Pro3GPP TSG-RAN WG3 Meeting #114-e Draft R3-215911

E-meeting, 1– 10 Nov, 2021

**Agenda item: 18.4.3**

**Source: CATT (moderator)**

**Title:**  **CB: # AIRAN3\_Mobility -** **Summary of email discussion**

**Document for: Approval**

# 1 Introduction

**CB: # AIRAN3\_Mobility**

**- Converge on the left issues on the input/output, feedback, solution**

**- Merging any agreement parts; provide TP if agreeable**

**- Capture agreements and open issues**

(CATT - moderator)

Summary of offline disc in [R](file:///D%3A%5CMeetings%5CRAN3%23113%5CCB%5CInbox%5CR3-214222.zip)3-215911

Two phases of this email discussion:

* Phase 1 Deadline: **18:00PM UTC, 5th Nov**.
* Phase 2 Deadline : **8:00AM UTC, 9thNov**, Try to have an agreeable TP in the 2nd phase discussion before online session.

# 2 For the Chairman’s Notes

# 3 Discussion

## 3.1 Use case

In [5130], it is proposed to include AI-based beam training and tracking strategies of millimeter wave communication especially in the high-speed rail scenario into the use case description part for AI based mobility management

**Q4.1-1 Companies are invited to provide views on whether the new use case on AI-based beam training and tracking strategies of millimetre wave communication should be introduced in** AI based mobility management **in RAN3.**

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| **Company** | **Yes/No** | **Comment** |
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In [5666],it is proposed to introduce the following events for **Reduction of the probability of unintended events associated with mobility case:**Successful HO with underlying issue, too early or to late PSCell change, triggering PSCell change to wrong PSCell.

**Q4.1-2 Companies are invited to provide views on whether the above events should be included or not.**

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## 3.2 Solutions and standard impacts

### 3.2.1 General

In [4816], it is proposed to add a new chapter *Locations for* *AI/ML Model Training and AI/ML Model Inference* and move the listed options for the location of AI/ML Model Training and AI/ML Model Inference into this chapter.

**Q3.2.1-1 Companies are invited to provide their views on the restructure i.e. a dedicated chapter for all possible options on the location of AI/ML Model Training and AI/ML Model Inference.**

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In [5479], it is proposed to introduce the following bullets in general part.

1. For the AI/ML Mobility Use Case, a gNB can train and execute an ML model to determine which UE configuration it can provide to its UEs.

The main intention of introducing this bullet is copied as below:

*In case the source gNB has multiple possible target gNBs for handover, all satisfying radio conditions, the source may estimate the UE configuration at each candidate target gNB and make a more informed decision on the target node. This could also help to improve CHO preparations to the best possible candidate target cells. This can save unnecessary resource reservations to target gNBs that are not selected finally by the source gNB as well as unnecessary signaling to release the resources through handover cancellation messages.*

1. Capture the different options on locations of *AI/ML Model Training and AI/ML Model Inference for* trajectory prediction.

The different options are as blew:

*Considering the locations of AI/ML Model Training and AI/ML Model Inference for mobility solution, following two options are considered:*

* *The AI/ML Model Training function is deployed in OAM, while the Model Inference function resides within the RAN node*
* *Both the AI/ML Model Training function and the AI/ML Model Inference function reside within the RAN node*

*Furthermore, for CU-DU split scenario, following option is possible:*

* *AI/ML Model Training is located in CU-CP or OAM, and AI/ML Model Inference function is located in CU-CP*
1. The study should consider solutions to obtain data for trajectory prediction of a given UE beyond the next cell change with the following reasons.

*Considering UE could not always support location report and only limited trajectory prediction can be supported in legacy networks by using UE history information from neighbour NG-RAN nodes, it is proposed to enable a NG-RAN node to obtain not only information about the next cell change (handover or cell-reselection), but also UE mobility information over a number of cell changes a UE makes into the future. With this, it can give network an enhanced view of UE trajectory which can be used to improve HO related actions.*

4) Capture the requirements for trajectory prediction as below:

* Restrict the amount of mobility history information only to gNBs that have requested such information
* Allow to obtain information on UEs that camped also in idle mode on cells under the gNB.

