C-V2X Use Cases and Service Level Requirements
Volume I

5GAA Automotive Association
Technical Report

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VERSION:	Version 3
DATE OF PUBLICATION:	30 January, 2023
DOCUMENT TYPE:	Technical Report
EXTERNAL PUBLICATION:	Yes
DATE OF APPROVAL BY 5GAA BOARD:	8 August, 2022

Contents

Foreword

This Technical Report has been produced by 5GAA.

The contents of the present document are subject to continuing work within the Working Groups (WG) and may change following formal WG approval. Should the WG modify the contents of the present document, it will be re-released by the WG with an identifying change of the consistent numbering that all WG meeting documents and files should follow (according to 5GAA Rules of Procedure):

x-nnzzzz

(1) This numbering system has six logical elements:

(a) x: a single letter corresponding to the working group:

where x =

T (Use Cases and Technical Requirements)

A (System Architecture and Solution Development)

P (Evaluation, Testbed and Pilots)

S (Standards and Spectrum)

B (Business Models and Go-To-Market Strategies)

(b) nn: two digits to indicate the year. i.e. 16,17,18, etc.

(c) zzzz: unique number of the document

(2) No provision is made for the use of revision numbers. Documents which are a revision of a previous version should indicate the document number of that previous version

(3) The file name of documents shall be the document number. For example, document S-160357 will be contained in file S-160357.doc

1 Scope

The present report represents the latest version of the first set of Use Case descriptions (Volume 1 – previously named WAVE1) developed in context of the 5GAA WG1 work item "Use Case and KPI requirements"[3]. The report introduces and explains the WG1 approach to describe Use Cases and their Service Level Requirements (SLRs). It includes a framework for the Use Case descriptions and a framework for Use Case Service Level Requirements collection. The two frameworks are applied to the Use Cases provided in the 5GAA Board Internal Guidance Document [1].

The results and conclusions of this report serve as input for the work of other WGs in 5GAA, as well as sources for input and feedback to standardisation activities, e.g. in 3GPP.

2 References

The following documents contain provisions which, through reference in this text, constitute provisions of the present document.

- References are either specific (identified by date of publication, edition number, version number, etc.) or non-specific
- For a specific reference, subsequent revisions do not apply
- For a non-specific reference, the latest version applies

[1] 5GAA T-170024, "5GAA Board Internal Guidance Document: Vision and Principles," Barcelona, February 2017

[2] 5GAA T-170044, "Work Item Description: Use Case and KPI requirements," Barcelona, Spain, February 2017

[3] 5GAA T-180065, "Work Item Description: Use Case and Service Level Requirements", Munich, Germany, February 2018

[4] 5GAA T-170060, Use Cases: Automotive view of requirements

[5] 5GAA T-170077, Definitions for C-V2X Use Case framework

[6] 5GAA T-170090, Use Case Descriptions

[7] 5GAA T-170100, Use Case Framework, May 2017.

[8] 5GAA T-170105, Daimler, Ford, "Proposal for a Common Template for Defining Use Cases in WG1," June 2017

[9] 5GAA T-170108, Denso, Huawei, Nokia, Intel, "On Road Environment, Use Cases and scenarios: a hierarchical approach," June 2017

[10] 5GAA T-170109, Denso, Huawei, Nokia, Intel, "New template for Use Cases definitions," June 2017

[11] ETSI TR 102 638, Intelligent Transport Systems (ITS); Vehicular Communications; Basic Set of Applications; Definitions, June 2009

[12] 5GAA T-180029, "Use Case and KPI requirements: Prioritization and Timeline; Interims Status – V1.3", January 2018

[13] 5GAA T-180101, "Extended template for Use Cases definitions", Intel, Denso, Ford, May 10, 2018

[14] 5GAA T-180004, "Service Level Requirements (SLRs) Table", 2018

[15] 5GAA T-180233, "Use Case description: Cross-Traffic Left-Turn Assist", November 2018

[16] 5GAA T-180229, "Use Case description: Intersection Movement Assist", November 2018

[17] 5GAA T-180234, "Use Case description: Emergency Brake Warning", November 2018

[18] 5GAA T-180241, "Use Case description: Traffic Jam Warning and Route Information", November 2018

[19] 5GAA T-180153, "Use Case description: Software Update", July 2018

[20] 5GAA T-180214, "Use Case description: Vehicle Health Monitoring", November 2018

[21] 5GAA T-180170, "Use Case description: Real-Time Situational Awareness & High Definition Map: Hazardous Location Warning", July 2018

[22] 5GAA T-180255, "Use Case description: Speed Harmonisation", December 2018

[23] 5GAA T-180216, "Use Case description: High Definition Sensor Sharing", November 2018

[24] 5GAA T-180235, "Use Case description: See Through for Passing ", October 2018

[25] 5GAA T-180256, "Use Case description: Cooperative Lane Change (CLC) of Automated Vehicles: Lane Change Warning", November 2018

[26] 5GAA T-190161, "Use Case description: Vulnerable Road User (VRU)", September 2019

[27] 5GAA TR T-190007, "Use Case and KPI requirements: Prioritization and Timeline V2.0", January 2019

3 Definitions and Abbreviations

3.1 Definitions

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

Road Environments: Road Environments are the typical places where vehicle traffic and C-V2X Use Cases occur, such as intersections, urban and rural streets, high-speed roads (autobahn), parking lots, etc.

Use Cases: Use Cases are the high-level procedures of executing an application in a particular situation with a specific purpose.

User Stories: User Stories are specific variations of one Use Case.

Service Level Requirement (SLR): SLRs describe solution-agnostic requirements of a Use Case.

3.2 Abbreviations

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

SLR Service Level Requirement

4 Introduction

The present document contains the Use Case descriptions, the Use Case Service Level Requirements (SLRs), and corresponding frameworks developed in the context of the 5GAA WG1 Work Item T-180065 "Use Cases and KPI Requirements" [3] (revision/extension of [2]). WG1 took guidance from the board and described and analysed the Use Cases listed in the 5GAA Board Internal Guidance Vision and Principles document (T-170024) [1]. Note, previously, this set of Use Cases was also referred as WAVE1 Use Cases.

During this work, WG1 developed several documents containing existing and new technical definitions, scenario descriptions, and a common template for Use Case description.

- T-170060: Use Cases: Automotive view of requirements [4]
- T-170077: Definitions for C-V2X Use Case framework [5]
- T-170090: Use Case Descriptions [6]
- T-170105: Proposal for a common template for defining Use Cases [8]
- T-170108: On Road Environment, Use Cases and scenarios: a hierarchical approach [9]
- T-170109: New template for Use Case definitions [10]
- T-180101: Extended template for Use Cases definitions [13]

Previous versions of the present report were published as 5GAA T-180029 [12] and 5GAA TR T-190007 [27].

The original Use Case descriptions were developed in separate documents as listed below. The present document presents consolidated SLRs refining the previously derived SLRs. Note that this means that some of the values in the original descriptions referred to below are outdated.

- 5GAA T-180233: Cross-Traffic Left-Turn Assist [15]
- 5GAA T-180229: Intersection Movement Assist [16]
- 5GAA T-180234: Emergency Brake Warning [17]
- 5GAA T-180241: Traffic Jam Warning [18]
- 5GAA T-180153: Software Update [19]
- 5GAA T-180214: Remote Vehicle Health Monitoring [20]
- 5GAA T-180170: Real-Time Situational Awareness & High Definition Maps: Hazardous Location Warning [21]
- 5GAA T-180255: Speed Harmonisation [22]
- 5GAA T-180216: High Definition Sensor Sharing [23]
- 5GAA T-180235: See-Through [24]
- 5GAA T-180256: Cooperative Lane Change (CLC) of Automated Vehicles: Lane Change Warning [25]
- 5GAA T-180171: Vulnerable Road User [26]

The remainder of this document is structured as follows. Section 5 introduces and describes the framework for C-V2X Use Case descriptions including Service Level Requirements (SLRs). Section 6 contains the Use Case descriptions. Section 7 concludes the document.

5 C-V2X Use Cases Description Framework

5.1 Inter-relation between Road Environment, Use Cases, User Stories

The diverse Use Case requirements collected under 5GAA's WG1 and corresponding discussions and understandings they generated demand a similarly diverse response in terms of communication. Moreover, some concerns were raised regarding a common understanding of the differences between environments, Use Cases and User Stories (sometimes also referred to as Use Case scenarios). To tackle this problem several 'inter-relations' were introduced in [9].

In this section we present the relations between Road Environments, Use Cases and User Stories. First, we define those terms and then we show how they are connected.

1. **Road Environments**: Road Environments are the typical places where vehicle traffic and C-V2X Use Cases occur, such as intersections, urban and rural streets, high-speed roads (autobahn), parking lots, etc. Each Use Case should be mapped to at least one Road Environment, while the latter can be associated with one or more Use Cases. In combination, multiple Use Cases form the communication performance requirements in an environment.
   It should be noted that the preparation of an exhaustive list of Road Environments is not in the scope of the current WI in WG1.
2. **Use Cases**: Use Cases are the high-level procedures for executing an application in a particular situation with a specific purpose [1]. A Use Case may entail a number of specific User Stories, where different requirements may apply. 5GAA WG1 is currently studying 12 Use Cases initially recommended by the 5GAA board, from which six have being prioritised for the development of the framework for requirement analysis.
   Note that one main goal of this hierarchical classification scheme is to describe Use Cases as "atomic" units in order to reduce complexity. The rationale behind this approach is to define simple Use Cases rather than one combined complex Use Case.
3. **User Stories**: Given a high-level Use Case description as described above, different specific User Stories can be derived for different situations that may apply in different and yet specific requirements. For example, one Use Case may have a variation for driver assistance and another variant for fully automated driving.

Based on those definitions a three-level hierarchy can be defined, where in the highest level we have the Road Environment, in the middle level the Use Cases and in the lowest level the use User Stories.

The hierarchy and the relations between the different levels is exemplified in Figure 1:

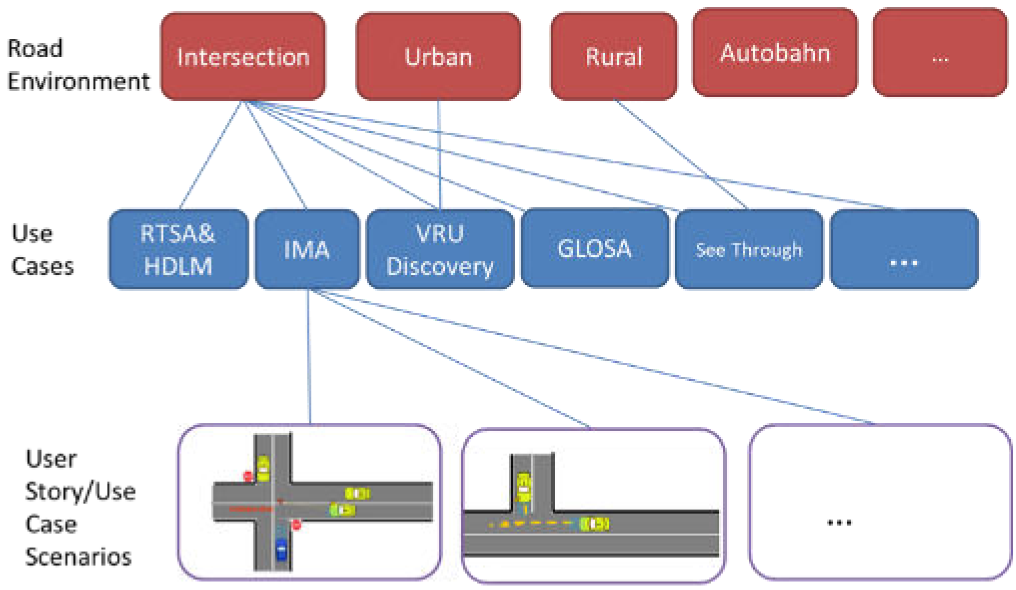


Figure 1 Hierarchies

We can observe that:

- Every Use Case is connected to at least one Road Environment and at least one Use Case scenario;
- Every Road Environment may serve a framework to many Use Cases;
- User Stories are specific variations of one Use Case;

5.2 Template for Use Case Descriptions

It was agreed in WG1 that the Use Cases should be described in more detail following a template applicable to a wide range of Use Cases. An initial template for defining the Use Cases was proposed in [8].

Based on the initial template proposed in [8], an extended version was developed by WG1 [10] that allows a more detailed description of C-V2X Use Cases to support the derivation of the communications requirements. This template was further extended for the inclusion of multiple User Stories and corresponding SLRs in [13].

The objective of the template is to remain as abstract as possible relative to the specific implementation and architecture of the overlaying cellular system, but define specific roles for the different actors, the applicable Road Environment and the specific Use Case scenario/User Story.

The template is presented in Table 1 with the corresponding explanation of the different fields. The use classification scheme is described in detail in Section 5.3. Table 2 contains the template for the User Stories, and Table 3 contains the template for corresponding Service Level Requirements. These SLRs are described in Section 5.4.

Use Case Name	Name and abbreviation of the Use Case if existing.
User Story	Many User Stories can be defined for a single Use Case. Additionally, different User Stories could lead to the same requirements and the same system solution. It is not necessary and likely not practical to define all the User Stories initially and it is expected that more User Stories can be added later.
Category	Safety | Vehicle Operations Management | Convenience | Autonomous Driving | Platooning | Traffic Efficiency and Environmental Friendliness | Society and Community
Road Environment	Intersection | Urban | Rural | Highway | Other
Short Description	Short description of the Use Case.

Actors	Drivers, vehicles, traffic lights, VRUs, remote operators, application servers, …. including defining who the sending and receiving actor is (human, vehicle, or AV – automated vehicle, e.g. SAE automation levels 1-5 that are considered for the specific Use Case and that may affect the performance requirements).
Vehicle Roles	Host Vehicle (HV) | Remote Vehicle (RV) | Other Vehicles Roles
Roadside Infrastructure Roles	Role of the road and traffic infrastructure (e.g. traffic signs, lights, ramps, etc.). Does not refer to the network infrastructure.
Other Actors' Roles	The role of other actors that are involved in this Use Case (e.g. VRU).
Goal	Goal of the Use Case.
Needs	The needs to be fulfilled in order to enable the Use Case.
Constraints/ Presumptions	Basic requirements that all actors need to adhere to.
Geographic Scope	Geographic areas where the Use Case is applicable.
Illustrations	Pictorial information exemplifying the Use Case and showing the role of the different actors.
Pre-Conditions	Necessary capability of the different actors to ensure the realisation of the Use Case.
Main Event Flow	Flow of events from the moment the Use Cases is triggered to the moment the Use Case closes. Includes the trigger point to enter and to exit the Use Case (i.e. who and what).
Alternative Event Flow [2]	Alternative flow of events in case a different possibility exists. Alternative event flows in this document are not intended as replacements for the main event flow. They are intended to represent different possible flows.
Post-Conditions	Description of the output of flow clarifies which data is provided to the HV. • Note 1: This data will trigger implementation-specific actions in the HV • Note 2: This shall also be contained in the field information requirements
Service Level Requirements	Requirements to provide the service and taken from the list defined in Section 6.
Information Requirements	High level description of information exchanged among involved actors (e.g. sensor data, kinematic data,…)

Table 1: Template for Use Case Descriptions

User Story	Detailed description and specifics
User Story #1	
User Story #2	
.....	

Table 2: Template User Stories

[2] Alternative event flows in this document are not intended as replacements for the main event flow; they are intended to represent different possible flows.

User Story #1 Title of User Story (Optional)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**		
Information Requested/Generated	**Quality of information/ Information needs**		
Service Level Latency	**[ms]**		
Service Level Reliability	%		
Velocity	**[m/s]**		
Vehicle Density	**[vehicle/km^2]**		
Positioning Accuracy	**[m]**		
Interoperability / Regulatory / Standardisation Required	**[yes/no]**		
User Story #2 Title of User Story (Optional)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**		
Information requested/generated	**Quality of information/ Information needs**		
Service Level Latency	**[ms]**		
Service Level Reliability	%		
Velocity	**[m/s]**		

Vehicle Density	**[vehicle/km^2]**		
Positioning Accuracy	**[m]**		
Interoperability / Regulatory / Standardisation Required	**[yes/no]**		

Table 3: Template Service Level Requirements

5.3 Use Case Classification Scheme

This section introduces the categorisation/grouping view for the Use Cases, as introduced in **Error! Reference source not found.**. As mentioned in **Error! Reference source not found.**, one goal is to more easily identify which stakeholder would benefit and have an incentive to drive the realisation of the Use Case (UC) and, optionally, participate in the financing of the UC. Additionally, the grouping of the UCs is supposed to simplify communication with other working groups, and aid their tasks, e.g. what to prioritise.

The Use Case grouping does not attempt to mirror or cover all Use Case categorisations carried out by numerous constellations in recent decades and different in every region. Instead, as a leading global organisation with worldwide representation, 5GAA should aim to set a common language in this area which is also suitable for OEMs and their needs.

This approach also accommodates a number of new Use Cases emerging over recent years, so it is a good opportunity for a fresh (re)start for this new era.

Another reason for making a fresh start and not simply copying current groupings is that most existing work, for example, uses descriptions from CVRIA (US DOT Connected Vehicle Reference Implementation Architecture) which are based on older technology, tend to be strongly associated with a specific region, and to some extent, comprise outdated Use Cases.

The following new groups were agreed in 5GAA WG1:

1. Safety
2. Vehicle Operations Management
3. Convenience
4. Autonomous Driving
5. Platooning
6. Traffic Efficiency and Environmental Friendliness
7. Society and Community

5.3.1 Safety

This group includes Use Cases that provide enhanced safety for vehicles and drivers. Examples of Use Cases include emergency braking, intersection management, assisted collision warning, and lane change.

These Use Cases would typically apply equally to autonomous vehicles or to provide assistance to drivers, with some notable exceptions such as ‘see-through’ camera assistance for human drivers.

It is expected that many of these Use Cases would need to be refined into a standard, regulated mode to ensure consistent operation and functioning between different OEMs. Potentially legislation can be avoided if agreements to support a sufficient number of Use Cases can be agreed upon.

5.3.2 Vehicle Operations Management

This group includes Use Cases that provide operational and management value to the vehicle manufacturer. Use Cases in this group would include sensor monitoring, ECU software updates, remote support, etc.

From a business and monetisation modelling point of view, these are Use Cases that could be provided by vehicle manufacturers (OEMs) to improve the efficiency of vehicle maintenance, and vehicle monitoring. Some Use Cases, such as remote support, could possibly be sold to vehicle owners/drivers and transport/delivery companies.

These Use Cases are not likely to require standardisation, as each OEM could be developing them in their own proprietary mode. (Potentially, a group of OEMs could agree on a proprietary standard and implementation to save development cost for certain UCs.)

