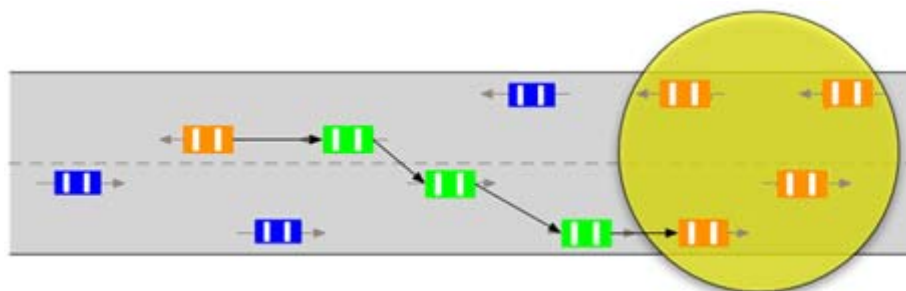


Figure 3: An example of V2V GeoAnycast communication

## 5.5 GeoBroadcast

Communication starts from a single vehicle ITS station and ends at multiple vehicle ITS stations within a geographical area. This scenario is applicable to V2V, V2R and R2V communication. Figure 4 illustrates the GeoBroadcast communication scenario for V2V, where the source of the GeoNetworking packet is located outside of the geographical area.

NOTE: This scenario is also applicable to combinations of V2V, V2R and R2V e.g. V2R/V and R2R/V.

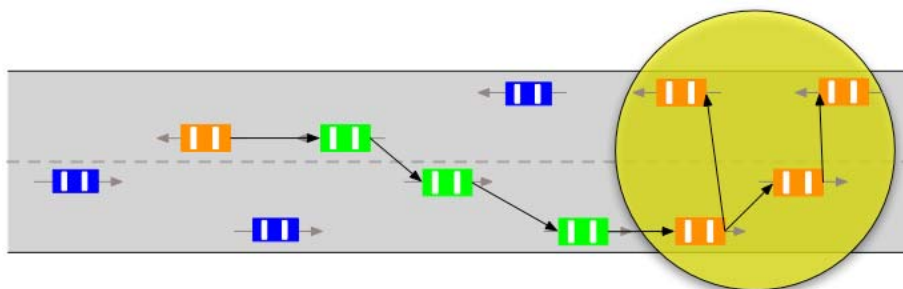
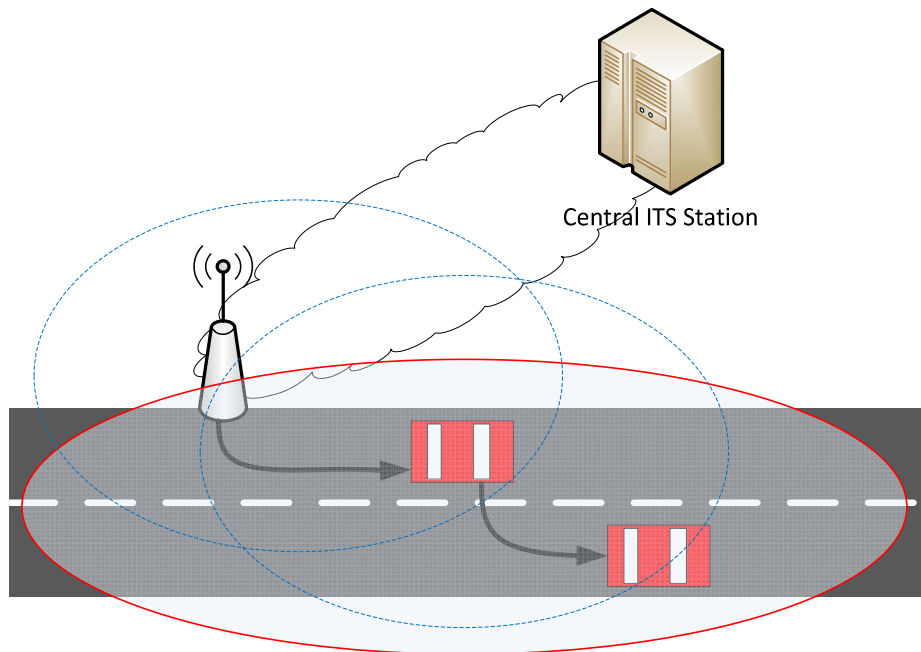


Figure 4: An example of V2V GeoBroadcast communication



## Annex A (informative): Advanced communication scenarios

More advanced communication scenarios are possible when multiple network protocols are combined by different types of ITS Stations. Figure A.1 provides an example of one such scenario.



**Figure A.1: Combination of central ITS station to roadside communication, R2V and V2V**

In Figure A.1 a central ITS-Station sends a message to vehicle ITS stations within a given geographical area. First, the central ITS Station sends a message to at least one roadside ITS station. The roadside ITS station processes the message and broadcasts a GeoNetworking packet using GeoBroadcast (R2V). Under certain conditions, a vehicle ITS station may forward this message to other vehicle ITS Station(s) (V2V).

**NOTE:** The communication between the central ITS Station to roadside ITS station is beyond the scope of the GeoNetworking standard series, i.e. EN 302 636-1 [i.1] and TS 102 636-3 [i.2].

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## History

<b>Document history</b>		
V1.1.1	March 2010	Publication as TS 102 636-2
V1.2.0	July 2013	EN Approval Procedure AP 20131031: 2013-07-03 to 2013-10-31