The rationale to introduce this bullet is copies as follows:

*One simple way of obtaining trajectory information over a number of cell changes, to be used for the training phase of an ML algorithm at the gNB (gNB-CU), is to mandate each of the gNBs that have served a UE to inform all previous serving gNBs where the UE was connected/camped on about UE mobility information, e.g., visited cell/radio measurements. However, it is likely that only a minority of gNBs will require such training information. Therefore, systematically sending this information would introduce a lot of extensive signaling and would not be preferable. A first requirement for a trajectory prediction solution should therefore be that UE mobility information for training purpose is only sent to gNBs that request such information. A second requirement is to obtain information on UEs that camped in idle mode on cells under the gNB.*

**Q3.2.1-2 Companies are invited to provide their views on the above 4 bullets.**

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In [5474],there are two proposals regard to the general part：

1. Remove the listed options on the location of Model training and Model Inference for CU/DU split scenario and only clarify that Model Inference can be in the gNB-CU.
2. To improve the mobility decisions at a gNB (gNB-CU), a gNB can request mobility feedback from a neighbouring node. Details of the procedure are FFS.

**Q3.2-3 Companies are invited to provide their views on the above proposals.**

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In [5666],it is proposed to capture that offline training is in OAM and online training is in NG-RAN node.Futhurmore,it is proposed to add a note that it is not precluded that offline training could be deployed in the gNB by implementation. **Q3.2.1-4 Companies are invited to provide their views on the above proposals.**

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### 3.2.2 AI/ML Model Training in OAM and AI/ML Model Inference in a NG-RAN node

In [5526], it is proposed to introduce a flowchart which clearly describes the interaction between UE and NG-RAN node as well as the interaction between NG-RAN node and OAM. The intention is to make the solution much integrity and stable.

In [5666], there is also proposal to have a flowchart which also include mobility enhancement cases.

**Q3.2.2-1 Companies are invited to provide their views on whether the new introduced flowchart is needed or not. If it is needed, whether the description on each step is agreeable?**

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In [5270], it is proposed to add description that *NG-RAN node can also continue model online training based on the received AI/ML model from OAM.*The main reason is as follows*:*

*Mobility optimization has higher requirement to real-time performance. The real environment of each NG-RAN node is very essential to making the most accurate decision for mobility optimization. Hence, supporting continuous/further training at NG-RAN node on top of received AI/ML model from OAM is very important for mobility optimization use case.*

**Q3.2.2-2 Companies are invited to provide their views on whether** *NG-RAN node can also continue model online training based on the received AI/ML model from OAM***.**

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In [5666],it is proposed to introduce descrption on the impact to Xn interface as below

**Potential standard impacts:**

* **Xn interface impact:**
	+ Delivery of the UE trajectory/mobility/performance prediction from the source NG-RAN node to the target NG-RAN node;
	+ Predicted load info from candidate target NG-RAN node to source NG-RAN node
	+ Performance Feedback of the received UE trajectory/mobility/performance prediction from the target NG-RAN node to the source NG-RAN node.

**Q3.2.2-3 Companies are invited to provide their views on above proposal.**

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### 3.2.3 AI/ML Model Training and AI/ML Model Inference in NG-RAN node

Currently, in the flowchart, there are 8 steps while only 7 steps in the procedure description, there are several alternatives to fix this part

1. In the procedure text, add description on step 8 and keep the flowchart unchanged[5526][5563][5332]
2. In the flow chart, change the step 8 as handover initiation procedure and also add description on step 8[4816]
3. In the flow chart, add step 9 which is the feedback from NG-RAN node 2 to NG-RAN node 1 and add the description on it[5270][5474]

**Q3.2.3-1 Companies are invited to provide their views on which alternative are preferred**

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| **Company** | **Which alternative are preferred** | **Further Comment** |
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There are some other proposals on this topic as below:

1) In [5526] and [5563], it is proposed to include UE predicted trajectory in handover request message for NG-RAN node 1 to NG-RAN node 2 for future mobility optimization. The proposal also applied to 3.2.2.

2) In [5332], it is proposed to introduce two steps via which NG-RAN node 1 could obtain input from NG-RAN node 2 for model training and model inference separately.

3) In [4816],it is proposed to introduce Xn procedure to allow NG-RAN node 1 receives asynchronously reports from neighbour NG-RAN node2 for model training.