5.3.3 Convenience

This group includes Use Cases that provide value and convenience to the driver. Examples for this group can include infotainment, assisted and cooperative navigation, and autonomous smart parking. These are Use Cases that may not be mandated from a safety programme point of view, but which provide significant value to the driver or passengers in the vehicles.

From a business-modelling point of view, these are Use Cases that could be purchased by vehicle drivers or passengers.

5.3.4 Autonomous Driving

This Use Case group address Use Cases that are relevant for Autonomous/self driving vehicles (level 4 and 5), examples in this group are Control if autonomous driving is allowed or not, Tele-operation (potentially with Augmented Reality support), handling of dynamic maps (update/download), some of the Safety UCs that require cooperative interaction between vehicles to be efficient and safe.

These Use Cases are from a business modelling point of view of value to OEMs that can sell the features to vehicle owners/drivers, transport/delivery companies.

5.3.5 Platooning

This Use Case group address Use Cases that are relevant for platooning, examples in this group are platoon management, e.g. collect and establish a platoon, determine position in platoon, dissolve a platoon, manage distance within platoon, leave a platoon, control of platoon in steady state, request passing through a platoon.

These Use Cases are of interest to transport companies and potentially by road operators/road traffic authorities since road infrastructure could be used more efficiently. Potentially also for society as it could provide environmental benefits such as reduced emissions.

These Use Cases are from a business modelling point of view of value to OEMs that can sell the features to vehicle owners/drivers, transport/delivery companies

5.3.6 Traffic Efficiency and Environmental Friendliness

This group includes Use Cases that provide enhanced value to infrastructure or city providers, where the vehicles will be operating. Examples of this Use Case group include green light optimal speed advisory (GLOSA), traffic jam information, routing advice, e.g. smart routing.

From a business-modelling point of view, these Use Cases are of value to OEMs and service providers who can sell the features to vehicle owners/drivers and transport/delivery companies, and could potentially receive public subsidises, as there are environmental benefits involved.

5.3.7 Society and Community

This group includes Use Cases that are of value and interest to society and the public in general, e.g. public services such as road authorities, the police force, fire brigade and other emergency or government services. Examples in this group are emergency vehicle approaching, traffic light priority, patient monitoring, and crash reporting.

From a business-modelling point of view, these are of value to OEMs that can sell the features to the public/private sector.

5.4 C-V2X Use Case Requirements

5.4.1 Introduction

To be able to efficiently and systematically support a framework for characterising C-V2X Use Cases, 5GAA needs to ensure that all parties and working groups have a common set of definitions for dimensions used to describe the C-V2X Use Cases.

In line with the work split between WGs in 5GAA, this framework defines Service Level Requirements that describe Use Case requirements in a technology and implementation that takes place in an agnostic way. Note that this is an evolution of WG1's previous framework for Use Case requirements classification.

5.4.2 Service Level Requirements Definitions

This section contains the definitions of Service Level Requirements based on [13] and [14]. The SLRs are used to describe solution-agnostic requirements of the Use Case. In some instances, additional information has been provided to complement the definition.

- Range
  - Definition: Expected distance from HV to scenario application zone
  - Comments: N/a
  - Test: The Use Case test should include the distance equal to the range between the HV and the scenario application zone.
- Information requested/generated
  - Definition: Quality of information/information needs of the end-user (e.g. a driver, a passenger, robot in the car or remote driver, application programme running in an ECU, etc.). In this description, the end result of the information delivery is important while the actual transfer is not a concern.
  - Comments: Examples:
    - Infotainment: Passengers are viewing a video stream with a certain resolution and a certain frame update rate.
    - Software update: Vehicle needs to receive a software package of a given size within perhaps a deadline.
    - Safety: Vehicle needs information on the precise location of other vehicles currently in its vicinity and in the near future.
    - Quality of Information (QoI) in different contexts has the following attributes:
      - Timeliness
      - Appropriateness
      - Reliability
      - Accuracy
      - Completeness
      - Conciseness
      - Security
  - Test: The Use Case test should include, for example:
    - Size of the software update
    - Video signal quality
    - Enough information to determine the future dynamics of the vehicle
- Service Level Latency
  - Definition: Measurements of time from the occurrence of the event in a scenario application zone to the beginning of the resulting actuation. Depending on implementation, this includes one or more of the following:
    - Processing of the event into information by the information generator
    - Communication of the information to end-user
    - Processing of the information by the end-user
    - Time to actuation driven by the information processing results
  - Comments: It can be assumed that measurement of time starts when the information is generated. This requirement can be context-driven, e.g. for 'see-through' we can request that video be available no more than "T" after the need is expressed.
  - Test: The Use Case test should measure the time interval from the instant the information is requested/generated until the information is available at the destination.
- Service Level Reliability

  - Definition: Based on an agreed QoS framework, the guaranteed and expected performance to start/initialise, perform and finalise (end-to-end) applications within Use Cases. Different agreed and provided QoS levels will result in different performances within the applications. Known or expected changes in Service Level Reliability before starting an application or during operation should be announced in a timely fashion (close to the relevant applications and entities involved).
  - Comments: N/a
  - Test: Tbd
- Velocity
  - Definition: Describes the maximum absolute speed of a vehicle at which a defined QoS can be achieved (in km/h). It describes the extent of the mobility and the average speed of the vehicle involved in the Use Case. Note that there may be a need to capture the peak expected speed. This definition may also be required to be split in order to describe the type of mobility from the speed. For instance, 'nomadic' is a type of mobility.
  - Comments: N/a
  - Test: The Use Case should be tested with vehicle speeds specified in this requirement.
- Vehicle Density
  - Definition: Expected number of vehicles per given area (per km2) during the execution of the Use Case. Note that indicates that multiple vehicles within the same area run the same (and potentially additional) Use Case(s) in parallel.
  - Comments: N/a
  - Test: The Use Case should be tested with the vehicle density specified in this requirement. Note that this does not necessarily mean large number of vehicles; however, the impact of the vehicle density needs to be tested.
- Positioning
  - Definition: Positioning/position/location accuracy at the time when position information is delivered to the end-user (HV), between the actual position and the position information.
    - Location type: Absolute/geographical or relative or N/A
    - KPI: Accuracy level
  - Comments: How to measure accuracy and how to measure the error? Options are:
    - When the information is generated at the source
    - Or when the information is delivered to the HV (end-user)
  - Test: The Use Case is tested with at least the accuracy of positioning according to this requirement.
- Interoperability/Regulatory/Standardisation Required
  - Definition: Yes/No, to indicate the need for inter-OEM interoperability, e.g. in cooperative safety Use Cases
  - Comments: N/a
  - Test: The Use Case shall be tested between different OEMs and/or different device manufacturers

5.4.3 Automotive View of C-V2X Use Case Requirements

The automotive view of C-V2X Use Cases requirements was initially collected in "T-170060: Use Cases: Automotive view of requirements" [4]. The information in the document is intended as guidance for 5GAA WGs' work, e.g. for network architecture tasks. The document provides additional requirements on the different Use Case groups and individual Use Cases.

6 C-V2X Use Case Descriptions

This section contains description of the Use Cases developed by 5GAA WG1. According to the Use Case grouping introduced in [7], the Use Cases are classified into four groups: Safety, Convenience, Advanced Driving Assistance, and VRU. As shown in Figure 1, each Use Case can be composed of multiple User Stories, wherein User Stories can differ in terms of road configuration, actors involved, service flows, etc.

This section includes ten Use Case descriptions developed and agreed within WG1. In addition to the interim report [12], four additional Use Case descriptions were added. Furthermore, all Use Cases were complemented with one or more User Stories, as well as corresponding Service Level Requirements.

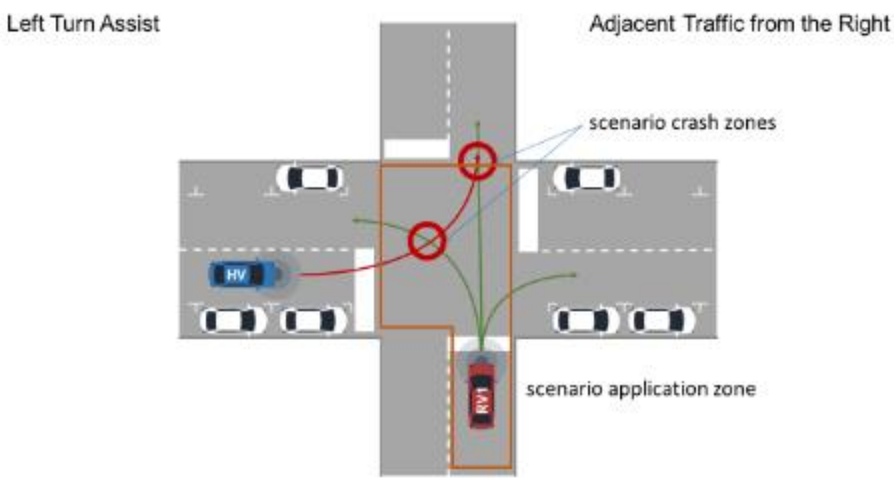
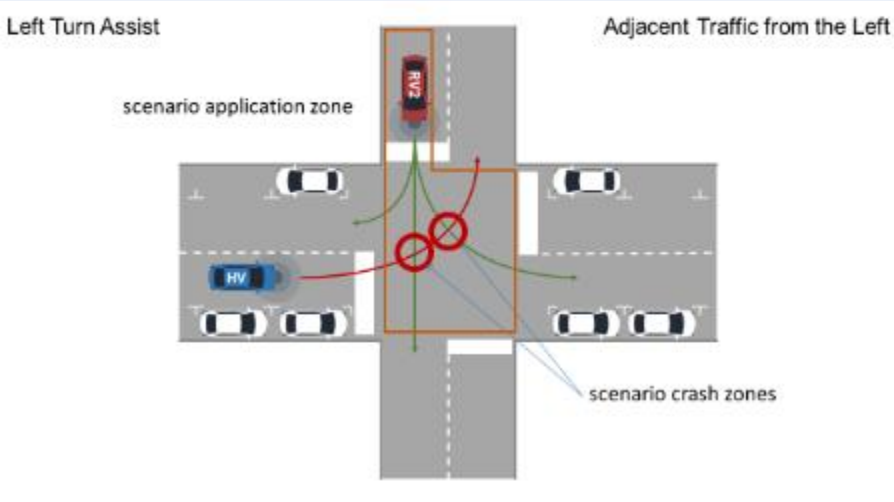
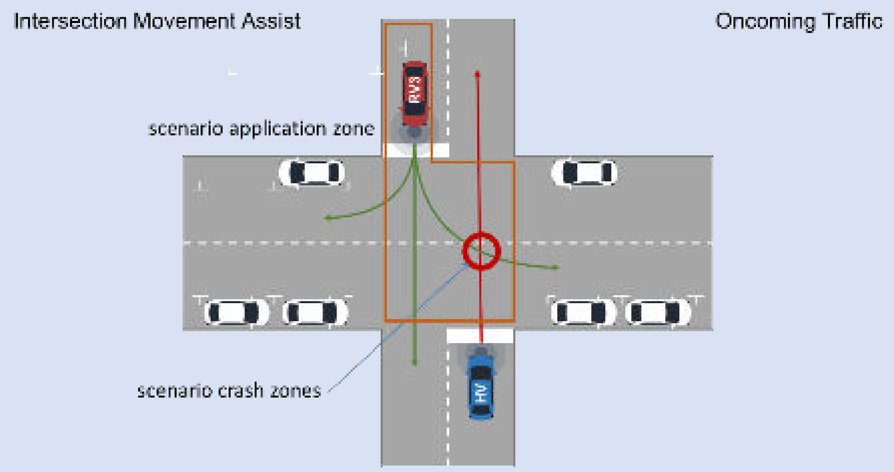
The UC descriptions are written from the vehicle perspective and strive to be solution-agnostic and applicable to both driven and autonomous vehicles. The realisation of UCs does not preclude applications performing various tasks supporting the UCs, such as collecting information, analysing, etc. Furthermore, radio symbols in figures indicate a connected vehicle.

Note that it is also assumed that messages are exchanged in a secure way between authenticated parties.

6.1 Safety

6.1.1 Cross-Traffic Left-Turn Assist

Use Case Name	Cross-Traffic Left-Turn Assist.
User Story	Assist HV attempting to turn left across traffic approaching from the opposite, left, or right direction.
Category	Safety.
Road Environment	Intersections, mostly for rural and outer city intersections, big metropolitan intersections to a lesser extent.
Short Description	Alerts HV attempting to turn left across traffic of an RV approaching from the opposite direction in the lanes that HV needs to cross.
Actors	• Host vehicle (HV). • Remote vehicle 1 (RV1). • Remote vehicle 2 (RV2). • Remote vehicle 3 (RV3).
Vehicle Roles	• HV represents the vehicle stopped at intersection. • RV1 represents cross-traffic vehicle approaching from the right. • RV2 represents cross-traffic vehicle approaching from the left. • RV3 represents oncoming-traffic vehicle.
Roadside Infrastructure Roles	• Roads are defined by their lane designations and geometry. • Intersections are defined by their crossing designations and geometry. • Traffic lights and stop signs control right of way traffic flow through an intersection (if available). • Local traffic laws and rules control right of way through three-way stops, four-way stops and unsigned intersections.
Other Actors' Roles	Not applicable.
Goal	• Avoid a lateral collision between HV and RV1. • Avoid a lateral collision between HV and RV2. • Avoid an oncoming collision between HV and RV3.
Needs	• HV needs to know if there is a risk of collision with RV1 approaching from the right. • HV needs to know if there is a risk of collision with RV2 approaching from the left. • HV needs to know if there is a risk of collision with an oncoming RV3.
Constraints/ Presumptions	• RV1's intended direction through the intersection is known or can be guessed based on past values. • RV2's intended direction through the intersection is known or can be guessed based on past values. • RV3's intended direction through the intersection is known or can be guessed based on past values.

Geographic Scope	Global.
Illustrations	  
Pre-Conditions	• HV is stopped at or moving towards an intersection. • HV signals its intention to turn left. • The “Adjacent Traffic from the Right” scenario application zone is determined from: o HV’s location o lane designations and geometry o intersection geometry o posted speed limits o Road conditions (if available)

	• The "Adjacent Traffic from the Left" scenario application zone is determined from:
	  o HV's location
	  o lane designations and geometry
	  o intersection geometry
	  o posted speed limits
	  o Road conditions (if available)
	• The "Oncoming Traffic" scenario application zone is determined from:
	  o HV's location
	  o lane designations and geometry
	  o intersection geometry
	  o posted speed limits
	  o Road conditions (if available)

Main Event Flow	• RV1 is in the "Adjacent Traffic from the Right" scenario application zone.
	• If RV1 has the right of way:
	  o RV1's trajectory through the intersection is estimated using:
	    ▪ RV1's location and dynamics
	    ▪ RV1's turn signal state
	    ▪ Lane designations and geometry
	    ▪ Intersection geometry
	  o HV's trajectory through the intersection is estimated using;
	    ▪ HV's location
	    ▪ HV's estimated acceleration
	    ▪ Lane designations and geometry
	    ▪ Intersection geometry
	  o If there is a risk of collision based on the estimated trajectories of HV and RV1 then:
	    ▪ HV is warned of a risk of collision with RV1 approaching from the right
	• Otherwise if HV has the right of way:
	  o RV1's stopping distance is estimated using:
	    ▪ RV1's location and dynamics
	    ▪ Lane designations and geometry
	    ▪ Intersection geometry
	    ▪ Road conditions (if available)
	  o If there is a risk that RV1 cannot stop before the intersection:
	    ▪ HV is warned of a risk of collision with RV1 approaching from the right

Alternative Event Flow [2]	• RV2 is in the "Adjacent Traffic from the Left" scenario application zone.
	• If RV2 has the right of way:
	  o RV2's trajectory through the intersection is estimated using:
	    ▪ RV2's location and dynamics
	    ▪ RV2's turn signal state
	    ▪ Lane designations and geometry
	    ▪ Intersection geometry
	  o HV's trajectory through the intersection is estimated using:
	    ▪ HV's location
	    ▪ HV's estimated acceleration
	    ▪ Lane designations and geometry
	    ▪ Intersection geometry
	  o If there is a risk of collision based on the estimated trajectories of HV and RV2 then:
	    ▪ HV is warned of a risk of collision with RV2 approaching from the left
	• Otherwise if HV has the right of way:
	  o RV2's stopping distance is estimated using:
	    ▪ RV2's location and dynamics

[2] Alternative Event Flows in this document are not intended as replacements for the Main Event Flow. They are intended to represent different possible flows.

	▪ Lane designations and geometry ▪ Intersection geometry ▪ Road conditions (if available) o If there is a risk that RV2 cannot stop before the intersection: ▪ HV is warned of a risk of collision with RV2 approaching from the left
Post-Conditions	• RV3 is in the "Oncoming Traffic" scenario application zone. • If RV3 has the right of way: o RV3's trajectory through the intersection is estimated using: ▪ RV3's location and dynamics ▪ RV3's turn signal state ▪ Lane designations and geometry ▪ Intersection geometry o HV's trajectory through the intersection is estimated using: ▪ HV's location ▪ HV's estimated acceleration ▪ Lane designations and geometry ▪ Intersection geometry o If there is a risk of collision based on the estimated trajectories of HV and RV3 then: ▪ HV is warned of a risk of collision with oncoming RV3 • Otherwise if HV has the right of way: o RV3's trajectory and stopping distance is estimated using; ▪ RV3's location and dynamics ▪ RV3's turn signal state ▪ Lane designations and geometry ▪ Intersection geometry ▪ Road conditions (if available) o If there is a risk that RV3 cannot stop before the intersection: ▪ HV is warned of a risk of collision with oncoming RV3
Service Level Requirements	• Positioning accuracy. • Information age. • Communications range.
Information Requirements	• HV's location. • HV's turn signal state. • HV's estimated acceleration from stopped. • RV1's location and dynamics. • RV1's turn signal state. • RV2's location and dynamics. • RV2's turn signal state. • RV3's location and dynamics. • RV3's turn signal state. • Lane designations and geometry. • Intersection geometry. • Traffic stop signs. • Traffic light signal phase and timing. • Traffic rules and laws for three-way stops, four-way stops and unsigned intersections. • Current road conditions (if available).

User Story	Detailed description and specifics
User Story #1	Automated vehicles exchange normal CAM messages. No information about future trajectories is exchanged. Instead, a risk for collision is calculated based on the data collected in the past and present and a warning is displayed to the driver, consecutively.
User Story #2	In this User Story, higher automation levels are considered. Autonomous cars exchange planned, future trajectories with each other. Based on those, more accurate estimation regarding possible collisions are possible.

