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Type of Project: Modify Existing Approved PAR

PAR Request Date: 07-Feb-2010

PAR Approval Date: 25-Mar-2010

PAR Expiration Date: 31-Dec-2012

Status: Modification to a Previously Approved PAR for the Revision of a Standard 1609.3-2007

Root PAR: P1609.3 **Approved on:** 26-Sep-2008

Project Record: 1609.3

1.1 Project Number: P1609.3

1.2 Type of Document: Standard

1.3 Life Cycle: Full Use

2.1 Title: Standard for Wireless Access in Vehicular Environments (WAVE) - Networking Services

3.1 Working Group: Dedicated Short Range Communication Working Group (VT/ITS/1609_WG)

Contact Information for Working Group Chair

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3.2 Sponsoring Society and Committee: IEEE Vehicular Technology Society/Intelligent Transportation Systems (VT/ITS)

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None

4.1 Type of Ballot: Individual

4.2 Expected Date of submission of draft to the IEEE-SA for Initial Sponsor Ballot: 09/2010

4.3 Projected Completion Date for Submittal to RevCom: 06/2011

5.1 Approximate number of people expected to be actively involved in the development of this project: 26

5.2 Scope: The scope of this standard is the specification of network and transport layer protocols and services that support multi-channel wireless connectivity between IEEE 802.11 Wireless Access in Vehicular Environments (WAVE) devices.

Old Scope: The scope of this standard is to define services, operating at the network and transport layers, in support of wireless connectivity among vehicle-based devices, and between fixed roadside devices and vehicle-based devices using the 5.9 GHz Dedicated Short Range Communications/Wireless Access in Vehicular Environments (DSRC/WAVE) mode.

5.3 Is the completion of this standard dependent upon the completion of another standard: No

5.4 Purpose: WAVE Networking Services represent layers 3 and 4 of the OSI communications stack. The purpose of this standard is to provide addressing and data delivery services within a WAVE system, providing multiple higher layer entities access to WAVE communication services. Upper layer support includes in-vehicle applications offering safety and convenience to their users.

Old Purpose: WAVE networking services represents layers 3 and 4 of the OSI communications stack. The purpose of this standard is to provide addressing and routing services within a WAVE system, enabling multiple stacks of upper layers above WAVE networking services and multiple lower layers beneath WAVE networking services. Upper layer support includes in-vehicle applications offering safety and convenience to their users.

5.5 Need for the Project: The Dedicated Short Range Communication (DSRC) 5.9GHz band was allocated to the Intelligent Transportation System (ITS) by the Federal Communication Commission (FCC). The ITS program is managed by the Federal Highway Administration Joint Program Office for ITS. The requirement for use of multi-channel wireless communications is based on the medium access and physical layer protocol and services initially defined in the ASTM Standard E2213-03, Dedicated Short Range

Communications (DSRC), now revised as the draft standard, IEEE 802.11p, Wireless Access to Vehicular Environments (WAVE) mode under consideration in IEEE 802.11p Task Group. The upper layer protocols and services requirements are described the IEEE P1609 family of standards that use IEEE 802.11p. Standardization of the upper layer protocols and services support the vehicle-to-vehicle and vehicle-to-roadside communication requirements of the U.S. Department of Transportation National ITS Architecture and the U.S. Department of Transportation ITS Joint Program Office initiatives. Benefits for the ITS program in enabling wireless communications is for vehicle operators, dispatch centers, traffic management centers, emergency response centers, route guidance, safety and amber alerts, and response to traveler emergencies. Revision is required based on experience with the trial-use of this standrd during the Vehicle-Infrastructure Integration project and additional requirements identified during and after the development of this standard.

5.6 Stakeholders for the Standard: The stakeholders for the project are the U.S. Department of Transportation Joint Intelligent Transportation Systems Office, automobile manufacturers, State and local transportation officials, toll authorities and toll tag manufacturers, public safety officials, commercial vehicle manufacturers, and public transit officials.

Intellectual Property

6.1.a. Is the Sponsor aware of any copyright permissions needed for this project?: No

6.1.b. Is the Sponsor aware of possible registration activity related to this project?: No

7.1 Are there other standards or projects with a similar scope?: No

7.2 International Activities

a. Adoption

Is there potential for this standard (in part or in whole) to be adopted by another national, regional or international organization?: No

b. Joint Development

Is it the intent to develop this document jointly with another organization?: No

c. Harmonization

Are you aware of another organization that may be interested in portions of this document in their standardization development efforts?: No

8.1 Additional Explanatory Notes (Item Number and Explanation): The Working Group members determined that a change to simplify the wording that is more representative of the overall content of the document whereas the longer scope statement could be misread or misinterpreted. the scope was revised but there was no need to modify the purpose and need statement.