

AUTOMOTIVE INDUSTRY RESPONSE TO THE RSPG CONSULTATION ON THE DRAFT RADIO SPECTRUM POLICY PROGRAMME

25 March 2021

ACEA and CLEPA strongly support the draft RSPP as presented. We particularly commend the recognition of the needs for dedicated spectrum for automotive connectivity. As already brought to the attention of the RSPG, ITS services have become mature and have started to be deployed, benefitting from both, direct communication technologies, as well as wireless connectivity, enabling a series of services ranging from traffic information (TMC) to traffic safety (C-ITS) and driver assistance (TPEG and Broadband cellular). We already see first deployments of C-ITS applications, while new connected and cooperative automated mobility applications (CCAM) emerge.

We are pleased that the urgency to keep the ITS safety spectrum allocated is recognized in Europe and confirmed by the allocation of spectrum to C-ITS. First use of this spectrum is materialized and now that we are moving ahead to autonomous driving different studies¹ show that advanced ITS use cases require additional spectrum beyond the current allocated ITS safety bands.

To this extend, we recommend that the European Commission and RSPG consider monitor the automotive connectivity space and continue the dialogue with the automotive industry, to make sure that the spectrum availability goes hand in hand with industry deployments and needs. Indeed, we would welcome a continuation of the current regulatory framework relating to ITS spectrum, to provide a technology neutral, transparent and clear regulatory situation, while taking automotive spectrum needs into account .

Equally, when it comes to wireless connectivity enabling automotive connectivity and a whole range of new services to consumers, we welcome consideration of options to increase connectivity along the roads, seamless handovers in cross-border contexts and improvement of quality of service. All these are key to delivering advanced ITS and C-ITS use cases essential for achieving the desired levels of automation and road safety.

In addition, we welcome the RSPG's view that different types of authorization methods and regimes facilitate innovation. Many kinds of cooperation models are possible from the automotive point of view (from using a network slice in MFCN to a local licensed network operated and owned by industry or even unlicensed networks).

¹ Car2Car Communications Consortium, White Paper on Road Safety and Spectrum Needs in the 5.9GHz for C-ITS and Automation Applications, 20 February 2017 and https://5gaa.org/wp-content/uploads/2020/06/5GAA_S-200137_Day1_and_adv_Use_Cases_Spectrum-Needs-Study_V2.0-cover.pdf



European
Automobile
Manufacturers
Association



ACEA, the European Automobile Manufacturers' Association, represents the 15 Europe based car, van, truck and bus manufacturers: BMW Group, CNH Industrial, DAF Trucks, Daimler, Ferrari, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Jaguar Land Rover, Renault Group, Stellantis, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.

More information: www.acea.be

CLEPA, the European Association of Automotive Suppliers based in Brussels, represents over 3.000 companies, from multi-nationals to SMEs, supplying state-of-the-art components and innovative technology for safe, smart and sustainable mobility, investing over 25 billion euros yearly in research and development. Automotive suppliers in Europe employ about five million people across the continent.

More information: www.clepa.eu