Table to specify the corresponding Service Level Requirements:

User Story #1 (all scenarios, no matter which direction traffic is coming from)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300	Maximum communication range assumed, this allows for ~5 s to react (at the max. speed mentioned within the velocity section).
Information Requested/Generated	**Quality of information/ Information needs**	300 B per message	LTA in User Story one is based on normal CAM exchange.
Service Level Latency	**[ms]**	100	Normal CAM message latency.
Service Level Reliability	%	90	For single CAM messages without retransmission, this reliability is enough to ensure the ETSI requirement of <5 % probability of two consecutive CAM message transmission failing.
Velocity	**[m/s]**	28	Most critical situations are to be expected at rural intersections. Here, the RV could be driving at up to 100 km/h, and the HV that wants to turn is slowing down, possibly also from 100 km/h. Therefore, maximum speeds of 100 km/h seem to be a reasonable value.
Vehicle Density	**[vehicle/km^2]**	1500	This Use Case is expected to mostly happen in less densely populated areas, since visibility at intersections is mostly good, speeds are limited around 50 km/h, and traffic lights can be expected at most intersections. The most probable scenario for the Use Case is envisioned in rural intersections that are hard to

			see and where higher speeds of the participating cars are expected.
Positioning Accuracy	**[m]**	1.5 (3 σ)	In order to perform lane-accurate positioning, a provisions of around 1 m should be made.
Interoperability / Regulatory/ Standardisation Required	**[yes/no]**	Yes/Yes/Yes	Interoperability between different OEMs is needed to the extent that every OEM should be able to receive signals broadcast by another OEM. Further interoperability is not needed. Every vehicle should make its presence known periodically (as a broadcast). Standardisation is required in the sense that the format for trajectories should be common to all so that they can be fully understood.

User Story #2 (all scenarios, no matter which direction traffic is coming from)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300	Maximum communication range assumed, this allows for ~5 s to react (at the max. speed mentioned within the velocity section).
Information Requested/Generated	**Quality of information/ Information needs**	1000 B per message	Intended trajectories have to be sent by the RVs, since they determine whether or not a collision is imminent or not. In order to do so, some more payload than with normal CAMs should be used.
Service Level Latency	**[ms]**	10	LTA is a rather critical Use Case. Depending on the implementation, warning messages might be issued only shortly before actual turning is taking place. Therefore, this sort of a latency seems reasonable.
Service Level Reliability	%	99.9	A SLR this high should be enough to allow perceived zero-error appearance of the cross-traffic left-turn assist. False positives are more problematic than false negatives.
Velocity	**[m/s]**	28	Most critical situations are to be expected at rural intersections. Here, the RV could be driving with up to 100 km/h, and the HV that wants to turn is slowing down, possibly also from 100 km/h. Therefore, maximum speeds of 100 km/h seem to be a reasonable value.
Vehicle Density	**[vehicle/km^2]**	1500	This Use Case is expected to mostly happen in less densely populated areas, since visibility at

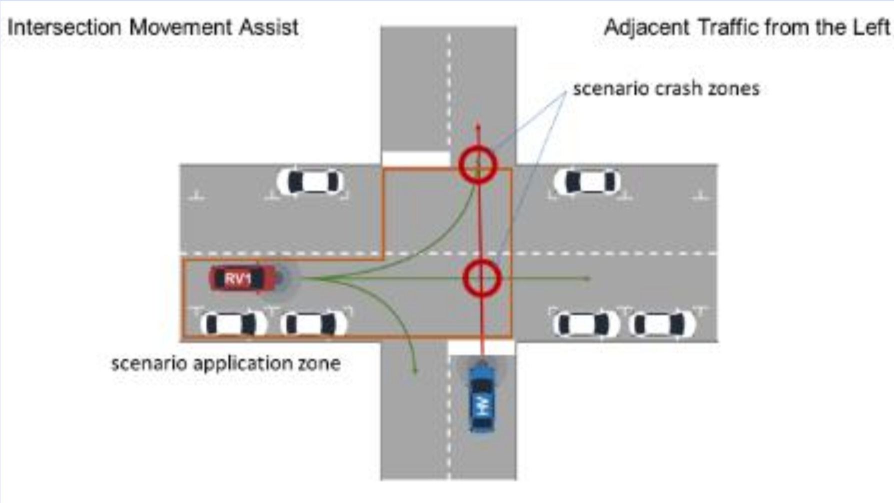
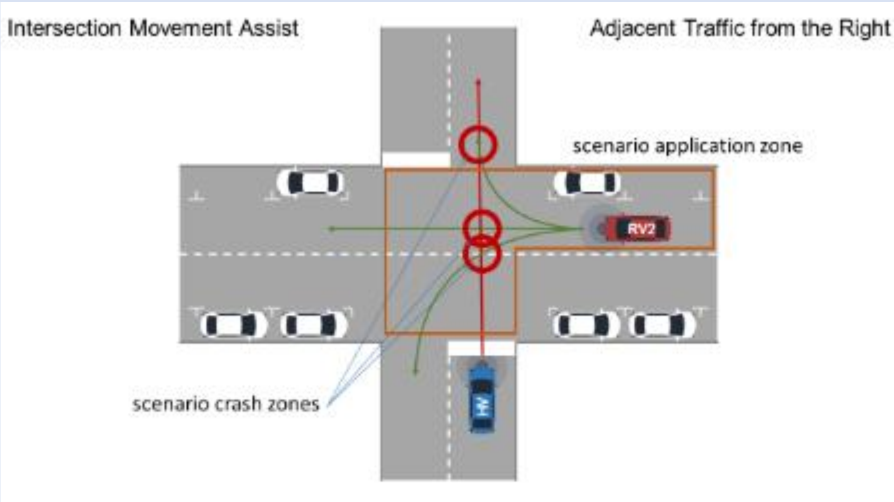
			intersections is mostly good, speeds are limited around 50 km/h, and traffic lights can be expected at most intersections. The most probable scenario for the Use Case is envisioned in rural intersections that are hard to see and where higher speeds of the participating cars are expected.
Positioning Accuracy	**[m]**	1.5 (3 σ)	In order to perform lane-accurate positioning, a positioning accuracy of around 1 m should be provided.
Interoperability Regulatory/ Standardisation Required	**[yes/no]**	Yes/Yes/Yes	Interoperability between different OEMs is needed. Every vehicle should make its presence known periodically (as a broadcast). Standardisation is required in the sense that the format for trajectories should be common to all so that they can be fully understood.

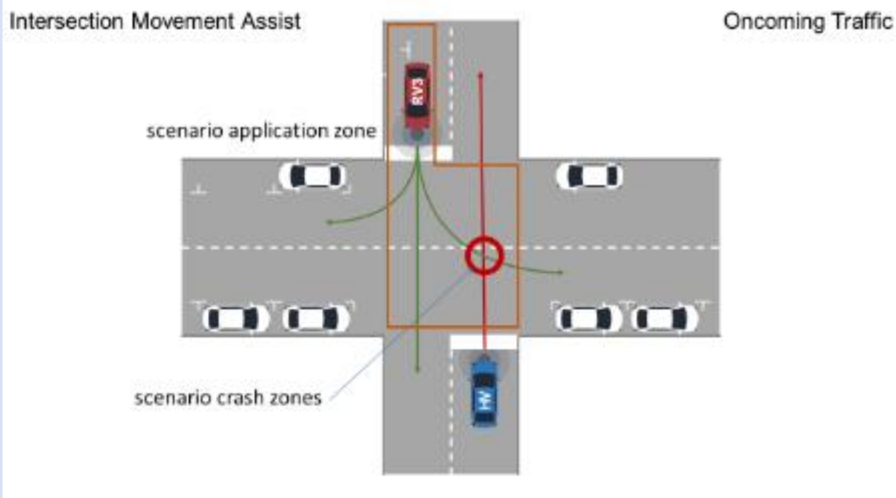
6.1.2 Intersection Movement Assist

Use Case Name	Intersection Movement Assist.
User Story	Stationary HV proceeds straight from stop at an intersection. HV is alerted if it is unsafe to proceed through the intersection.
Category	Safety.
Road Environment	Intersections.

Short Description	• Alerts HV that is stopped and intending to proceed straight through the intersection of:
	  ○ Approaching cross-traffic from the left
	  ○ Approaching cross-traffic from the right
	  ○ Oncoming traffic intending to turn left

Actors	• Host vehicle (HV). • Remote vehicle 1 (RV1). • Remote vehicle 2 (RV2). • Remote vehicle 3 (RV3).
Vehicle Roles	• HV represents the vehicle stopped at intersection. • RV1 represents cross-traffic vehicle approaching from the left. • RV2 represents cross-traffic vehicle approaching from the right. • RV3 represents oncoming-traffic vehicle.
Road & Roadside Infrastructure Roles	• Roads are defined by their lane designations and geometry. • Intersections are defined by their crossing designations and geometry. • Traffic lights and stop signs control right of way traffic flow through an intersection (if available). • Local Traffic laws and rules control right of way through three-way stops, four-way stops and unsigned intersections.
Other Actors' Roles	Not applicable.

Goal	• Avoid a lateral collision between HV and RV1. • Avoid a lateral collision between HV and RV2. • Avoid an oncoming collision between HV and RV3.
Needs	• HV needs to know if there is a risk of collision with RV1 approaching from the left. • HV needs to know if there is a risk of collision with RV2 approaching from the right. • HV needs to know if there is a risk of collision with an oncoming RV3.
Constraints/ Presumptions	• The acceleration of HV from stopped must be assumed. • RV1's intended direction through the intersection is known. • RV2's intended direction through the intersection is known. • RV3's intended direction through the intersection is known.
Geographic Scope	• Global
Illustrations	 

Pre-Conditions	• HV is stopped at an intersection.
	• The "Adjacent Traffic from the Left" scenario application zone is determined from:
	    o HV's location
	    o lane designations and geometry
	    o intersection geometry
	    o posted speed limits
	    o Road conditions (if available)
	• The "Adjacent Traffic from the Right" scenario application zone is determined from:
	    o HV's location
	    o lane designations and geometry
	    o intersection geometry
	    o posted speed limits
	    o Road conditions (if available)
	• The "Oncoming Traffic" scenario application zone is determined from:
	    o HV's location
	    o lane designations and geometry
	    o intersection geometry
	    o posted speed limits
	    o Road conditions (if available)

Main Event Flow	• RV1 is in the "Adjacent Traffic from the Left" scenario application zone.
	• If RV1 has the right of way:
	    o RV1's trajectory through the intersection is estimated using:
	        ▪ RV1's location and dynamics
	        ▪ RV1's turn signal state
	        ▪ Lane designations and geometry
	        ▪ Intersection geometry
	    o HV's trajectory through the intersection is estimated using:
	        ▪ HV's location
	        ▪ HV's estimated acceleration
	        ▪ Lane designations and geometry
	        ▪ Intersection geometry
	    o If there is a risk of collision based on the estimated trajectories of HV and RV1 then:
	        ▪ HV is warned of a risk of collision with RV1 approaching from the left
	• Otherwise if HV has the right of way:
	    o RV1's stopping distance is estimated using:
	        ▪ RV1's location and dynamics
	        ▪ Lane designations and geometry
	        ▪ Intersection geometry
	        ▪ Road conditions (if available)

	o If there is a risk that RV1 cannot stop before the intersection: ▪ HV is warned of a risk of collision with RV1 approaching from the left
Alternative Event Flow	• RV2 is in the "Adjacent Traffic from the Right" scenario application zone. • If RV2 has the right of way: o RV2's trajectory through the intersection is estimated using: ▪ RV2's location and dynamics ▪ RV2's turn signal state ▪ Lane designations and geometry ▪ Intersection geometry o HV's trajectory through the intersection is estimated using: ▪ HV's location ▪ HV's estimated acceleration ▪ Lane designations and geometry ▪ Intersection geometry o If there is a risk of collision based on the estimated trajectories of HV and RV2 then: ▪ HV is warned of a risk of collision with RV2 approaching from the right • Otherwise if HV has the right of way: o RV2's stopping distance is estimated using: ▪ RV2's location and dynamics ▪ Lane designations and geometry ▪ Intersection geometry ▪ Road conditions (if available) o If there is a risk that RV2 cannot stop before the intersection: ▪ HV is warned of a risk of collision with RV2 approaching from the right
Alternative Event Flow	• RV3 is in the "Oncoming Traffic" scenario application zone. • If RV3 has the right of way: o RV3's trajectory through the intersection is estimated using: ▪ RV3's location and dynamics ▪ RV3's turn signal state ▪ Lane designations and geometry ▪ Intersection geometry o HV's trajectory through the intersection is estimated using: ▪ HV's location ▪ HV's estimated acceleration ▪ Lane designations and geometry ▪ Intersection geometry o If there is a risk of collision based on the estimated trajectories of HV and RV3 then: ▪ HV is warned of a risk of collision with oncoming RV3 • Otherwise if HV has the right of way: o RV3's trajectory and stopping distance is estimated using: ▪ RV3's location and dynamics ▪ RV3's turn signal state ▪ Lane designations and geometry ▪ Intersection geometry ▪ Road conditions (if available) o If there is a risk that RV3 cannot stop before the intersection: ▪ HV is warned of a risk of collision with oncoming RV3
Post-Conditions	• HV is aware of a risk of collision with RV1 approaching from the left. • HV is aware of a risk of collision with RV2 approaching from the right. • HV is aware of a risk of collision with oncoming RV3.
Service-Level KPIs	• Location accuracy. • Information age. • Communication range.

Information Requirements	• HV's location. • HV's turn signal state. • HV's estimated acceleration from stopped. • RV1's location and dynamics. • RV1's turn signal state. • RV2's location and dynamics. • RV2's turn signal state. • RV3's location and dynamics. • RV3's turn signal state. • Lane designations and geometry. • Intersection geometry. • Traffic stop signs. • Traffic light signal phase and timing. • Traffic rules and laws for three-way stops, four-way stops and unsigned intersections. • Current road conditions (if available).

User Story	Detailed description and specifics
User Story #1	Two vehicles are approaching an intersection (as described in main event flow). The vehicles determine the risk for a collision based on the vehicles' estimated trajectories.

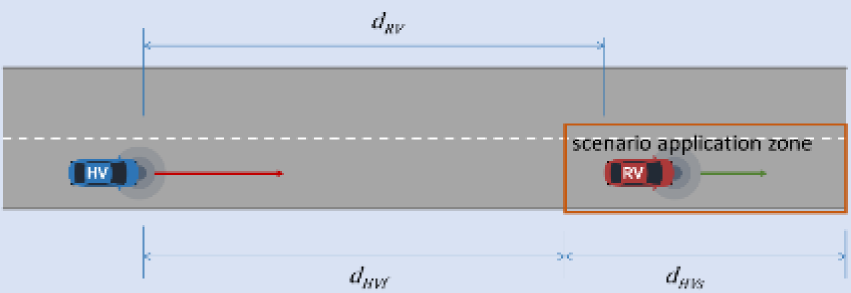
User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	100	Braking distance from 100 km/h, e.g. at an intersection on a rural road.
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Calculate trajectories based on exchanged data in BSM or CAM. Changes in kinematics of involved vehicles might require this information to be updated (or shared periodically) within the boundaries given by the Service Level Latency.
Service Level Latency	**[ms]**	100	Not highly time critical, but should stay below 100 ms to be effective/comparable to other ADAS.
Service Level Reliability	%	99.99	Needs to reliably allow for trajectory calculation to avoid collisions.
Velocity	**[m/s]**	28	Assuming speeds up to 100 km/h.
Vehicle Density	**[vehicle/km^2]**	10,000	Maximum assumed density in urban situation.
Positioning Accuracy	**[m]**	1.5 (3 σ)	Required for accurate trajectory calculation and collision risk estimation in relation to vehicle size.

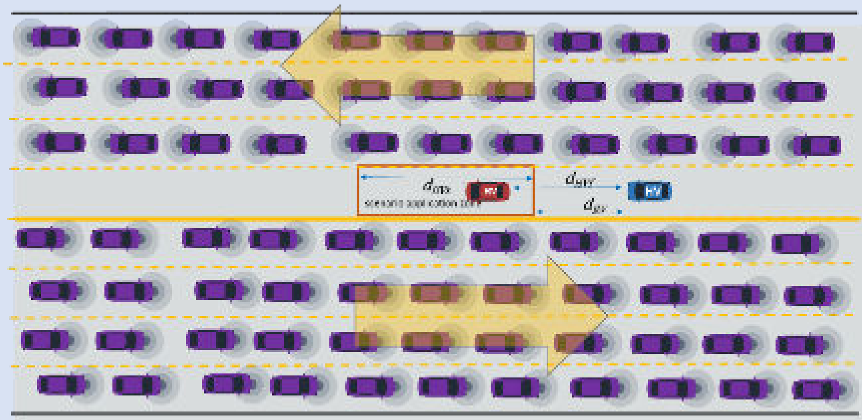
Interoperability /Regulatory/Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

6.1.3 Emergency Brake Warning

Use Case Name	Emergency Brake Warning.
User Story	Alert HV that a lead RV is undergoing an emergency braking event.
Category	Safety.
Road Environment	Urban | Rural | Highway
Short Description	• Alert HV if a lead vehicle is braking.
Actors	• Host vehicle (HV). • Remote vehicle (RV).
Vehicle Roles	• HV represents the vehicle approaching the lead vehicle from behind. • RV1 represents the lead vehicle that has applied its brakes.
Road and Roadside Infrastructure Roles	Not applicable.
Other Actors' Roles	Not applicable.
Goal	• Avoid a rear end collision between HV and RV.
Needs	• HV needs to know if there is an emergency braking event in RV.

Constraints/ Presumptions	• Assumptions will be required for the following information:
	  ○ HV's safe following distance
	  ○ HV's safe stopping distance
	  ○ RV's safe stopping distance is same as HV's

Geographic Scope	Global.
Illustrations	Emergency Brake Warning – No Congestion  Illustration of high congestion

	  Emergecny Brake Warning - Congestion  • d_{RV} = distance between HV and RV • d_{HVf} = safe following distance of HV • d_{HVs} = safe stopping distance of HV

Pre-Conditions	• HV is following RV.
	• The “Emergency Brake Warning” scenario application zone is determined from:
	  ○ HV’s location and dynamics
	  ○ HV’s safe following distance
	  ○ HV’s safe stopping distance
	  ○ Lane designations and geometry
	  ○ Current road conditions (if available)

Main Event Flow	• RV applies the brakes. • If RV is in “Emergency Brake Warning” scenario application zone. a. HV is alerted of the braking event in a leading RV
Post-Conditions	• HV is aware of a braking event in a leading RV.
Service Level Requirements	• Positioning. • Latency. • Range. • Vehicle density.
Information Requirements	• HV’s location and dynamics. • HV’s safe following distance. • HV’s safe stopping distance. • RV’s location and dynamics. • Lane designations and geometry. • Current road conditions (if available).

User Story	Detailed description and specifics
User Story #1	HV is moving at very high speed which is different from the RV in a highly congested traffic scenario illustrated above. HV is driven by human driver. RV applies the brakes in order to make an emergency stop. HV is at distance D behind the RV and the HV driver does not see RV applying brakes or is distracted. Wet road conditions assumed.
User Story #2	HV is at least Level 2. HV is moving at very high speed which different from the RV in a highly congested traffic scenario illustrated above. HV is driven by human driver or robot. RV applies brakes in order to make an emergency stop. Wet road conditions assumed.

