Manoeuvre Coordination Service	Planned Trajectory	Initiated Trajectory	Proposed Trajectory	Mandatory Trajectory	
Requirements / Message	MCM	MCM	MCM	MCM	Comment
Transmission Rate	1-10Hz	1-10Hz	1-10Hz	1-10Hz	
Transmission dynamics	Medium	Medium	Medium	Medium	Depends on vehicle's own speed
Area of relevance urban	>150m	>150m	>150m	>150m	
Area of relevance rural roads	>150m	>150m	>150m	>150m	
Area of relevance highways	>500m	>500m	>500m	>500m	
Message Size Urban/Rural/Hiughway	1000 - 1300 Byte. Message size changes depending on length of predicted vehicle's own trajectory and number of alternative trajectories. All trajectories included in one MCM				
Message Latency, According to Current					Currently not defined
Message validity					Currently not defined
Message priority					Currently not defined
Transmission mode	Multicast	Multicast	Multicast	Multicast	
Transmission type	Repetitive	event, repetitive	event, repetitive	event, repetitive	the most important MCM for planned and alternative trajectories must be sent repititive
Urban network message channel load	see C2C-CC position paper on "Road Safety and Road Efficiency Spectrum Needs in the 5.9 GHz for C-ITS and Cooperative Automated Driving"				
Rural roads network message channel load					
Highway network message channel load					
V2V	X	X	X	X	
I2V and V2I		X	X	X	
V2E and E2V					
Reception Propability Requirement	Same Release 1	Same Release 1	Same Release 1	Same Release 1	
Security requirements	C-ITS	C-ITS	C-ITS	C-ITS	
Liability Impact	NO	NO	NO	NO	
Functional Safety Requirements	ASIL QM or higher	ASIL QM or higher	ASIL QM or higher	ASIL QM or higher	Functional safety requirement is derived from application
SOTIF	NO	NO	NO	NO	Refer ro FSR
Position Accuracy level A	Depending on Use Case	Depending on Use Case	Depending on Use Case	Depending on Use Case	In most cases it moves to 0.5 m