Public Consultation on the RSPG Draft Opinion on Spectrum Aspects of Intelligent Transport Systems

The Ericsson Response

Ericsson Response to “Public Consultation on the RSPG Draft Opinion on Spectrum Aspects of Intelligent Transport Systems”

Ericsson welcomes the opportunity to respond to the RSPG consultation on “Spectrum Aspects of Intelligent Transportation Systems”.

Regarding the Recommendations on ITS for roads, Ericsson concurs with the comments submitted by 5GAA. The comments below thus pertain only to the six recommendations on railway communications systems.

Ericsson appreciates and supports the RSPG activities to provide an Opinion concerning spectrum for the next-generation of railway communications systems in Europe. Ericsson understands that such an RSPG opinion is addressing the timely availability of spectrum for railway communications, and is of the view that spectrum and regulatory regimes is a key element for enabling these services.

A key observation is that additional studies on solutions for future railway communications systems are necessary, e.g. in terms of spectrum requirements, sharing with other services, and opportunities in different countries, before any decisions can be made. In addition, we would like to note the importance of considering the long term spectrum needs for railway communication and not only the transition period in order to provide the most cost and spectrum efficient solution.

Ericsson would like to provide the following views on the six recommendations on spectrum for next-generation of railway communications systems:

1. Ericsson's understanding on this matter is aligned with that of RSPG, i.e. that GSM-R and E-GSM-R will continue to be used in Europe for providing railway communication. We would further like to stress the need for judicious application of mitigation methods, to avoid interference to the frequency band 880-915/925-960MHz (3GPP band 8) used for mobile communication, noting the existence of measures in the GSM standard (applicable to railway communications) for protection of such mobile communication below 915 MHz.

2. No comments.

3. Ericsson agrees that the solution for future railway communication will not necessarily be the same in all European countries. In the case of sharing networks or spectrum with others, careful consideration must be given to sharing criteria and methodology, since railway communication may be safety critical, which may also be the case with the other system(s). Nevertheless, railway communication is by definition restricted to the area around railway tracks and usage may in addition be sparse in time, opening up opportunities for sharing with other services. Solutions for different sharing scenarios are under consideration, such as sharing access networks, but needs further consideration.

4. No comments.

5. No comments

6. Ericsson agrees with the opinion of RSPG and would like to add that the amount of spectrum for railways may also be impacted in case of sharing with other systems.

Ericsson welcomes a continued dialogue with RSPG regarding frequency bands for ITS in Europe.

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