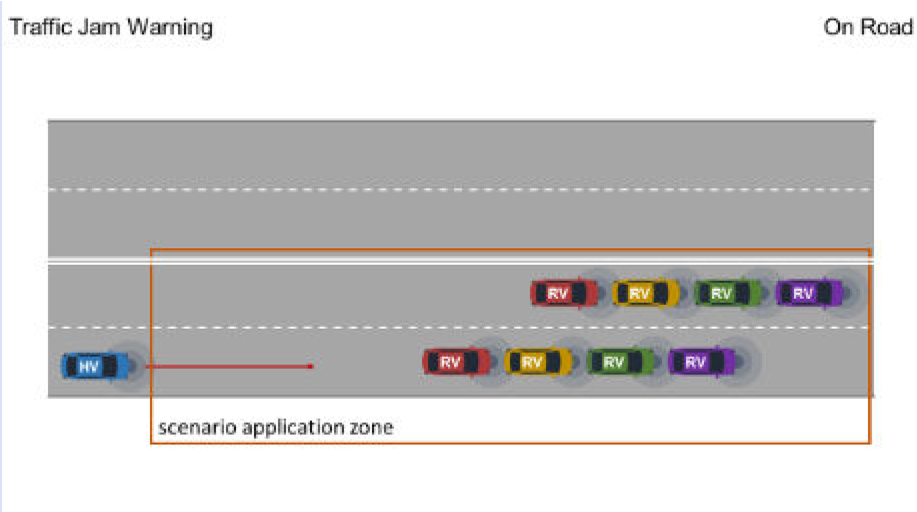
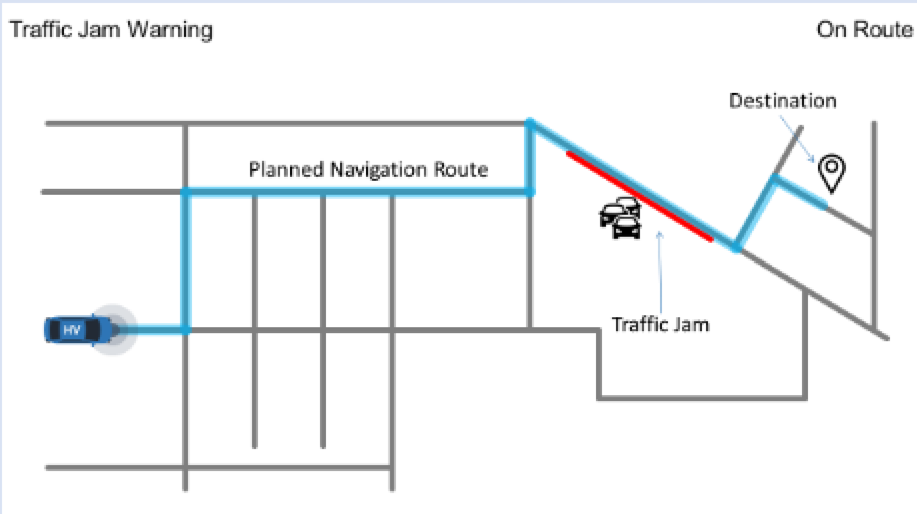
User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	360	Under the assumptions of Vrv=25 m/s, Vhv=50 m/s and a=0.4g this is the minimum distance (400 ms margin or 20 m) at which HV needs to be warned to avoid collision.
Information Requested/Generated	**Quality of information/ Information needs**	200-400 bytes per message	The message should be delivered to HV. It contains the information about the hard-braking event at RV. It contains other information regarding RV such as location, velocity, acceleration, etc.
Service Level Latency	**[ms]**	120	Ideally, the information about the hard-braking event should be conveyed as soon as possible. Examining current radar and camera vision sensors the detection times are 100-300 ms which makes V2X latency within the same budget. Additionally, for the reliability that we are requesting this latency seems reasonable. For example, the latency of 100 ms causes the HV to travel additional 5 m before final stop at 50 m/s initial velocity, however, this additional distance is budgeted in the range estimate. This includes handling, access, and OTA latency.
Service Level Reliability	%	99.99	The hard-braking event message needs to be delivered to the HV with high reliability.
Velocity	**[m/s]**	50	
Vehicle Density	**[vehicle/km^2]**	10,000	Assume maximum density.
Positioning Accuracy	**[m]**	1.5 (3σ)	HV needs to know whether the hard-braking vehicle in the front is in the same lane.

Interoperability / Regulatory / Standardisation Required	**[yes/no]**	Yes	Interoperability needs to be in place for HV to receive a message from RV.

User Story #2			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	290	Under the assumptions of Vrv=25 m/s, Vhv=50 m/s, 0.5 second reaction time and a=0.4g (and 300 ms margin or 15 m) this is the minimum distance at which the Level 3 system needs to be warned to avoid collision.
Information Requested/Generated	**Quality of information/ Information needs**	200-400 bytes per message	The message should be delivered to HV. It contains the information about the hard-braking event at RV. It contains other information regarding RV such as location, velocity, acceleration, etc.
Service Level Latency	**[ms]**	120	Reasonable latency in the context of the other existing sensor systems as well as taking into account the high reliability needed.
Service Level Reliability	%	99.99	The hard-braking event message needs to be delivered to the HV with high reliability.
Velocity	**[m/s]**	50	
Vehicle Density	**[vehicle/km^2]**	10,000	Assume maximum density.
Positioning Accuracy	**[m]**	1.5 (3σ)	HV needs to know whether the hard-braking vehicle in the front is in the same lane.
Interoperability / Regulatory / Standardisation Required	**[yes/no]**	Yes	Interoperability needs to be in place for HV to receive a message from RV.

6.1.4 Traffic Jam Warning and Route Information

Use Case Name	Traffic Jam Warning and Route Information.
User Story	Alert HV of an approaching traffic jam.
Category	Safety.
Road Environment	Urban | Rural | Highway

Short Description	• Warn HV of an approaching traffic jam on the road. • Notify HV of a traffic jam on the navigation route.
Actors	• Host vehicle (HV). • Remote vehicle (RV).
Vehicle Roles	• HV represents vehicle approaching traffic jam. • RVs represent remote vehicles caught in traffic jam.
Road & Roadside Infrastructure Roles	Roads are defined by their lane designations and geometry.
Other Actors' Roles	NA
Goal	Alert HV of approaching traffic jam.
Needs	HV need to be aware of approaching traffic jam and its geometry.
Constraints/ Presumptions	• NA
Geographic Scope	Global.
Illustrations	 
Pre-Conditions	• HV is moving forward. • Known traffic jam is defined by its location and geometry. • The "On Road" scenario application zone is determined from: ○ HV's location and dynamics

	◦ HV's safe stopping distance ◦ lane designations and geometry ◦ road conditions (if available) • The "On Route" scenario application zone is determined from: ◦ HV's location ◦ HV's planned navigation route
Main Event Flow	• If the traffic jam's location is in the "On Road" scenario application zone: ◦ Warn HV of the approaching traffic jam
Alternate Event Flow	• If the traffic jam's location is in the "On Route" scenario application zone: ◦ Notify HV of the traffic jam location and geometry
Post-Conditions	• HV is aware of the approaching traffic jam on the road. • HV is aware of the traffic jam's location and geometry on the navigation route.
Service Level Key Performance Indicators	• Communications range. • Age of information. • Position accuracy.
Information Requirements	• HV's location and dynamics. • HV's safe stopping distance. • HV's planned navigation route (if available). • Lane designations and geometry. • Traffic jam's location and geometry.

User Story	Detailed description and specifics
User Story #1 **Urban Scenario on Traffic Jam Warning**	A traffic jam is taking place in an urban scenario. The vehicle is warned of upcoming traffic jams.
User Story #2 **Rural Scenario on Traffic Jam Warning**	A traffic jam is taking place in a rural scenario. The vehicle is warned of upcoming traffic jams.
User Story #3 **Highway Scenario on Traffic Jam Warning**	A traffic jam is taking place in a highway scenario. The vehicle is warned of upcoming traffic jams.

User Story #1 Urban Scenario on Traffic Jam Warning			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	1000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h).
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	2000	Traffic jams are normally not happening within a very short time period. If communication range is big enough, e.g. on a highway 2 s driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 m in urban environment (50 km/h), 2 s means 26 m, which should be close enough to see the jam
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	14	Assuming typical maximum allowed speeds and some safety (50 km/h).
Vehicle Density	**[vehicle/km^2]**	10,000	Max assumed density in urban situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability/Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

User Story #2 Rural Scenario on Traffic Jam Warning			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	1000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h, 100 km/h 150 km/h).
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	2000	Traffic jams are normally not happening within a very short time period. If communication range is big enough e.g. on a highway 2 s driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 m in urban environment (50 km/h), 2 s means 26 m which should be close enough to see the jam
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	28	Assuming typical maximum allowed speeds and some safety (100 km/h).
Vehicle Density	**[vehicle/km^2]**	500	Maximum assumed density in rural situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

User Story #3 Highway Scenario on Traffic Jam Warning			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	1000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h, 100 km/h 150 km/h).
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	2000	Traffic jams are normally not happening within a very short time period. If communication range is big enough e.g. on a highway 2 s driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 m in urban environment (50 km/h), 2 s means 26 m which should be close enough to see the jam.
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	42	Assuming typical maximum allowed speeds and some safety (150 km/h).
Vehicle Density	**[vehicle/km^2]**	5000	Maximum assumed density in highway situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

User Story	Detailed description and specifics
User Story #1 **Urban Scenario on Route Information**	A traffic jam is taking place in an urban scenario. The vehicle is informed of the upcoming traffic jam as it will be on its route further along.
User Story #2 **Rural Scenario on Route Information**	A traffic jam is taking place in a rural scenario. The vehicle is informed of the upcoming traffic jam as it will be on its route further along.
User Story #3 **Highway Scenario on Route Information**	A traffic jam is taking place in a highway scenario. The vehicle is informed of the upcoming traffic jam as it will be on its route further along.

User Story #1 **Urban Scenario on Route Information**			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	100,000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h).
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	Minutes	Traffic jams are normally not happening within a very short time period. If communication range is big enough e.g. on a highway 2 seconds driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 meters in

			urban environment (50 km/h), 2 s means 26 m which should be close enough to see the jam
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	14	Assuming typical maximum allowed speeds and some safety (50 km/h).
Vehicle Density	**[vehicle/km^2]**	10000	Maximum assumed density in urban situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

User Story #2 Rural Scenario on Route Information			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	200,000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h, 100 km/h 150 km/h)
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	Minutes	Traffic jams are normally not happening within a very short time period. If communication range is big enough e.g. on a highway 2 s driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 m in urban environment

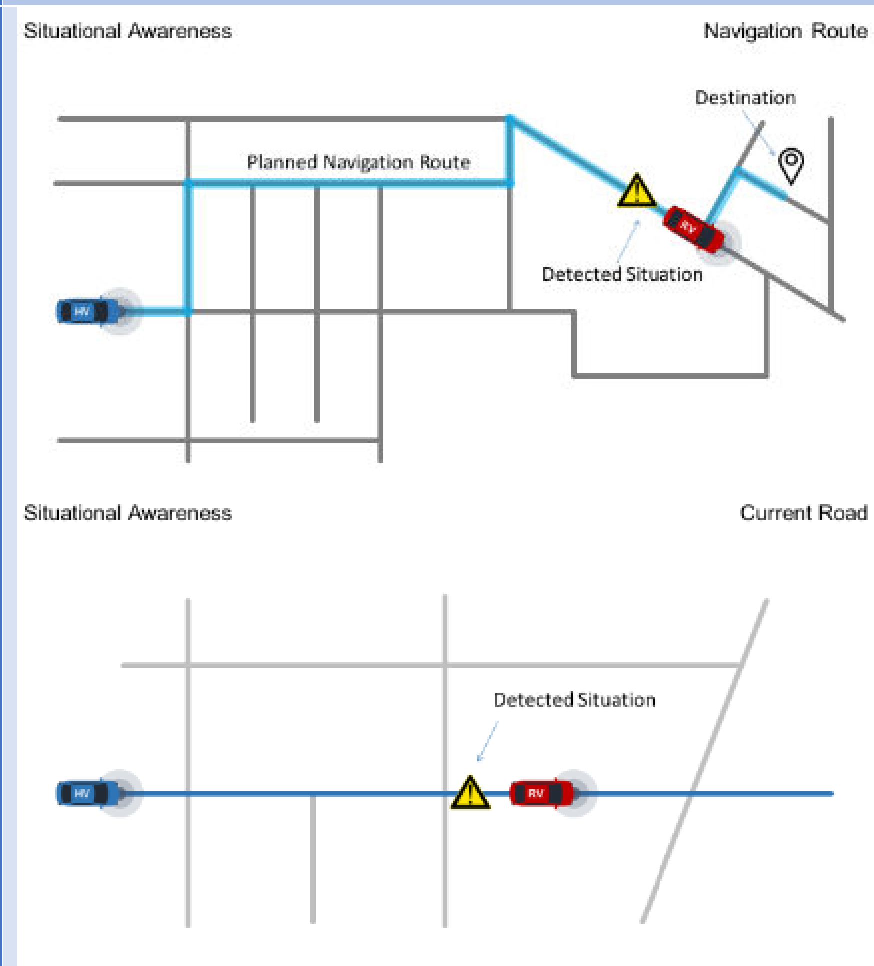
			(50 km/h), 2 s means 26 m which should be close enough to see the jam.
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	28	Assuming typical maximum allowed speeds and some safety (100 km/h).
Vehicle Density	**[vehicle/km^2]**	500	Maximum assumed density in rural situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

User Story #3 Highway Scenario on Route Information			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300,000	Warn early enough to safely brake when approaching the traffic jam. Calculation based on the duration of a traffic jam and the possibility for it to still exist when a vehicle driving on its way with an average speed is reaching the jam (duration 2 h, speed 50 km/h, 100 km/h 150 km/h)
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Get Traffic jam information from BSM or DENM, or from other (backend) services. Size usually around 300 bytes.
Service Level Latency	**[ms]**	Minutes	Traffic jams are normally not happening within a very short time period. If communication range is big enough e.g. on a highway 2 s driving with 150 km/s means 80 m. Jam should be visible if you are as close as 80 m in urban environment

			(50 km/h), 2 s means 26 m which should be close enough to see the jam.
Service Level Reliability	%	50	Normally, a traffic jam contains several cars. Assuming an equipment rate of 20 % and an average of at least 10 cars per jam means that there are at least 2 cars which send the message in parallel.
Velocity	**[m/s]**	42	Assuming typical maximum allowed speeds and some safety (150 km/h).
Vehicle Density	**[vehicle/km^2]**	5000	Maximum assumed density in highway situation.
Positioning Accuracy	**[m]**	< 20	As there is the assumption that the jam is not something very spontaneous and as the warning is meant for areas higher than LoS the given values seem reasonable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

6.1.5 Real-Time Situational Awareness and High-Definition Maps: Hazardous Location Warning

Use Case Name	Real-Time Situational Awareness and High-Definition Maps.
User Story	An autonomous or semi-autonomous vehicle is driving on a road (route), heading towards a road segment, which presents unsafe and unknown conditions ahead. A host vehicle is made aware of situations detected and shared by remote vehicles. Situations may include such things as accidents, weather, traffic, construction.
Category	Safety | Automated Driving
Road Environment	Urban | Rural | Highway
Short Description	A host vehicle is made aware of accidents, traffic, adverse weather, road conditions, construction and other situations detected and shared by remote vehicles. The shared situations are relevant along the host vehicle's navigation route or current road of travel. Some examples include but are not limited to: • Traffic congestion detected by slowly-moving RVs. • Adverse weather conditions detected by temperature changes and wiper activation. • Accidents detected by air bag deployment events. • Slippery road conditions detected by traction control events. • Disabled vehicles detected by hazard lamps or tyre pressure.
Actors	• Remote vehicle (RV). • Host vehicle (HV).
Vehicle Roles	• RV represents the vehicle detecting and sharing situational information. • HV represents the vehicle made aware of situational information.

Road and Roadside Infrastructure	Roads are defined by their lane designations and geometry.
Other Actors' Roles	Traffic management: An entity that collects accidents, traffic, adverse weather, road conditions, construction and other situations and reports them to other vehicles. (For User Story 2, not for 1).
Goal	Alert HV of a situation that lies ahead along its navigation route or current road segment.
Needs	HV needs to be aware of a situation that lies ahead along its navigation route or road segment.
Constraints/ Presumptions	The "Navigation Route" scenario includes all roads ahead along HV's known navigation route. The "Current Road" scenario includes the length of the road ahead that HV is currently travelling on.
Geographic Scope	Everywhere.
Illustrations	
Pre-Conditions	One or more RV's have detected conditions that constitute a situation that HV should be made aware of.
Main Event Flow	If the situation's location is on HV's navigation route: • One or more RV's have reported conditions to the Traffic Management entity that constitute a situation that one or more HVs should be made aware of. • HV is made aware of the situation's nature and location. (cf. User Story #2)

Alternate Event Flow	If the situation's location is ahead along HV's current road of travel: • One or more RV's detect a situation that one or more HVs should be made aware of. • The RV(s) provide the notification to the HV(s). • HV is made aware of the situation's nature and location.
Post-Conditions	HV is made aware of a detected situation along its navigation route or current road ahead.
Service Level KPIs	• Service Level Latency. • Service Level Reliability. • Information requested/generated. • Velocity. • Vehicle density. • Positioning accuracy.
Information Requirements	• RV's location and dynamics. • RV's wiper, lamps status. • RV's outside temperature, barometric pressure. • RV's hazard lamps, tyre pressure. • RV's ABS, stability control, traction control, airbag events. • Road map. • HV's navigation route. • Road conditions. • Construction zone map.

User Story	Detailed description and specifics
User Story #1 **HV only supported by RVs**	A remote vehicle (RV) is driving on the road and approaches a dangerous area which is detected by using RV's sensors. The HV might drive behind the RV in the same direction, or in front of the RV in the opposite direction, so towards the area where the RV has detected the dangerous situation. RVs detecting such dangerous situations will broadcast information about them to other vehicles, e.g. the HV. The HV or HV driver can assume appropriate actions after having received the awareness information.
User Story #2 **HV receives information from a backend/cloud**	This Use Case mainly refers to a real-time HD map update service. The HV is receiving information that is relevant for the road/route ahead from a backend, containing information that might allow the HV to adjust its route accordingly. The traffic management mentioned in 'Other Actors' Roles' could play a role here.

User Story #1 HV only supported by RVs			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300	Communication is only done by vehicles in the vicinity of the HV. It is limited to the range of physical transmission.