4) In [4816], it is proposed to clarify that report from UE and other adjacent NG-RAN node could be repeated for several times.

5) In [4816], it is proposed to clarify that the UE measurement report serve as reference data for real-time or near real time mobility optimization.

6) In [5474],it is proposed to introduce a class 1 procedure to allows NG RAN node 1 to subscribe to the Mobility

Feedback Update of the neighbouring NG RAN nodes.

**Q3.2.3-2 Companies are invited to provide their views on above bullet****s**

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### 3.2.4 Input data

There are still 5 FFSs on the input data which is required for mobility management and different views are provided in [4816][5270][5332][5479][5526][5528][5563][5699].The input data which is still FFS is as below:

**Input Information from UE:**

* a)FFS UE historical location information from MDT, e.g., Latitude, longitude, altitude, cell ID
* b)FFS predicted traffic

**Input Information from the neighbouring RAN nodes:**

* c) Position, resource status, FFS QoS parameters of historical HO-ed UE (e.g., loss rate, delay, etc.)
* d)FFS Information about the performance of handed over Ues

*e)FFS on whether new UE measurements are needed.*

**Q3.2.4-1 Companies are invited to provide their views on whether the above information could be used as input data for mobility management?**

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| **Company** | **Yes/no** | **Further Comment** |
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**Some other information proposed to be included as input data is listed below：**

Information from CN (the input can be based on the information from AI based CN function):

* 1)UE mobility statistics parameters, e.g., UE location statistics (duration of the time slot) [5528]
* 2)UE mobility predications, e.g., predicated UE location information in the analytical period[5528]

Information from the neighbor RAN nodes:

* 3)Load prediction[5332]
* 4)UE’s successful DC offloading information in the past and received from neighboring RAN nodes[5528]
* 5)Information about the performance of handed over UEs and offloaded DC Ues[5528]
* 6)Estimated Network Performance (if the neighbour RAN node is a Target gNB)[5479]
* 7)Cost of CHO Handover preparation e.g., reflecting the impact in terms of preparation time [5479]
* 8)UE performance prediction/estimation[5474]
* 9)UE dwelling time per cell[5474]
* 10)RAN visible QoE metrics e.g., buffer level[5474]

Information from UE:

* 11)Near-term UE location information in the future, e.g. future location received from UE’s application layer, future location predicted by AI/ML model at the UE side[5270]
* 12)RAN visible QoE metrics e.g., buffer level[5474]
* 13)Trajectory information[5474]
* 14)UE Mobility history information[5474]
* 15)UE trajectory[5474]
* 16)SON Reports of handovers that are successful handover report,[5474]

Input Information from Local node:

* 17)UE’s CQI, SRS(local node) [5270]
* 18) Remove the bullet UE trajectory prediction output (will be used by the RAN node internally)[5474]

Input Information from LMF:

* 18)Historical UE location information[5270]
* 19)Predicted UE location information[5270]

**Q3.2.4-2 Companies are invited to provide their views on whether the above information could be used as input data for mobility management?**

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### 3.2.5 Output data

One FFS i.e. *FFS* *UE trajectory prediction (Latitude, longitude, altitude of UE over a future period of time)* is left on the output data. Among the contributions which discuss this issue, only one company thinks *UE trajectory prediction* should not be the output data[5270] while the others[5056][5332][5526][5563][5699] [5528]support to keep it as output data.

The main reason not to include *UE trajectory prediction as output data* is as follows:

* Location information reported in measurement report depends on the positioning procedure. The detailed location information (e.g. longitude, latitude, altitude, etc) is transparent to NG-RAN node.
* It is considered UE trajectory prediction is performed and collocated with nodes which can perform legacy positioning calculation and already have UE’s location information, i.e. UE and LMF, which can reduce frequency of exchanging UE history location information and reduce complexity.

**The reason to keep** *UE trajectory prediction as output data* is as follows:

* + - Outputting RRC decisions directly based on raw inputs collected throughout the network may not fully utilise the benefit of AI/ML and UE trajectory prediction can be used as input for the mobility decision.
		- Deploying the AI/ML function of UE location prediction at the UE or the LMF has drawbacks comparing to the UE location prediction in NG-RAN node.For example, it is too energy and timing consumption to do it in UE side and LMF is far from Uu interface.
		- It is not necessary to make the geographical location information an input of model inference of geographical location prediction—in a sense the UE geographical location prediction module can be integrated with the UE positioning module.
		- UE trajectory prediction could be transferred to the target NG-RAN node for reference via Handover request. Hence, UE trajectory prediction should also be included as the output data.

