VRU use cases		PTW (vehicles)	Bikes		Pedestrians		
Requirements	Messages	All Messages	VAM	DENM	VAM	DENM's	Comment
Transmission Rate		PTW's behave like vehicles and with respect to the requirements targeted in this report no additions are expected here except higher position accuracy	1-5Hz	-	1-10Hz	-	VAM 10 Hz for Roadworkers on Highway
Transmission dynamics			low	high	low	high	
Area of relevance urban			70m	70m	70m	70m	
Area of relevance rural roads			>150m	>150m	>150m	>150m	
Area of relevance rural highways			>500m	>500m	>500m	>500m	
Message Size			350 Bytes	350 Bytes	350 Bytes	350 Bytes	
Message Latency, according to current			CAM	DENM	CAM	DENM	For MCM to be defined
Message validity							urrently not defined
Message priority			Not defined	Defined	Not defined	Not defined	
Transmission mode			Multicast	Multicast	Multicast	Multicast	
Transmission type			Repetitive	Event	Repetitive	Event	
Urban network message channel load			50%	>'3%	see C2C-CC position paper on "Road Safety and Road Efficiency Spectrum	>1%	As the density of Bikes can be accepted some factors more then vehicles but the rate is a lot less.
Rural roads network message channel load			>5%	>1%		>1%	% channel load is the allocated % of the channel load where 100% represents the maximum channel load before the channel congestion state is reached
Highway network message channel load			>1%	>1%		>1%	
V2V			-	-	-	-	
I2V and V2I			-	-	-	-	
V2E and E2V			X	X	X	X	
Reception Propability Requirement			Standard	Standard	Standard	Standard	
Security requirements			C-ITS	C-ITS	C-ITS	C-ITS	
Liability Impact			NO	NO	NO	NO	
Functional Safety Requirements			ASIL QM	ASIL QM	ASIL QM	ASIL QM	No automation expected
SOTIF			No	No	No	No	Refer to FSR
Position Accuracy level A			a<0.5m	a<0.5m	a<0.5m	a<0.5m	