Information Requested/Generated	**Quality of information/ Information needs**	300 Bytes	Normal size of CAM/BSM should be enough, maybe containing fields indicating common types of critical situations that lie ahead. Transmission of detailed object information is not needed. Standard transmission rate of 10 Hz should be enough.
Service Level Latency	**[ms]**	100	Driving with 120 km/h, 300 m (minimum communication range) will take just short of 10 s, so 100 ms for the car to react should be enough.
Service Level Reliability	%	99	The HV could aggregate warnings from several RVs, each individual RVs reliability thus does not have to be too high.
Velocity	**[m/s]**	70	~250 km/h – Max speed on highways, also realistic for relative speeds of HV and RV driving in different directions.
Vehicle Density	**[vehicle/km^2]**	1500	Standard assumption on vehicle density.
Positioning Accuracy	**[m]**	0.5 < 5	Typical positioning accuracy to confirm traffic lane. For non-lane-specific information, less accurate localisation is acceptable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Inter-OEM-operability must be assured.

User Story #2 **HV receives information from a backend/cloud**			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	30,000	Situations are relevant along a navigation route or along a road if a navigation route is not known. Depends on the needs for efficient re-routing.
Information Requested/Generated	**Quality of information/ Information needs**	300-1000 Bytes	From the backend, the HV will receive information (events, or vector data), not raw data. Some details are needed, but still no need for detailed object descriptions or the like.

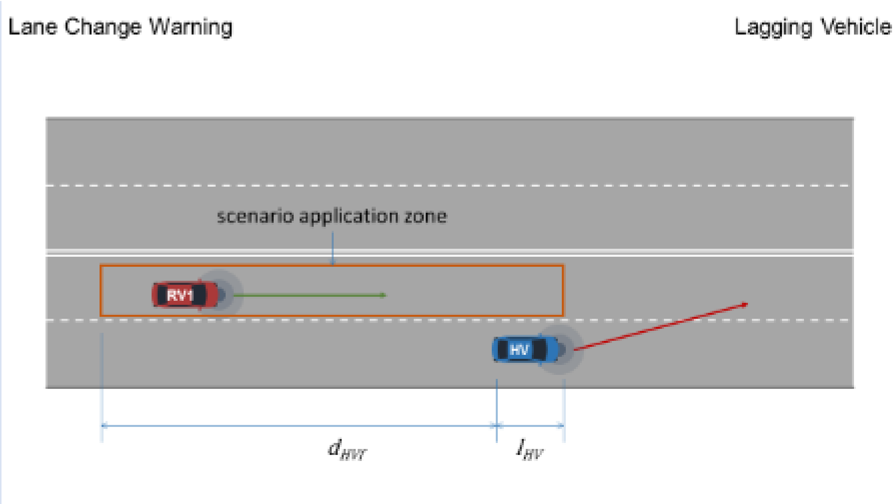
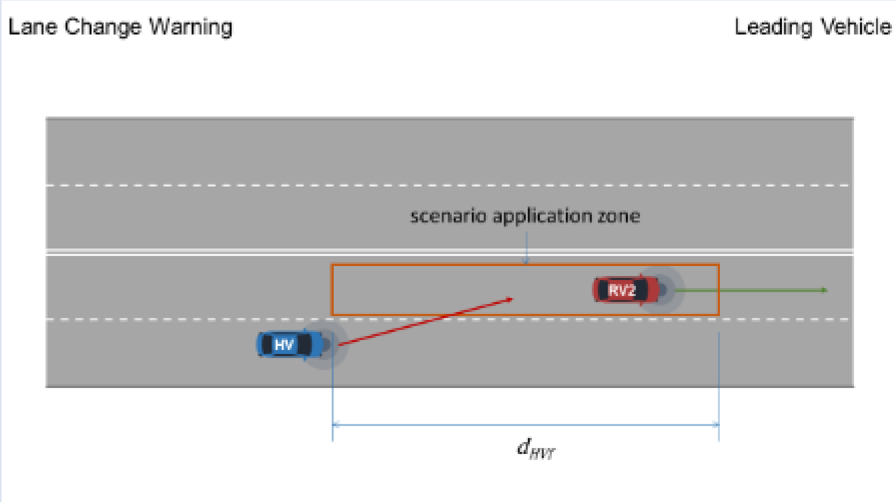
Service Level Latency	**[ms]**	1-2 s / 10-200 s	Information may need to be aggregated from multiple RVs before a situation is identified.1-2 s for safety-related information concerning the vicinity of the HV; 10-200 s for general information about route obstructions or the like further ahead, in order to make timely rerouting possible.
Service Level Reliability	%	99	For safety-related information, timely and reliable communication is decisive. In the backend, data of several vehicles is aggregated, so the single vehicle's data has to be moderately reliable. For rerouting information, this should be enough.
Velocity	**[m/s]**	70	~250 km/h – Max speed on highways.
Vehicle Density	**[vehicle/km^2]**	1500	Standard assumption on vehicle density.
Positioning Accuracy	**[m]**	0.5 < 5	Typical positioning accuracy to confirm traffic lane. For non-lane-specific information, less accurate localization is acceptable.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Inter-vendor-operability must be assured.

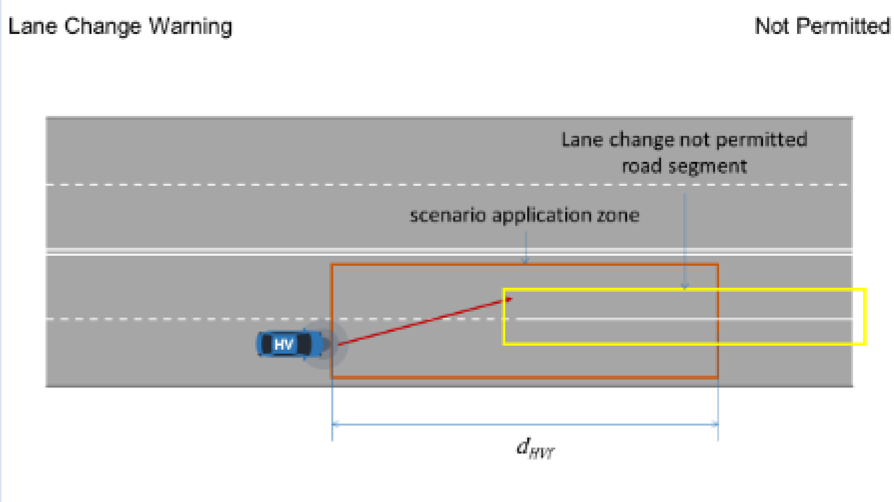
6.1.6 Cooperative Lane Change (CLC) of Automated Vehicles: Lane Change Warning

Use Case Name	Lane Change Warning.
User Story	Host vehicle (HV) signals an intention to change lanes.
Category	Safety.
Road Environment	Urban | Rural | Highway
Short Description	• Alert HV intending to change lanes of a lack of space or risk of collision with a lagging RV1 approaching from behind in the target lane. • Alert HV intending to change lanes of a lack of space or risk of collision with a leading RV2 in the target lane. • Alert HV intending to change lanes that this manoeuvre is not permitted on the current road segment.
Actors	• Host vehicle (HV). • Remote vehicle 1 (RV1). • Remote vehicle 2 (RV2).

Vertical Roles	• HV represents the vehicle intending to change lanes. • RV1 represents the lagging vehicle in the target lane. • RV2 represents the leading vehicle in the target lane.
Roadside Infrastructure Roles	• Roads are defined by their lane designations and geometry. • Road segments indicate where changing lanes is not permitted.
Other Actors' Roles	Not applicable.
Goal	Avoid HV encroaching into RV2; avoid HV encroaching into RV1.
Needs	• HV needs to know if there is a lack of space or risk of collision with a lagging RV1 in the target lane. • HV needs to know if there is a lack of space or risk of collision with a leading RV2 in the target lane. • HV needs to know if a lane change is not permitted on the current road segment.

Constraints/ Presumptions	• Assumptions will be required for the following information:
	  ○ HV's safe following distance
	  ○ RV1's safe following distance is the same as HV's.

Geographic Scope	Global.
Illustrations	 

	 • d_{HVf} = safe following distance of HV • l_{HV} = lenght of HV

Pre-Conditions	• HV has signalled its intention to change lanes.
	• Known road segments define is passing is not permitted.
	• The “Lagging Vehicle” scenario application zone is determined from:
	  ○ HV’s location and dynamics
	  ○ HV’s length
	  ○ HV’s safe following distance
	  ○ Lane designations and geometry
	  ○ Road conditions (if available)
	• The “Leading Vehicle” scenario application zone is determined from:
	  ○ HV’s location and dynamics
	  ○ HV’s safe following distance
	  ○ Lane designations and geometry
	  ○ Road conditions (if available)

Main Event Flow	• If RV1 is in the “Lagging Vehicle” scenario application zone:
	  ○ If the trajectory of RV1 and HV cross:
	    ▪ Warn HV of the risk of collision with RV1
	  ○ Otherwise:
	    ▪ Alert HV of the lack of space to safely complete the manoeuvre

Alternative Event Flow [2]	• If RV2 is in the “Leading Vehicle” scenario application zone:
	  ○ If the trajectory of RV2 and HV cross:
	    ▪ Warn HV of the risk of collision with RV2
	  ○ Otherwise:
	    ▪ Alert HV of the lack of space to safely complete the manoeuvre.

Post-Conditions	• HV is aware of a lack of space or of a risk of collision with a lagging RV1 in the target lane. • HV is aware of a lack of space or of a risk of collision with a leading RV2 in the target lane. • HV is aware of whether a lane change is permitted or not on the current road segment.
Service Level Requirements	• Positioning accuracy. • Information age.

[2] Alternative Event Flows in this document are not intended as replacements for the Main Event Flow. They are intended to represent different possible flows.

	• Communication range. • Duration of the communication.
Information Requirements	• HV's location and dynamics. • HV's length. • HV's safe following distance. • RV1's location and dynamics. • RV2's location and dynamics. • Lane designations and geometry. • Road segment lane change rules. • Road conditions (if available).

User Story	Detailed description and specifics
User Story #1	This user story presents the warning of the Hw that a vehicle is approaching from the back within the lane the HW plans to change onto.
User Story #2	This lane change user story here represents the warning when the host vehicle is merging onto a lane where a vehicle ahead of the lane is driving at lower speeds
User Story #3	This user story takes place when the HW intends to change into a lane but does not have the permission to do so due to for example road markings.

User Story #1 (Lane change warning – lagging vehicle{:RV1_v>HV_v}, High Way)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	83	The range is derived from the different between HV(100 km/h) and RV1(120 km/h) speeds.
Information Requested/Generated	**Quality of information/ Information needs**	Approx. 300 B per message	Speed, GNSS location, past trajectory, turn sign ON and side, like BSM frame messaging.
Service Level Latency	**[ms]**	400	Depends on the number of repetitions and message cadence.
Service Level Reliability	%	99.9	A Service Level Reliability this high should be enough to allow perceived zero-error appearance of the lane change. False positives are more problematic than false negatives.
Velocity	**[m/s]**	33	Varies between Rural |Urban |HW. But more important for this UC is the speed difference between the HV and RV.
Vehicle Density	**[vehicle/km^2]**	4500	See calculation in the table App. 5[8.5].

Positioning Accuracy	**[m]**	1.5	In order to perform lane-accurate positioning, a positioning accuracy of around 1.5 m should be provided.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes/Yes/Yes	Interoperability between different OEMs is needed. Every vehicle should make its presence known periodically (as a broadcast). Standardisation is required in the sense that the format for trajectories should be common to all so that they can be fully understood.

User Story #2 (Lane change warning –leading vehicle {: HV_v>RV2_v}, Urban)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	28	The range is derived from the different between the HV and RV speeds.
Information Requested/ Generated	**Quality of information/ Information needs**	Approx. 300 B per message	Speed, GNSS location, past trajectory, turn sign ON and side, like BSM frame messaging.
Service Level Latency	**[ms]**	400	Depends on the number of repetitions and message cadence.
Service Level Reliability	%	99.9	A service level reliability this high should be enough to allow perceived zero-error appearance of the lane change. False positives are more problematic than false negatives.
Velocity	**[m/s]**	14	Varies between Rural |Urban |HW. But more important for this UC is the speed difference between the HV and RV.
Vehicle Density	**[vehicle/km^2]**	12,000	See calculation in the table App. 5[8.5].
Positioning Accuracy	**[m]**	1.5	In order to perform lane-accurate positioning, a positioning accuracy of around 1.5m should be provided.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes/Yes/Yes	Interoperability between different OEMs is needed. It should be regulated that every vehicle has to make its presence known periodically (as a broadcast). Standardisation is required in the sense that the

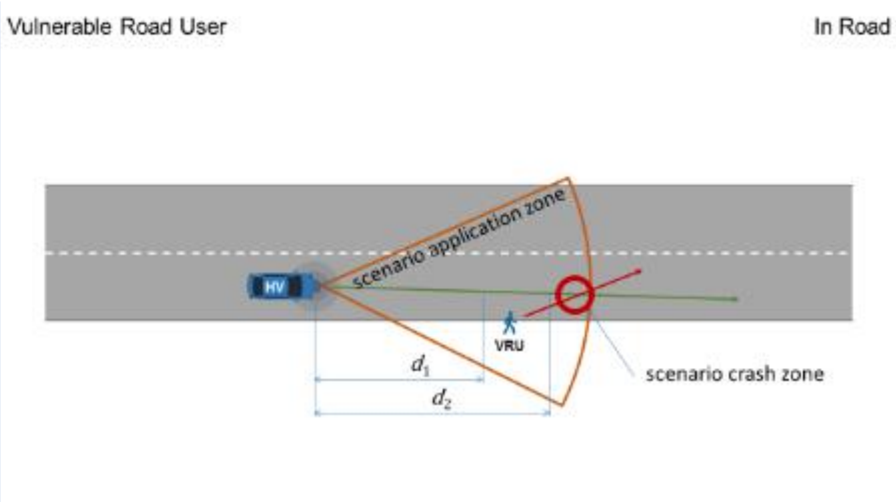
			format for trajectories should be common to all so that they can be fully understood.

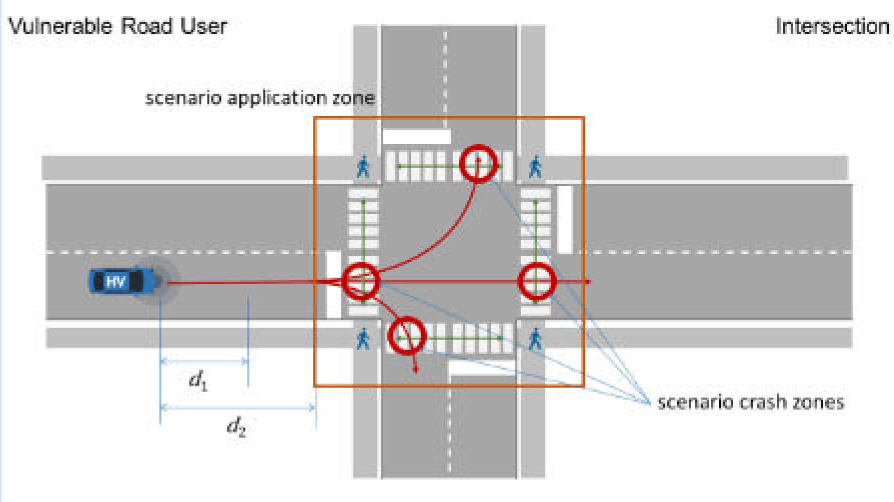
<table>
<tr><th colspan="4">User Story #3
(Lane change warning –Not Permitted {: T_Maneuver>T_safe}, Rural)</th></tr>
<tr><td>SLR Title</td><td>SLR Unit</td><td>SLR Value</td><td>Explanations/Reasoning/Background</td></tr>
<tr><td>Range</td><td>[m]</td><td>51</td><td>The range is derived from the different between the HV and RV speeds,</td></tr>
<tr><td>Information Requested/Generated</td><td>Quality of information/ Information needs</td><td>Approx. 300 B per message</td><td>Speed, GNSS location, past trajectory, turn sign ON and side, like BSM frame messaging.</td></tr>
<tr><td>Service Level Latency</td><td>[ms]</td><td>400</td><td>Depends on the number of repetitions and message cadence.</td></tr>
<tr><td>Service Level Reliability</td><td>%</td><td>99.9</td><td>A service level reliability this high should be enough to allow perceived zero-error appearance of the lane change. False positives are more problematic than false negatives.</td></tr>
<tr><td>Velocity</td><td>[m/s]</td><td>23</td><td>Varies between Rural |Urban |HW. But more important for this UC is the speed difference between the HV and RV.</td></tr>
<tr><td>Vehicle Density</td><td>[vehicle/km^2]</td><td>9000</td><td>See calculation in the table App. 5[8.5].</td></tr>
<tr><td>Positioning Accuracy</td><td>[m]</td><td>1.5</td><td>In order to perform lane-accurate positioning, a positioning accuracy of around 1.5 m should be provided.</td></tr>
<tr><td>Interoperability / Regulatory / Standardisation Required</td><td>[yes/no]</td><td>Yes / Yes / Yes</td><td>Interoperability between different OEMs is needed.
It should be regulated that every vehicle has to make its presence known periodically (as a broadcast).
Standardisation is required in the sense that the format for trajectories should be common to all so that they can be fully understood.</td></tr>
</table>

6.1.7 Vulnerable Road User

Use Case Name	Vulnerable Road User.
User Story	Alert HV of approaching VRU in the road or crossing an intersection and warn of any risk of collision.
Category	Safety.
Road Environment	Intersection | Urban | Rural | Highway | Other
Short Description	Alert HV of approaching VRU in the road or crossing an intersection and warn of any risk of collision.
Actors	• Vulnerable road user (VRU). • Surveillance cameras at traffic lights/crossings.
Vehicle Roles	HV represents the vehicle moving forward.
Roadside Infrastructure Roles	• Roads are defined by their lane designations and geometry. • Intersections are defined by their crossing designations and geometry. • Traffic lights and stop signs control right of way traffic flow through an intersection (if available). • Pedestrian crossings are defined by their designations and geometry.
Other Actors' Roles	VRU represents a pedestrian, bike, eBike, motorbike, skateboard etc. that is travelling along the road or intends to cross the road.
Goal	Avoid collision between HV and VRU.
Needs	• HV needs to be aware of VRU on the road and any risk of collision. • HV needs to be aware of VRU at an intersection and any risk of collision.

