Summary

Variant of RAN-R18-WS-non-eMBB-LG Uplus Version 0.0.1

RAN

3GPP TSG RAN Rel-18 workshop   RWS-210580

Electronic Meeting, June 28 - July 2, 2021

Agenda Item: 4.2

Source: LG Uplus

Title: Email discussion summary for RAN-R18-WS-non-eMBB-LG Uplus

1   Introduction

This email discussion summary covers the following document:

RWS-210281 "LG Uplus views on Rel-18 Non-eMBB area"

2   Round 1 Q&A

2.1   Comments to the Tdoc

Feedback Form 1: Comments to the Tdoc

2.2   Questions to the Tdoc

Feedback Form 2: Questions to the Tdoc

---

1 – Intel Corporation (UK) Ltd

  <Intel>

Q1. (power saving) Can you please elaborate on what is implied by augmented MIMO sleep mode, identified in the example of AI/ML based traffic prediction?

Q2. (IAB) "Seamless connection management including handover and signaling management for the passengers moving between outside and inside of the vehicle" -> this is already supported. Do you see any special requirement additionally for mobile IAB node handover to normal gNB when moving outside of vehicle?

2.3   Answers by moderator

Table 1: Answers by moderator

	Questions (similar questions are merged)	Answers
1	(power saving) Can you please elaborate on what is implied by augmented MIMO sleep mode, identified in the example of AI/ML based traffic prediction?	Actually these graph and wording were used from the reference indicated in that slide(slide3 in RWS-210281) and used as one of the example that each vendor is doing with their own way (maybe together with operator) in the field.(in this case, Ericsson) Our intent is to provide the current example and wanted to emphasize the importance of structured approach in 3GPP. Anyway, going back to the original question about the "augmented MIMO sleep mode, identified in the example of AI/ML based traffic prediction", and based on the content in the whitepaper, I give you short explanation how they did it. They trained machine learning algorithms on four weeks of traffic data, identifying traffic patterns and predicting when to activate or deactivate each location's transmitter branches and finally achieved 14% energy savings on average at each site.
2	(IAB) "Seamless connection management including handover and signaling management for the passengers moving between outside and inside of the vehicle" -> this is already supported. Do you see any special requirement additionally for mobile IAB node handover to normal gNB when moving outside of vehicle?	Thanks for the information. I agree in general seamless connection management is supported in 3GPP specification and direction to pursue. However, we think the handover environment is different in mobile IAB compared with normal situation where too many control signalling are required in very limited area. If I missed something could you share some specific parts in specification already? I will check for it.

3   Round 2 Q&A

3.1   Comments to the Tdoc

Feedback Form 3: Comments to the Tdoc

3.2　　Questions to the Tdoc

Feedback Form 4: Questions to the Tdoc

3.3　　Answers by moderator

Table 2: Answers by moderator

	Questions (similar questions are merged)	Answers
1		
2		

4　　Summary

For round1, Intel asked two questions regarding power saving and IAB and the answer for each question was provided. For round2, any questions were not raised.