**Q3.2.5-1 Companies are invited to provide their views on whether** *UE trajectory prediction* **could be regarded as output data?**

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| **Company** | **Yes/no** | **Further Comment** |
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**Some other proposals to introduce more output data or to update on the existing output data are listed below：**

* 1)Target PSCell in PSCell addition and change[5332](new)
* 2)Candidate PSCells in CPAC[5332](new)
* 3)UE trajectory prediction (Latitude, longitude, altitude of UE over a future period of time)

Estimated arrival probability in CHO and relevant accuracy and confidence interval[5332]

* 4)Predicted handover target node, candidate cells in CHO, may together with the accuracy and confidence of the predi[5332]
* 5)the predicated target SN node IDs for DC together with the confidence of the predication[5528](new)
* 6)Validity time corresponding to predicted handover cells and predicted candidate cells[5270]
* 7)Estimated arrival probability, priority and handover execution timing of predicted candidate target cellsand relevant confidence interval[5270]
* 8)Estimated arrival probability (particularly for CHO, but is relevant for all HO types) and relevant confidence interval for HO and data forwarding optimization strategies[4816]
* 9)Predicted handover target node in the case of legacy and DAPS HO, list of candidate cells in CHO, together with the confidence of the prediction[4816]
* 10)Traffic predictions for resource allocation purposes in mobility (for CA/DC activation/deactivation and Data Forwarding decisions.) [4816](new)

**Q3.2.5-2 Companies are invited to provide their views on whether the above information could be output data?**

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### 3.2.6 Others

In [5332], it is proposed to introduce a chapter for rewarding information as below:

5.3.2.x Rewarding Information

* The feedback from the target SpCell or the UE whether the mobility decision is good or not (e.g. if mobility is successful)

In [5270],it is proposed to introduce a chapter for feedback as below

5.3.2.5 Feedback

* Throughput, packet delay of the handed-over UE, etc

**Q3.2.6-1 Companies are invited to provide their views on above proposals**

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# References

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| [R3-214816](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-214816.zip) | Correction of Mobility Optimization - Solutions and standards impacts (InterDigital ) | Other |
| [R3-215056](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215056.zip) | Discussion on Standards Impact on Mobility (CATT) | Discussion |
| [R3-215130](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215130.zip) | Further discussion on use case of mobility optimization (Purple Mountain Laboratories) | Discussion |
| [R3-215270](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215270.zip) | AI/ML based mobility optimization (Intel Corporation) | Discussion |
| [R3-215332](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215332.zip) | Discussion on standard impact to support mobility optimization (Lenovo, Motorola Mobility) | Discussion |
| [R3-215479](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215479.zip) | (TP for TR 37.817) Further Discussion on Standard Impacts of AI/ML Mobility Optimization (Nokia, Nokia Shanghai Bell) | Other |
| [R3-215526](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215526.zip) | Further discussion on solution to AI-based mobility optimization (ZTE Corporation, China Unicom) | Other |
| [R3-215528](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215528.zip) | Input/output information for support of AI/ML enabled Mobility Optimization (LG Electronics) | Discussion |
| [R3-215563](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215563.zip) | Discussion on Standard Impact for AI/ML based Mobility Optimization (Samsung, Verizon Wireless) | Discussion |
| [R3-215699](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215699.zip) | Remaining issues for AI based Mobility and Energy Saving (CMCC) | Discussion |
| [R3-215666](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215666.zip) | (TP to TR 37.817) Remaining issues for AI based mobility enhancements and load balancing (Huawei) | other |
| [R3-215474](file:///D%3A%5C%5C%E4%BC%9A%E8%AE%AE%E7%A1%AC%E7%9B%98%5C%5CTSGR3_114-e%5C%5CDocs%5C%5CR3-215474.zip) | AI/ML Load Balancing and Mobility Optimization use cases (Ericsson) | OtherMove to 18.4.2 |

# 5 Conclusion, Recommendations [if needed]

If needed