Constraints/ Presumptions	• Assumptions will be required for the following information:
	  ○ HV's safe stopping distance
	  ○ VRU's trajectory is constant
	  ○ extent of scenario application zones

Geographic Scope	Global.
Illustrations	

	 • d_1 = stopping distance of HV • d_2 = distance from HV to scenario crash zone

Pre-Conditions	• HV is moving forward.
	• Before establishment of LoS, if any.
	• Known VRU is characterised (bike, pedestrian, motorcycle,…)
	• The "In Road" scenario application zone is determined from:
	  o HV's location and dynamics
	  o HV's safe stopping distance
	  o Lane designations and geometry
	  o Road conditions (if available)
	• The "Intersection" scenario application zone is determined from:
	  o HV's location and dynamics
	  o HV's safe stopping distance
	  o Intersection geometry
	  o Road conditions (if available)

Main Event Flow	• If VRU is in the "On Road" scenario application zone:
	  o If HV's trajectory and VRU's trajectory are on a collision course then:
	    ▪ Warn HV of the risk of collision with the approaching VRU
	  o Otherwise:
	    ▪ Caution HV of the approaching VRU

Alternative Event Flow	• If VRU is in the "Intersection" scenario application zone;
	  o If HV's trajectory and VRU's trajectory are on a collision course then
	    ▪ Warn HV of the risk of collision with the approaching VRU
	  o Otherwise
	    ▪ Caution HV of the approaching VRU

Post-Conditions	• HV/Driver is aware of its approach towards the VRU and any risk of collision (Day 1-1.5). • HV is aware of its approach towards the VRU and takes the necessary safety measures to avoid or mitigate collision (Day 3).
Service Level Requirements	• Positioning accuracy. • Information age. • Communications range.
Information Requirements	• HV's location and dynamics. • HV's safe stopping distance. • VRU's location and dynamics. • VRU's characterisation (bike, pedestrian, motorcycle,…)

	• Lane designations and geometry. • Intersection geometry. • Current road conditions (if available). • Other vehicle sensor data.

User Story	Detailed description, specifics and main differences to the User Story in the main template

User Story #1
 	
Awareness of the presence of VRUs near potentially dangerous situations
	This VRU User Story describes a scenario in which a presence warning at crossings and spots without line-of-sight (LOS), e.g. automatic detection of pedestrians waiting and/or crossing from infrastructure is intended. VRUs are watched via infrastructure support as surveillance cameras/wireless detection mechanisms and/or are equipped with mobile VRU devices (UE). Awareness notifications are shared with drivers e.g. via roadside units/monitoring system attached to a 3GPP system (e.g. potentially using MEC) sending messages to drivers or drivers C-ITS systems monitor actively VRUs that are equipped with a device.
	
	The User Story involves one or multiple vehicles and it assumes V2I and/or V2P connectivity.
	
	In this User Story a vehicle has entered an area in which VRUs are present.
	
	• The area could be crossings (incl. cross-walks, zebra crossings) and spots without line-of-sight (LOS).
	• VRUs are watched via infrastructure support as surveillance cameras/wireless detection mechanisms and/or are equipped with mobile VRU devices (UE).
	• Awareness notifications are shared with drivers, for example via:
	    o Roadside units
	    o Monitoring systems attached to a 3GPP system (extension of User Story, e.g. potentially using MEC) sending messages to drivers or vehicle's C-ITS system, and actively monitoring VRUs that are equipped with a device

User Story #2
 	
Collision risk warning
	This VRU User Story describes a scenario in which a collision prevention at crossings and spots without LOS, e.g. automatic detection of pedestrians waiting and/or crossing from infrastructure is intended.
	
	In this VRU User Story the accuracy, performance and functionality of VRU devices incl. UEs is sufficient for collision risk detection, and vehicles share the information collected by sensors with each other.
	
	Vehicles have entered an area in which VRUs are present.
	
	• The area could be crossings (incl. cross-walks, zebra crossings) and spots without line-of-sight.
	• VRUs are watched via infrastructure support as surveillance cameras/wireless detection mechanisms and/or are equipped with mobile VRU devices (UE).
	• VRUs are watched via information collected by vehicles sensors and relevant information is shared with other vehicles and/or road site units.
	• Warning notifications are shared with drivers, for example via:
	    o Roadside units
	    o Monitoring systems attached to a 3GPP system (e.g. potentially using MEC) sending messages to drivers
	    o Other vehicle's C-ITS system based on sensor data
	    o Vehicle's C-ITS systems actively monitoring VRUs that are equipped with a device

	• Cooperative actions and manoeuvres are enabled via cooperative message exchange in a bi-directional manner.

User Story #1 Awareness of the presence of VRUs near potentially dangerous situations			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300	For long distances we expect local sensors of the vehicle (electronic horizon) to be able to resolve VRU protection scenarios. We do not foresee that a full stop will be feasible in most VRU protection scenarios. It is rather to trigger an obstacle avoidance manoeuvre. Therefore, 40 m are roughly 2 s driving time when driving with 80 km/h should provide enough time to trigger an appropriate event.
Information Requested/Generated	**Quality of information/ Information needs**	Initially: 20-40 Mbps to enable raw sensor sharing (e.g. from on-/off-board cameras). Later: around 2 Mbps since only information are shared	Surveillance: The data rate depends strongly on the capabilities of the different C-ITS systems to process received RAW data and generate information data. To allow all "sensor detected" data being shared we recommended initially a higher data rate. The end goal is to communicate only information/processed data. Safety: Vehicle needs information on the precise location of the VRUs in its vicinity and its own position in the near future. Initially, raw sensor data (e.g. from cameras) is shared, summing up to approx. 20-40 Mbps (H.264 compression assumed), cf. T-190069. Later, assuming 1 kB/VRU/100 ms for information transmission and 25 VRUs, we end up at 2 Mbps.
Service Level Latency	**[ms]**	100 Recommended communication latency: 20	This is the maximum latency tolerable for a reaction due to moving VRUs very near the road. 20 ms for VRU communication latency is comparable to that of cooperative manoeuvres and sensor sharing because we see that the VRU situations will occur much more unexpectedly and in close proximity to the vehicle. Thus, longer communication latencies would be adverse to the intended purpose.

			Justification: For a 50 km/hr drive in dense urban environments (80 m communication radius), the total time budget until a potential complete stop has to be initiated is approximately 3.96 s.
Service Level Reliability	%	99.9	High, the reliability here should be sufficient to guarantee QoS. 99.9 % should be sufficient, since additional vehicle sensors are in place that can help to avoid collisions.
Velocity	**[m/s]**	36.11	Considering 130 km/h max. speed in rural areas
Vehicle Density	**[vehicle/km^2]**	Concerned VRUs: ~300 total Present VRUs per km^2: ~10,000 Vehicles: 1500	Figures given only for urban areas, since we consider this as the more critical case with regards to vehicle number/density. VRUs concerned are those near streets, not counting workers in offices or the like. However, for total network load, etc., all VRUs in the given area have to be considered, or as many as the network can support.
Positioning Accuracy	**[m]**	1-2	In order to correct positioning based on GNSS (e.g. GPS, Galileo), this accuracy should be enhanced via the 3GPP System. The 3GPP System provides a positioning accuracy of 1-2 m, e.g. considering support of GNSS, highly accurately positioned RSU and CV2X UEs.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	In order to make it possible to share information and data on VRUs between vehicles, inter-OEM-operability should be guaranteed. Interoperability of UEs with RSUs, vehicles, and other local entities should also be guaranteed.

User Story #2 **Collision risk warning**			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	300	Limited range for calculations = 80m, since this is the communication range in highly-dense metropolitan areas.

			For longer-distances we expect other local sensors of the vehicle (electronic horizon) to be able to assist in VRU protection scenarios. We do not foresee that a full stop will be feasible in most VRU protection scenarios. It is rather to trigger an obstacle avoidance manoeuvre. Therefore, 40 m are roughly 2 s driving time when driving with 80 km/h should provide enough time to trigger an appropriate event.
Information Requested/Generated	**Quality of information/ Information needs**	Initially: 20-40 Mbps to enable raw sensor sharing (e.g. from on-/off-board cameras). Later: around 2 Mbps since only information are shared.	Surveillance: The data rate depends strongly on the capabilities of the different C-ITS systems to process received RAW data and generate information data. To allow all “sensor detected” data being shared we recommended initially a higher data rate. Safety: Vehicle needs information on the precise location of the VRUs in its vicinity and its own position in the near future. Initially, raw sensor data (e.g. from cameras) is shared, summing up to approx. 20-40 Mbps (H.264 compression assumed), cf. T-190069. Later, assuming 1 kB/VRU/100 ms for information transmission and 25 VRUs, we end up at 2 Mbps.
Service Level Latency	**[ms]**	100 Recommended communication latency: 20	This is the maximum latency tolerable for a reaction due to moving VRUs very near the road. 20 ms for VRU communication latency are comparable to that of cooperative maneuvers and sensor sharing because we see that the VRU situations will occur much more unexpected and in close proximity to the vehicle. Thus, longer communication latencies would be adverse to the intended purpose. Justification: For a 50 km/hr drive in dense urban environments (80 m communication radius), the total time budget until a potential complete stop has to be initiated is approximately 3.96 s.
Service Level Reliability	%	99.9	High, the reliability here should be sufficient to guarantee QoS. 99.9 % should be sufficient,

			since additional vehicle sensors are in place that can help to avoid collisions.
Velocity	**[m/s]**	36.11	Considering 130 km/h max. speed in rural areas
Vehicle Density	**[vehicle/km^2]**	Concerned VRUs: ~300 total Present VRUs per km^2: ~10000 Vehicles: 1500	Figures given only for urban areas, since we consider this one as the more critical case with regards to vehicle number/density. Concerned VRUs are those near streets, not counting workers in offices or the like. However, for total network load, etc, all VRUs in the given area have to be considered.
Positioning Accuracy	**[m]**	< 0.5	In order to correct positioning based on GNSS (e.g. GPS, Galileo), this accuracy should be enhanced via the 3GPP System. The 3GPP System provides a positioning accuracy of < 0.5 m, e.g. considering support of GNSS, highly accurately positioned RSU and CV2X UEs.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	In order to make it possible to share information and data on VRUs between vehicles, inter-OEM-operability should be guaranteed. Interoperability of UEs with RSUs, vehicles, and other local entities should also be guaranteed. Sharing information collected by sensor data form vehicles passing/approaching the area where VRUs are present references UC T-170339.
Non-KPIs			
Power efficiency			The system should convey information from a VRU in a power efficient way. For example, it could be investigated if providing a power saving feature on the sidelink for handheld UEs is a solution. For instance, the eNB-aided form of discontinuous transmission/reception (DTX/DRX) that allows for power-saving in the UE should be considered by 3GPP System. Or perhaps enhancements on application or transport layer etc. are more appropriate.
VRU Trajectories			The 3GPP System should provide a network-enabled positioning service including history data of trajectories for VRUs.

6.2 Vehicle Operations Management

6.2.1 Software Update

Use Case Name	Software Update.
User Story	Vehicle manufacturer updates electronic control module software for targeted vehicles.
Category	Vehicle Operations Management.
Road Environment	Intersection | Urban | Rural | Highway | Other
Short Description	• Vehicle Manufacturer or Controlling Authority publishes software updates for one or more electronic control units (ECUs) on targeted host vehicles (HVs).
Actors	• Host vehicle (HV). • Vehicle manufacturer. • Controlling authority (could be fleet operator, owner / user onboard, etc.). • Human driver.
Vehicle Roles	• HV represents the targeted vehicle for an intended software update.
Roadside Infrastructure Roles	Not applicable.
Other Actors' Roles	• Vehicle manufacturer publishes software updates. • Vehicle controlling authority publishes software updates or approves installation of software update.
Goal	Deliver software updates to targeted vehicles.
Needs	• Vehicle manufacturer needs to distribute software updates. • Vehicle manufacturer needs to notify HV in case of urgently-needed update. • Vehicle manufacturer needs to ensure secure delivery of authentic software updates to HV. • HV needs to download and install software updates. • HV owner may need to accept or approve application of software updates. • HV owner needs to accept or reject free optional software updates. • HV owner needs to purchase or reject optional software updates with new features.
Constraints/ Presumptions	• Vehicle manufacturer targets an update for a list of vehicles. • A software update may depend on minimum ECU hardware versions, other ECU software versions, or on a chain of previous software versions. • Scenarios may differ between conventional and autonomous cars. • HV includes capabilities to download, store, manage, and install software. In many cases a device (or devices) may provide these capabilities for a group of ECUs, while other ECUs may provide these capabilities for themselves. • A coordinated software update may involve a group of ECUs. • A software update may be routine (non-urgent) or urgent. • A software update may be mandatory or optional. • Software updates may vary in size, depending on target ECU(s). Sizes from less than 1 MB to more than 32 GB must be considered. • Software download must be secure, and the integrity of the downloaded update must be assured (e.g. image signing, etc.). • A software update might be rolled back.

	• Where feasible, HVs will retain one previous software version to facilitate rollbacks. If this is not feasible, any single SW update package and process should include the capability to roll back the updates contained in that package in case the planned update cannot complete. • There might need to be multiple, staged updates to move the vehicle systems to the current, recommended or required versions. For example, the steps might include: ECU1 updated from v2.1 to v2.4, then updated from v2.4 to v3.1. ECU2 updated from v5.0 to v6.0 to v7.0 to v7.1. This can be done in one update sequence, but could increase update package size and would affect update timing. • It may be possible that intermediate update stages (e.g. ECU1 at v2.4 and ECU2 at v6.0) may not be considered compatible or safe, so the entyre update sequence may need to be completed before the function or vehicle can be used. • Downloading software updates must not adversely affect the performance of safety features.
Geographic Scope	Global.
Illustrations	Not applicable.
Pre-Conditions	Vehicle manufacturer or controlling authority publishes a software update for a target list of HVs.
Main Event Flow	• Vehicle manufacturer or controlling authority posts a mandatory software update and notifies targeted HVs of the new software version on affected ECUs. • Update can be characterised as routine (non-urgent) or urgent and could target conventional (human-driven) or autonomous (self-driving) vehicles. • In case of “Urgent” updates, an “Urgent Update Required” message is sent to the vehicle, and handled as in the User Stories below. • HV receives notification and starts downloading the software update • HV may download segments of the software update at opportune moments that do not affect the performance of safety features or other driver-facing features such as voice calls or streaming content, or to accommodate changing network availability. • HV may pause and continue downloads as needed; it should not re-start a large download from the beginning and may receive parts of the download out of order. Thus the download is “reliable” even given any gaps in coverage or delays caused by higher-priority uses of available bandwidth, or switching between multiple communications mechanisms. • When HV completes downloading the posted software update: a. HV should either retain a copy of the previously-installed version of software in case of an issue with the update that requires reverting to the previous version or having a mechanism to reverse the changes contained in the SW update package. b. HV receives approval from human driver (conventional, if required) or controlling authority (autonomous) to install the software update. Such a separate step after package download is not always mandatory. c. HV installs the downloaded software update at a safe, appropriate, driver-approved (where required) time. d. HV notifies vehicle manufacturer and controlling authority of update completion and an updated manifest of ECUs, installed software versions, retained rollback versions, any relevant download rate and installation statistics, etc. as appropriate for the SW update process.
Alternative Event Flow	• Vehicle manufacturer posts an optional software update and notifies targeted HVs of the new software version and features on affected ECUs. • HV owner is notified of the optional software update, its new features and cost if applicable. • If HV owner accepts or purchases the update:

	a. HV starts downloading the software update. b. HV may download segments of the software update at opportune moments that do not affect the performance of safety features or other driver-facing features such as voice calls or streaming content. c. HV may pause and continue downloads as needed; it should not re-start a large download from the beginning and may receive parts of the download out of order. Thus the download is "reliable" even given any gaps in coverage or delays caused by higher-priority uses of available bandwidth, or switching between multiple communications mechanisms. d. When HV completes downloading the posted software update: i. HV should either retain a copy of the previously-installed version of software in case of an issue with the update that requires reverting to the previous version, or else have a mechanism to reverse the changes contained in the new SW update package. ii. HV installs the downloaded software update at a safe, appropriate, driver-approved (where required) time. • HV notifies vehicle manufacturer and controlling party of update completion and an updated manifest of ECUs, installed software versions, retained rollback versions, any relevant download rate and installation statistics, etc. as appropriate for the SW update process.
Post-Conditions	• Mandatory software updates are deployed on target HVs. • Optional software updates are either rejected or deployed on target HVs.
Service-Level KPIs	• Download time. • Download size. • Reliability.
Information Requirements	• Urgency/criticality of update. • HV's list of ECUs with current software versions. • Vehicle manufacturers latest software versions per ECU on each HV. • Any dependencies between ECUs and software versions. • HV's software update download progress. • HV's software update installation progress.

User Story	Detailed description and specifics
User Story #1 **Software Update (Conventional-Routine)**	The "normal" case requiring a software update in a conventional (non-autonomous) vehicle. Software download and software installation are separate. The software is downloaded securely and reliably, as coverage and bandwidth are available. Its transmission must not adversely affect any safety-critical or user experience-critical functions. The driver is asked for consent to install the software when appropriate. Software installation is a separate process that occurs when safe and convenient. It may also vary depending on the vehicle manufacturer, model, and specific ECUs. For example, a non-critical system might be updated any time but a safety-critical system might only be updated when the vehicle is securely parked and will not be used for an extended period.
User Story #2 **Software Update (Conventional-Urgent)**	Urgent need for software update in a conventional (human-driven) vehicle. Driver is alerted to the need for an update. This could be similar to a "check engine" light or other alert. Unless otherwise mandated, the SW is downloaded automatically by the vehicle. Where required, the driver is asked for consent to install the software as soon as safe and appropriate. If consent is not required, the vehicle may choose to perform the installation when appropriate, and the driver may be notified before, during, and/or after.

	The software is downloaded securely and reliably, as coverage and bandwidth are available. Its transmission should not interrupt any safety-critical functions. Where required, the driver is asked for consent to install the software when appropriate. Software installation proceeds as in the case above.
User Story #3 **Software Update (Autonomous-Routine)**	The "normal" case requiring a software update in an autonomous (self-driving) vehicle. The controlling party is asked for consent to install the software, potentially specifying preconditions (e.g. no passengers aboard, during off-peak hours, during next refuelling/recharging, etc.). The software is downloaded securely and reliably, as coverage and bandwidth are available. Its transmission must not adversely affect any safety-critical or user experience-critical functions. Software installation is a separate process that occurs when safe and the controlling party conditions are met.
User Story #4 **Software Update (Autonomous-Urgent)**	Urgent need for critical software update in an autonomous (self-driving) vehicle. In this case, the first priority may be to **order the vehicle to safely exit the roadway and park**. The controlling party is informed of a critical need for an update and agrees to the vehicle state requirements to perform the download and update (e.g. en route or stopped, passengers on-board or empty, etc.). With controlling party's consent regarding the conditions, the vehicle update is performed, which may require steps to stop in a safe location and inform passengers on-board. Once the controlling party agrees to the conditions, the updates are downloaded to target vehicles, while necessary requirements for update installation (like safely parking) are addressed in parallel. If passengers are aboard, the controlling party (e.g. fleet operator) or vehicle informs passengers of the situation and attends to their comfort and safety. For example, another vehicle may be dispatched to carry the passengers to their destinations. Assuming no passengers are aboard or the download and installation can be completed with high confidence quickly (within minutes), the software download and installation proceed as in the routine case, but with a higher delivery priority (i.e. streaming or other content downloads take lower priority). In cases of longer update installation durations, passengers may be transferred to another vehicle and the download will occur as if routine while the vehicle is parked. However, the high cost of an expensive autonomous vehicle sitting idle while another is needed to deal with passengers, or any time the update can be accomplished more quickly than the arrival of a replacement vehicle, make the "update while you wait" scenario more compelling.
User Story #5 **Software Update (Without Infrastructure)**	Software update delivery outside network service provider coverage. A vehicle is outside of V2I/V2N coverage and enters the C-V2X range of another vehicle with the appropriate software update available. For example, two or more similar vehicles from the same managed fleet arrive in close proximity to transfer cargo, refuel/recharge, or for the explicit purpose of receiving an update or other maintenance. • Assumes a site outside network service or roadside infrastructure coverage where at least two vehicles come into close proximity of each other. • At least one vehicle (the "serving vehicle") holds the appropriate software update and can serve as a secure download server to the target vehicle(s). • Before the software transfer is initiated, the system in the serving vehicle identifies the target vehicle(s) and the need for software updates. This process

	may be done through a bulletin published by the serving vehicle which identifies vehicles needing specific updates. • The driver (human or robot) is informed that a critical update is in progress and that the vehicle should not be powered down or driven until update completion. The download must happen over a short period while the vehicles are in close proximity of each other.
User Story #6 **Software Update (Vehicle to Workshop)**	Software update delivery in a specific context, such as a dealership, workshop, or fleet parking facility. A vehicle enters an area where "private" C-V2X capability/RSU can quickly deliver a software update directly to the vehicle. For example, a vehicle enters a workshop for a brief service such as changing tyres or replacing fluids, and relevant software updates are available. The software is delivered quickly via a direct C-V2X connection while other services are performed. This reduces total downtime and provides updates in a safe situation where technicians are available in case of anomaly, taking advantage of close range and unlicensed spectrum. • Assumes a controlled environment such as a dealership/workshop, fuelling/ charging station, or fleet parking facility. • The download must be completed quickly with the car stationary, with systems powered on to handle the transfer and installation. • The driver (human or robot) and technician (if applicable) are informed that a critical update is in progress and that the vehicle should not be powered down or driven until update completion. Before the software transfer is initiated, the secure local RSU identifies the target vehicle(s) and the need for software updates. This process may be done through a bulletin published by the RSU which identifies vehicles needing specific updates

User Story #1 **Software Update (Conventional-Routine)**			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	Within network service provider coverage	In principle, the User Story is applicable in the network service provider coverage area.
Information Requested/Generated	**Quality of information/ Information needs**	1.5GB within 168 hours	This is a current-day example of a major OEM update image that would be manually updated and installed today. Normally, the process of downloading the software update occurs in the background and should defer to more latency-sensitive applications.
Service Level Latency	**[ms]**	Not applicable	Software updates themselves are not latency-sensitive.

Service Level Reliability	%	99	Software updates should reliably and successfully transfer but this can occur over an extended period, as above. Exceptions would be when a vehicle is persistently out-of-range (for example, in long-term underground parking), or only sporadically within range (such as a farmer who only occasionally drives into town), in which case priority may be given for a more rapid download when they are in range.
Velocity	**[m/s]**	22.22	Typical city speed (~80 km/h), where it will be helpful to collect software updates over time. Note that a consistent download rate is not required, since the download may collect parts of the software image as available and pause and continue downloading as needed.
Vehicle Density	**[vehicle/km^2]**	1500 < 15 vehicles/km^2 typically need a specific update at a time	Assuming an overall vehicle density of 1500 vehicles/km^2, but only a fraction of these would require a specific software update due to differing vehicle manufacturers, vehicle platforms, on-board equipment, and other factors. We expect that <1 % of vehicles would need a specific software update at any given time.
Positioning Accuracy	**[m]**	30	It is typically enough for the network service provider to identify in which street/road and approximate position inside this street/road. More precision could be helpful to validate that a vehicle is safely parked before an update installation begins, or whether it is within range of other communications mechanisms (e.g. home Wi-Fi).
Interoperability / Regulatory / Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and third-party software update system developers will specify their own SW updates, and this will not be interoperable across manufacturers. There may be regulatory requirements, and for conventional vehicles we rely on current expectations for updates, which typically require service by dealerships and may take months to schedule and implement. Standardisation could be helpful but is not required, given the proprietary nature of updates

			and specific architectural needs from different vehicle manufacturers.

User Story #2 Software Update (Conventional-Urgent)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	Within network service provider coverage	In principle, the User Story is applicable in the network service provider coverage area.
Information Requested/Generated	**Quality of information/ Information needs**	1.5GB within 24 hours.	This is a current-day example of a major OEM update image that would be manually updated and installed today. Normally, the process of downloading the software update occurs in the background and should defer to more latency-sensitive applications.
Service Level Latency	**[ms]**	1 hour to deliver “critical update required” message	The most stringent requirement is to deliver the “critical update required” message. The human driver is still responsible for safe vehicle operation. Software updates themselves are not latency-sensitive.
Service Level Reliability	%	99	Software updates should reliably and successfully transfer but this can occur over an extended period as above. Exceptions would be when a vehicle is persistently out-of-range (for example, in long-term underground parking), or only sporadically within range (such as a farmer who only occasionally drives into town), in which case priority may be given for a more rapid download when they are in range.
Velocity	**[m/s]**	22.22	Typical city speed (~80 km/h), where it will be helpful to collect software updates over time. Note that a consistent download rate is not required, since the download may collect parts of the software image as available and pause and continue downloading as needed.
Vehicle Density	**[vehicle/km^2]**	1500	Assuming an overall vehicle density of 1500 vehicles/km^2, but only a fraction of these

		< 15 vehicles/km^2 typically need a specific update at a time	would require a specific software update due to differing vehicle manufacturers, vehicle platforms, on-board equipment, and other factors. We expect that <1 % of vehicles would need a specific software update at any given time.
Positioning Accuracy	**[m]**	30	It is typically enough for the network service provider to identify in which street/road and approximate position inside this street/road. More precision could be helpful to validate that a vehicle is safely parked before an update installation begins or whether it is within range of other communications mechanisms (e.g. home Wi-Fi).
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and third-party software update system developers will specify their own SW updates and this will not be interoperable across manufacturers. There may be regulatory requirements, and for conventional vehicles we rely on current expectations for updates, which typically require service by dealerships and may take months to schedule and implement. Standardisation could be helpful but is not required, given the proprietary nature of updates and specific architectural needs from different vehicle manufacturers.

User Story #3 Software Update (Autonomous-Routine)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	Within network service provider coverage	In principle, the User Story is applicable in the network service provider coverage area.
Information Requested/Generated	**Quality of information/ Information needs**	3 GB within 24 hours	This is a conservative estimate of a current self-driving stack based on publicly-available information. Normally, the process of downloading the software update occurs in the background and

			should defer to more latency-sensitive applications.
Service Level Latency	**[ms]**	Not applicable	Software updates themselves are not latency-sensitive.
Service Level Reliability	%	99	Software updates should successfully transfer reliably but this can occur over an extended period as above. Exceptions would be when a vehicle is persistently out-of-range (for example, in long-term underground parking), or only sporadically within range (such as a farmer who only occasionally drives into town), in which case priority may be given for a more rapid download when they are in range.
Velocity	**[m/s]**	22.22	Typical city speed (~80 km/h), where it will be helpful to collect software updates over time. Note that a consistent download rate is not required, since the download may collect parts of the software image as available and pause and continue downloading as needed.
Vehicle Density	**[vehicle/km^2]**	1500 < 15 vehicles/km^2 typically need a specific update at a time.	Assuming an overall vehicle density of 1500 vehicles/km^2, but only a fraction of these would require a specific software update due to differing vehicle manufacturers, vehicle platforms, on-board equipment, and other factors. We expect that <1 % of vehicles would need a specific software update at any given time.
Positioning Accuracy	**[m]**	30	It is typically enough for the network service provider to identify in which street/road and approximate position inside this street/road. More precision could be helpful to validate that a vehicle is safely parked before an update installation begins, or whether it is within range of other communications mechanisms (e.g. home Wi-Fi).
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and 3rd party SW Update system developers will specify their own software updates and this will not be interoperable across manufacturers. There may be regulatory requirements, and for conventional vehicles we rely on current

			expectations for updates, which typically require service by dealerships and may take months to schedule and implement. However, the expectations for self-driving vehicles and corresponding regulations will require much greater urgency and may even include temporarily removing an affected vehicle from normal driving operations. Once the vehicle is parked, the urgency to apply the software update depends on commercial concerns such as the cost of vehicle downtime in an autonomous fleet. Standardisation could be helpful but is not required, given the proprietary nature of updates and specific architectural needs from different vehicle manufacturers.

User Story #4 **Software Update (Autonomous-Urgent)**			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	Within network service provider coverage	In principle, the Use Case is applicable in the network service provider coverage area.
Information Requested/Generated	**Quality of information/ Information needs**	3 GB within 2 hours	This is a conservative estimate for a current self-driving stack based on publicly-available information. Normally, the process of downloading the software update occurs in the background and should defer to more latency-sensitive applications.
Service Level Latency	**[ms]**	10 minutes to deliver “critical update required” message	The most stringent requirement is to deliver the “critical update required” message, especially in the case of an autonomous vehicle. But even this is in the range of minutes. Software updates themselves are not latency-sensitive.
Service Level Reliability	%	99	Software updates should reliably and successfully transfer but this can occur over an extended period, as above.

			Exceptions would be when a vehicle is persistently out-of-range (for example, in long-term underground parking), or only sporadically within range (such as a farmer who only occasionally drives into town), in which case priority may be given for a more rapid download when they are in range.
Velocity	**[m/s]**	70	This (250 km/h) is an allowed speed in some motorways and at least the "critical update required" message should be deliverable at any speed the vehicle is likely to travel. Ideally, the download itself can be completed at this speed. Once the vehicle is parked and secured, installation can be completed over a longer period.
Vehicle Density	**[vehicle/km^2]**	1500 vehicles/km^2 < 15 vehicles/km^2 typically need a specific update at a time.	Assuming an overall vehicle density of 1500 vehicles/km^2, but only a fraction of these would require a specific software update due to differing vehicle manufacturers, vehicle platforms, on-board equipment, and other factors. We expect that <1 % of vehicles would need a specific software update at any given time.
Positioning Accuracy	**[m]**	30	It is typically enough for the network service provider to identify in which street/road and approximate position inside this street/road. More precision could be helpful to validate that a vehicle is safely parked before an update installation begins or whether it is within range of other communications mechanisms (e.g. home Wi-Fi).
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and third-party software update system developers will specify their own SW updates and this will not be interoperable across manufacturers. There may be regulatory requirements, and for conventional vehicles we rely on current expectations for updates, which typically require service by dealerships and may take months to schedule and implement. However, the expectations for self-driving vehicles and corresponding regulations will require much greater urgency and may even include temporarily removing an affected vehicle

			from normal driving operations. Once the vehicle is parked, the urgency to apply the software update depends on commercial concerns such as the cost of vehicle downtime in an autonomous fleet. Standardisation could be helpful but is not required, given the proprietary nature of updates and specific architectural needs from different vehicle manufacturers.

User Story #5 Software Update (Without Infrastructure)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	< 100 m between vehicles	This User Story assumes the vehicles are in close proximity.
Information Requested/Generated	**Quality of information/ Information needs**	1.5 GB	This is a current-day example of a major OEM update image that would be manually updated and installed today.
Service Level Latency	**[ms]**	30 seconds	The goal is to deliver updates vehicle-to-vehicle and minimise disruption to their regular activity.
Service Level Reliability	**%**	99	Software updates should successfully transfer completely and reliably 99 % of the time in the time desired above.
Velocity	**[m/s]**	0	We assume the vehicles will be parked in close proximity for this transfer.
Vehicle Density	**[vehicle/km^2]**	1500 vehicles/km^2 Minimum of 2 vehicles involved (server and target)	Assuming an overall vehicle density of 1500 vehicles/km^2, but this is a vehicle-to-vehicle application for a “peer to peer” transfer. Scenarios where one server delivers updates to multiple targets at a time are also desirable.
Positioning Accuracy	**[m]**	50	Vehicles need to be in close proximity, and are expected to identify each other directly.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and third-party software update system developers will specify their own SW updates and this will not be interoperable across manufacturers.

			There may be regulatory requirements, and for conventional vehicles we rely on current expectations for updates, which typically require service by dealerships and may take months to schedule and implement. Standardisation could be helpful but is not required, given the proprietary nature of updates and specific architectural needs from different vehicle manufacturers.

User Story #6 Software Update (Vehicle to Workshop)			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	< 100 m between vehicle and RSU	Scenario is within a specific location and context as described.
Information Requested/Generated	**Quality of information/ Information needs**	32 GB	This is a current-day example of a major OEM update package that today would be manually updated and installed.
Service Level Latency	**[ms]**	15 minutes	The goal is to deliver updates while other minor services such as tyre changes are performed.
Service Level Reliability	**%**	99.9	Software updates should successfully transfer reliably and within the desired timeframe.
Velocity	**[m/s]**	0 m/s	We assume the vehicles will be parked during the download.
Vehicle Density	**[vehicle/km^2]**	1500 vehicles/km^2 Up to 100 vehicles updated simultaneously	Assuming an overall vehicle density of 1500 vehicles/km^2, but a maximum of 100 vehicles to be updated at any one time within the facility.
Positioning Accuracy	**[m]**	50	Vehicles need to be in close proximity to the private C-V2X RSU.
Interoperability / Regulatory / Standardisation Required	**[yes/no]**	No/Yes/No	We expect individual vehicle manufacturers and third-party software update system developers will specify their own SW updates and this will not be interoperable across manufacturers.

			There may be regulatory requirements, and for conventional vehicles we rely on current expectations for updates, which typically require service by dealerships and may take months to schedule and implement. Standardisation could be helpful but is not required, given the proprietary nature of updates and specific architectural needs from different vehicle manufacturers.

6.2.2 Vehicle Health Monitoring

Use Case Name	Vehicle Health Monitoring.
User Story	Owners, fleet operators and authorised vehicle service providers monitor the health of HV and are alerted when maintenance or service is required.
Category	Vehicle Operations Management.
Road Environment	Intersection | Urban | Rural | Highway | Other
Short Description	• Owners, operators and vehicle service providers request a report of the HVs current health including: o On-board diagnostic trouble codes o Predicted maintenance (fluids, brakes, tyres, battery, etc.) • Owners, operators and vehicle service providers are alerted to new vehicle health issues requiring service and the vehicle's location when detecting: o On-board diagnostic trouble codes o Required maintenance (fluids, brakes, tyres, battery, etc.)
Actors	• Host vehicle (HV). • Vehicle owner. • Fleet operator. • Automotive service provider.
Vehicle Roles	HV represents the vehicle that needs maintenance or service.
Roadside Infrastructure Roles	Not applicable.
Application Server Roles	Not applicable.
Other Actors' Roles	Not applicable.
Goal	• Provide owners, operators and vehicle service providers of HV health report on request. • Alert owners, operators and vehicle service providers of HV health issues requiring maintenance or service.
Needs	• Owners, operators and vehicle service providers need to know the health of the vehicle including: o Required and estimated maintenance o Detected problems that require service and the location of HV
Constraints/ Presumptions	

Geographic Scope	Global.
Illustrations	
Pre-Conditions	
Main Event Flow	• HV owner, operator or vehicle service provider requests a health report. • HV provides on-board diagnostic trouble codes. • Required maintenance is determined based on component use and wear. • A health report is provide to the requester.
Alternate Event Flow	• HV detects a problem using on-board diagnostics. • The HV owner, operator or vehicle service provider is notified of the detected on-board diagnostic trouble code.
Alternate Event Flow	• HV driver detects a problem that requires service. • The HV owner, operator or vehicle service provider is notified of the driver reported problem.
Alternate Event Flow	• A HV component requires maintenance based on determined use and wear. • The HV owner, operator or vehicle service provider is notified of the required maintenance.

Post-Conditions	• Owners, operators and vehicle service providers are aware of the health of the vehicle including:
	  o Required and estimated maintenance
	  o Detected problems that require service and location of HV

Service Level Key Performance Indicators	Location accuracy.

Information Requirements	• HV health report:
	  o On-board diagnostic trouble codes
	  o Predicted maintenance (fluids, brakes, tyres, battery, etc…)
	  o Required maintenance (fluids, brakes, tyres, battery, etc…)
	• HV location.

User Story	Detailed description and specifics
User Story #1	A vehicle is travelling on a highway and is losing air pressure in one or more of its tyres. A road or fleet operator needs to be made aware of the situation.

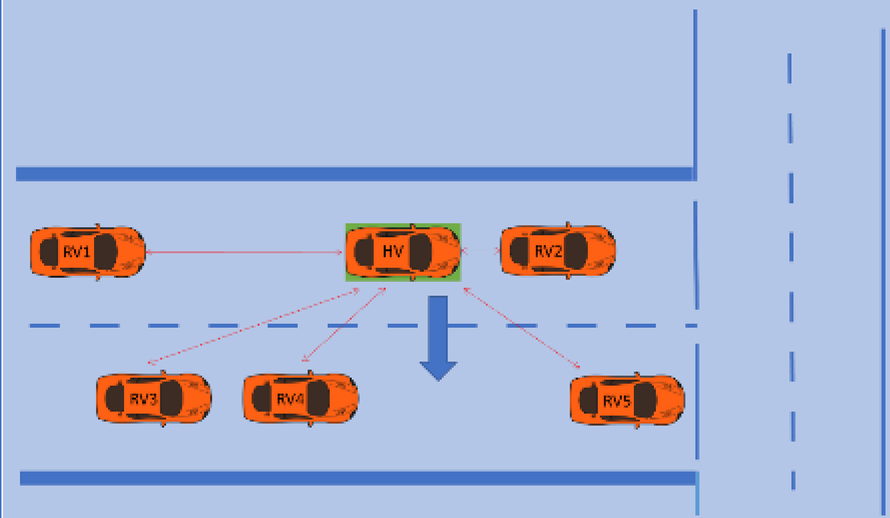
User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	N/A	There is no concrete upper limit to the desired range. The vehicle needs to convey the message to the road operator or fleet manager cloud which in most cases is physically far away from the vehicle.
Information Requested/Generated	**Quality of information/**	< 1 KB	The information must be timely and accurate. Since the information is safety related, it must be accurate.

	Information needs		
Service Level Latency	**[ms]**	< 30 s	Latency is not a critical factor.
Service Level Reliability	%	99.99	It is critical that the information be sent and received successfully.
Velocity	**[m/s]**	44.4	Health monitoring related events and messages should be able to be sent successfully at highway driving speeds (example 160 km/h).
Vehicle Density	**[vehicle/km^2]**	4000 or max.	Vehicle that is on the verge of becoming stranded due to a degrading condition should be able to successfully send the information in a traffic congested environment.
Positioning Accuracy	**[m]**	1.5 m 3 σ (99.8%)	Since this information may be used to dispatch assistance, the location of the vehicle must be known within a lane width and within the vehicle's length. Here, 1.5 m is the typical accuracy required to locate a vehicle within a lane.
Interoperability/Regulatory/ Standardisation Required	**[yes/no]**	Yes	Information should be standardised to enable road operators to identify vehicles that are at risk of becoming stranded and dispatch an appropriate level of assistance.

6.3 Advanced Driving Assistance

6.3.1 High Definition Sensor Sharing

Use Case Name	High Definition Sensor Sharing.
User Story/Use Case scenario	The vehicle has automated driving mode and wants to execute maneuvers.
Category	Convenience, Advanced driving assistance.
Road Environment	Suburban | urban | highway | rural.
Short Description	Vehicle uses its own sensors (e.g. HD camera, lidar), and sensor information from other vehicles, to perceive its environment (e.g. come up with 3D model of world around it) and safely performs an automated driving maneuver.
Actors	• Host vehicles(HV). • Remote vehicles (RV).
Vehicle Roles	• On-board sensors detect other vehicles and objects. • On board processors calculate relative distances and trajectories of other vehicles.

	• Processed and/or un-processed information is shared with other vehicles.
Roadside Infrastructure Roles	Not applicable.
Other Actors' Roles	None.
Goal	Automated driving maneuver safely performed.
Needs	• Capability of vehicle to calculate accurately, and in real time, its relative position with other vehicles, road markings and objects. • Capability of the vehicle to use its own sensor information and/or that of other vehicles, including those not in line of sight. • System must work during the day and the night, and in all weather conditions.
Constraints/ Presumptions	Not all vehicles will be equipped.
Geographic Scope	All.
Illustrations	 HV = Host vehicle RV = Remote vehicle
Pre-Conditions	• Necessary software available in clients and applications. • Communication means available. • The HV has to understand the sensor data from the RVs, in an agreed format.
Main Event Flow	• HV captures 360 degree sensory information (e.g. other vehicles, road markings). • HV calculates in real time its distance from other vehicles and objects, their relative positions and their trajectories. • HV receives processed and/or un-processed information (e.g. video) from remote vehicles and uses that information to improve its perception of the surroundings and add certainty to its calculations. • HV, taking into account information received from RVs, calculates what the gap between RV4 and RV5 will be for the next n seconds. Host vehicle knows from information received from RV5 that a junction is near and therefore it is likely to slow down imminently.

	• HV determines that it is safe to move from the left lane to the right lane. • HV notifies remote vehicles of its intention. • HV performs the manoeuvre, adjusting its speed to the optimum.
Alternative Event Flow	As above except in step 3 the HV requests sensor information from specific RVs.
Post-Conditions	The vehicle has moved from the left lane to the right lane.
Service Level Requirements	See table below.
Information Requirements	• Accurate dynamic relative position and planned trajectory • High-definition images. • LIDAR. • Dynamic 3D absolute position. • Accuracy of the data and liability for sharing. • Agreed formats of data for sharing.

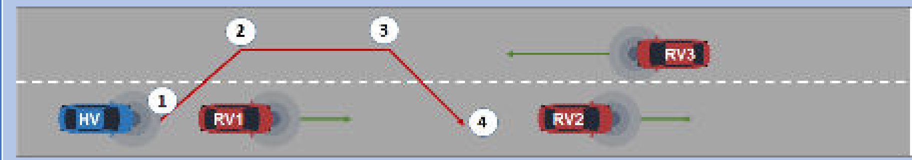
User Story	Detailed description and specifics
User Story #1	Vehicle uses its own sensors (e.g. HD camera, lidar), and sensor information from other vehicles, to perceive its environment (e.g. come up with 3D model of world around it) and safely performs an automated driving maneuver.

User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	Min. 80	40 m is approximately 2 s driving time at 160 km/h, which should provide enough time for sensor sharing negotiation.
Information Requested/Generated	**Quality of information/ Information needs**	Numerical	Processed and unprocessed data may be exchanged. Near zero error rate tolerance (after error correction) on transmission link is required. Max. 1000 bytes packet size (processed data). Larger for un-processed data.
Service Level Latency	**[ms]**	10	Lowest possible latency is needed to reduce reaction times of HV and RV. 10 ms is considered realistically achievable in Rel-16.

Service Level Reliability	%	99.9	Very high, the reliability here should be sufficient to guarantee QoS (whole system).
Velocity	**[m/s]**	44.4	Max. highway speed assumed to be 160 km/h.
Vehicle Density	**[vehicle/km^2]**	4000	Max. assumed density in urban situation.
Positioning Accuracy	**[m]**	0.1	Relative between two vehicles. High accuracy is required to avoid collision.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation. Processed sensor data shall be understandable between different manufactures' implementations.

6.3.2 See-Through for Passing

Use Case Name	See-Through for Passing.
User Story	Driver of host vehicle (HV) that signals an intention to pass a remote vehicle (RV) using the oncoming traffic lane is provided a video stream showing the view in front of the RV.
Category	Convenience | Advanced driving assistance.
Road Environment	Rural two-lane highways.
Short Description	• HV approaches from behind or follows RV1 with the intention to pass using the oncoming lane. • Video stream of the front view of RV1 is shown to the HV driver during the passing manoeuvre.
Actors	• Host vehicle (HV). • Remote vehicle 1 (RV1). • Remote vehicle 2 (RV2). • Remote vehicle 3 (RV3).
Vehicle Roles	• HV represents the vehicle intending to pass RV1. • RV1 represents the vehicle being passed. • RV2 represents the vehicle in front of RV1. • RV3 represents the closest vehicle in the oncoming traffic lane.
Roadside Infrastructure Roles	• Roads must define their lanes and direction of traffic flow in each lane. • Road must indicate where passing is not permitted across traffic lanes.
Application Server Roles	Not applicable.
Other Actors' Roles	Not applicable.
Goal	Provide HV driver a clear, reliable and real-time view of the road situation in front of the vehicle it is trying to pass and help avoid possible collision.

Needs	• Communication capabilities allowing real-time video transfer. • High-resolution display in HV.
Constraints / Presumptions	• HV and RV meet basic communications capabilities and performance requirements described for sending and receiving messages. • HV and RV are equipped to send and receive messages as well as high-bandwidth real-time video content.
Geographic Scope	National.
Illustrations	 • State 1 = HV starts receiving streaming video from RV1 • State 2 = HV has fully moved into the passing lane, continues receving video streaming from RV1 • State 3 = HV has reached the position in the passing lane when it is ready to start the manoeuvre to return to the starting lane • State 4 = HV completes the passing maneuver and can stop receiving the streaming video from RV1
Pre-Conditions	• HV is approaching from behind or following RV1. • The HV and RV are in communication range. • The RV is capable of collecting front facing visual information.
Trigger	• HV signals its intention to pass RV1. • HV driver requests visual of the RV1's front view.
Main Event Flow	• The HV is approaching the RV from behind in the same lane. • HV is following RV on a two-way road and makes a decision to initiate a passing manoeuvre. • HV requests RV's visual information from its front view for the purpose of making a passing decision as well as additional information during the passing manoeuvre. • The RV provides visual information from its front view periodically or event-based. • The HV receives the visual information from the RV. • The HV driver is able to see the RV front facing.
Alternative Event Flow	None.
Post-Conditions	Based upon the visual information from the RV, the HV driver is able to: • Make an informed decision to overtake the RV when there is no traffic coming in on the opposite direction. • Complete a successful passing manoeuvre with the additional visual information from RV1.
Service Level KPIs	• Velocity. • Data rate. • Range. • Latency.

	• Video quality.
Information Requirements	• Video streaming capability between vehicles as well as short message exchange capability.

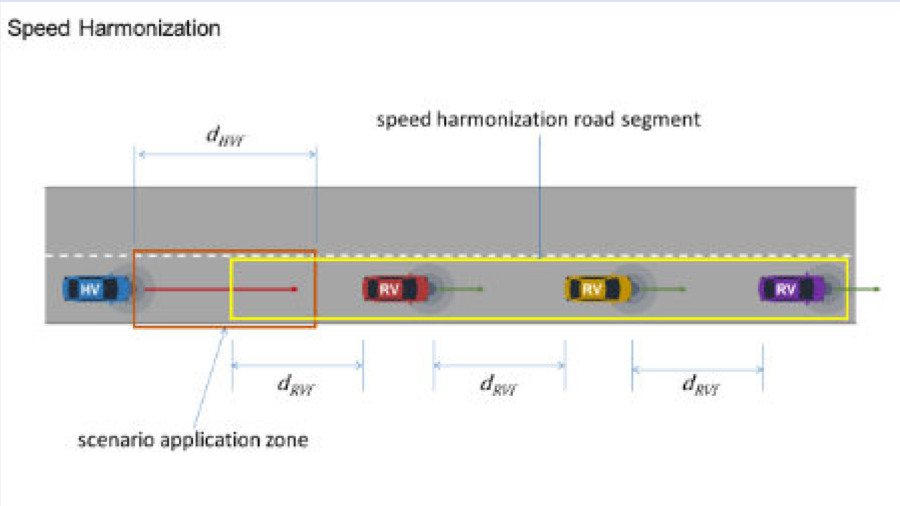
User Story	Detailed description and specifics
User Story #1	Driver of host vehicle (HV) that signals an intention to pass a remote vehicle (RV) using the oncoming traffic lane is provided a video stream showing the view in front of the RV.

User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	100	As the two vehicles concerned in the exchange of visual information are driving in the same lane, the communication range is from 50-100 m, considering a legal headway of 2 s.
Information Requested/Generated	**Quality of information/ Information needs**	15 Mbps	Video streaming. 15 Mbps are needed to transmit a progressive high-definition video signal with resolution 1280x720, frame rate 30 Hz, colour depth 8 bit, 24 bit resolution, subsampling 4:2:2 and a typical compression of 1:30 (e.g. with H.264).
Service Level Latency	**[ms]**	50	The latency requirement for a video frame depends on the vehicle speed and heading as well as pitch angle changes. Latency of 50 ms should be kept, lower values would increase the experience of this function. Additional delays would lead to additional buffering in the rear vehicle. 50 ms is the considered e2e communication layer latency, without including application layer processing times e.g. coding, de-coding. Additional latency requirements: • The duration of service discovery phase should be in maximum 500 ms (i.e. time duration for HV to identify if RV supports the see-through service). Service discovery includes the communication establishment phase (i.e. receive resources) as well as the discovery request and discovery response messages that HV and RV send, respectively. • The see-through establishment phase (i.e. a) HV asks for see-through and b)

			RV provides the first video frame) should complete within maximum within 500 ms. • Service discovery and see-through establishment within 1000 ms will help the driver of the HV to activate the requested see-through service quickly and take a fast decision whether to proceed within the overtake action. This also affects the engagement of the driver with the see-through application. • The see-through release phase should be complete within maximum 500 ms.
Service Level Reliability	%	99	Reliability of 99 % at the communication layer for video frames is needed to avoid massive artefacts that may lead to degradation of video quality for assisted driving. The video will be used to distinguish objects, front vehicles etc. in order to support a driver's decision to overtake or not.
Velocity	**[m/s]**	33.33	This is the maximum speed limit for non-urban streets (i.e. not highways).While 120 kmph is the maximum speed of the HV and RV. Note: The transmitter of the video and the vehicle receiving the information will be more or less at the same speed 0-30 km/h (relative velocity).
Vehicle Density	**[vehicle/km^2]**	1500	This type of service is most likely to be used in rural road environments. Two vehicles are involved in this Use Case.
Positioning Accuracy	**[m]**	1.5 (99.8 %)	Positioning accuracy to know HV's and RV's location (including direction) and lane.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes/Yes/Yes	Interoperability is needed between the vehicles that participate in the see-through service. Regulatory oversight for safety-related issues is needed. Standardisation on the application layer (message set and flow control).

6.4 Traffic Efficiency

6.4.1 Speed Harmonisation

Use Case Name	Speed Harmonisation.
User Story	Notify HV of recommended speed to optimise traffic flow, minimise emissions and to ensure a smooth ride.
Category	Traffic efficiency.
Road Environment	Urban | Rural | Highway
Short Description	Notify HV of recommended speed based on traffic, road conditions and weather information.
Actors	Host vehicle (HV).
Vehicle Roles	HV represents the vehicle receiving posted speed limits.
Road and Roadside Infrastructure Roles	• Roads are defined by their lane designations and geometry. • Posted speed limits are associated with road and lane segments.
Other Actors' Roles	Not applicable.
Goal	• Notify HV of the optimal speed to enable a comfortable ride and alleviate the need for frequent acceleration and deceleration. • Promote environmentally-friendly driving patterns. • Reduce risks of collisions due to stop and go traffic.
Needs	HV needs to know the recommended speed to optimise traffic flow, minimise emissions and to ensure a smooth ride.
Constraints/ Presumptions	RVs on the harmonised road segment are aware of the recommended speed.
Geographic Scope	Global.
Illustrations	 d_{HVf} = safe following distance of HV d_{RVf} = safe following distance of RV

Pre-Conditions	• HV is moving forward.
	• The scenario application zone is determined from:
	  ○ HV's location and dynamics
	  ○ HV's safe following distance

	○ lane designations and geometry ○ posted speed limits • The speed harmonisation road segment is determined from: ○ RVs' location and dynamics ○ RVs' safe following distance ○ Lane designations and geometry ○ Road conditions (if available)
Main Event Flow	• If the "speed harmonisation road segment" is in the scenario application zone: ○ Notify HV of the recommended harmonised speed
Post-Conditions	• HV is aware of the recommended harmonised speed.
Service Level Key Performance Indicators	• Positioning accuracy. • Information age. • Communications range.
Information Requirements	• HV's location and dynamics. • HV's safe following distance. • RVs' location and dynamics. • RVs' safe following distance. • Lane designations and geometry. • Posted speed limit associated with lane or road segments. • Road conditions (if available).

User Story	Detailed description and specifics
User Story #1	In this user story, we assume human driver drives HV which would then result in taking human reaction time into account for SLR calculation.
User Story #2	In this user story, we assume HV is highly automated, therefore human reaction time does not have to be considered at all.

User Story #1			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	123/59/26	This value is calculated as a concatenation of the braking distance of HV and d_{RVf}. d_{RVf}. It can be derived from the typical braking distance formula with the velocity of stationary vehicles (i.e. RV). Braking distance formula = *(Human reaction time)*velocity + velocity^2/(2μg)* where μ represents the coefficient of friction and g represents gravitational acceleration. In order to acquire sample values, we used the following assumptions

			μ = 0.8 *g = 9.8 [m/s^2]* *Human reaction time = 1.0 [s].*
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Information about RV(s) speed/ position, and information to HV about recommended speed. Information may be processed locally by HV to determine harmonised speed (if only dependent on RV(s) speed/position). Information may be processed by external entity that determines recommended speed to advise HV. Assuming 300 bytes is enough to carry speed and location information.
Service Level Latency	**[ms]**	2500/1800/1400	Latency should be low enough to allow a smooth adjustment, collisions could be prevented by on-board sensors or other means. Exact value can be derived from d_{RVf} divided by speed gap between HV and RV.
Service Level Reliability	**%**	80	This should be relatively lower than the value for other safety critical Use Cases.
Velocity	**[m/s]**	50	Assuming typical maximum allowed speeds and some safety margin.
Vehicle Density	**[vehicle/km^2]**	10,000	Max. assumed density in urban situation.
Positioning Accuracy	**[m]**	1.5 m	Same as other scenario which requires lane level positioning accuracy, assuming different speed limit is applicable per lane.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.
User Story #2			
SLR Title	**SLR Unit**	**SLR Value**	**Explanations/Reasoning/Background**
Range	**[m]**	59/23/8	This value is calculated as concatenation of braking distance of HV and d_{RVf}. d_{RVf} can be derived by typical braking distance formula with velocity of stationary vehicle(i.e. RV).

			Braking distance formula = *(Human reaction time)*velocity + velocity^2/(2μg)* where μ represents coefficient of friction and g does gravitational acceleration. In order to acquire sample values, we used following. $\mu = 0.8$ $g = 9.8\ [m/s^2]$ *Human reaction time = 0 [s]*
Information Requested/Generated	**Quality of information/ Information needs**	300 bytes per message	Information about RV(s) speed/position and information to HV about recommended speed . Information may be processed locally by HV to determine harmonised speed (if only dependent on RV(s) speed/position). Information may be processed by external entity that determines recommended speed to advise HV about. Assuming 300 bytes is enough to carry speed and location information.
Service Level Latency	**[ms]**	1500/800/400	Latency should be low enough to allow a smooth adjustment, collisions could be prevented by on-board sensors or other means. The exact value can be derived from d_{RVf} divided by the speed gap between HV and RV.
Service Level Reliability	%	80	This should be relatively lower than the value for other safety critical Use Cases.
Velocity	**[m/s]**	50	Assuming typical maximum allowed speeds and some safety margin.
Vehicle Density	**[vehicle/km^2]**	10,000	Max. assumed density in urban situation.
Positioning Accuracy	**[m]**	1.5	Same as other scenarios which require lane level positioning accuracy, assuming different speed limits are applicable per lane.
Interoperability /Regulatory/ Standardisation Required	**[yes/no]**	Yes	Interoperability between manufacturers' implementations to be guaranteed by standardisation.

7 Conclusions

This document provides the latest descriptions, User Stories, and Service Level Requirements for the first set of Use Cases (also referred to as Volume I, previously WAVE1 Use Cases) as part of the 5GAA WG1 work item “Use Case and KPI Requirements” [3]. The Use Cases originate from the 5GAA Board Internal Guidance Document [1].

The initial Use Case discussion in 5GAA WG1 showed diverse understanding of the same Use Case. Consequently, the need for a framework to describe Use Cases was identified. Furthermore, between the WGs in 5GAA it was agreed that WG1 should focus on solution-agnostic Use Case descriptions and requirements development. In line with this evolutionary mission definition, WG1 went through several iterations to develop a framework for Use Case descriptions, User Stories, and corresponding Service Level Requirements. Alongside the iterations, the framework was (re)applied to selected Use Cases. In its current version, the framework will be used and applied to further Use Cases.

Annex 1: Change History

Date	T-Doc	Subject/Comment	New version
09 Oct 2017	T-170215	TR first publication	v1.0
31 Jan 2018	T-180029	Addition of 6 UCs, deletion of “Objective’ and “C-V2X Use Case Requirements” of 6)	V1.1
28 Jan 2019	T-190007	Addition of Introduction, division Use Cases Description Framework and Use Cases Description	V2.0
Oct 2020	T-200111	Updated Use Case classification scheme, changed headings and regrouped Use Cases in section 6 accordingly; updated SLRs from C-V2X Roadmap WI; renaming from “WAVE1” to “Volume I”	V3.0
Jun 2022	T-200111	Adjustment of document structure details	V3.0