3GPP TSG-WG SA2 Meeting #146e
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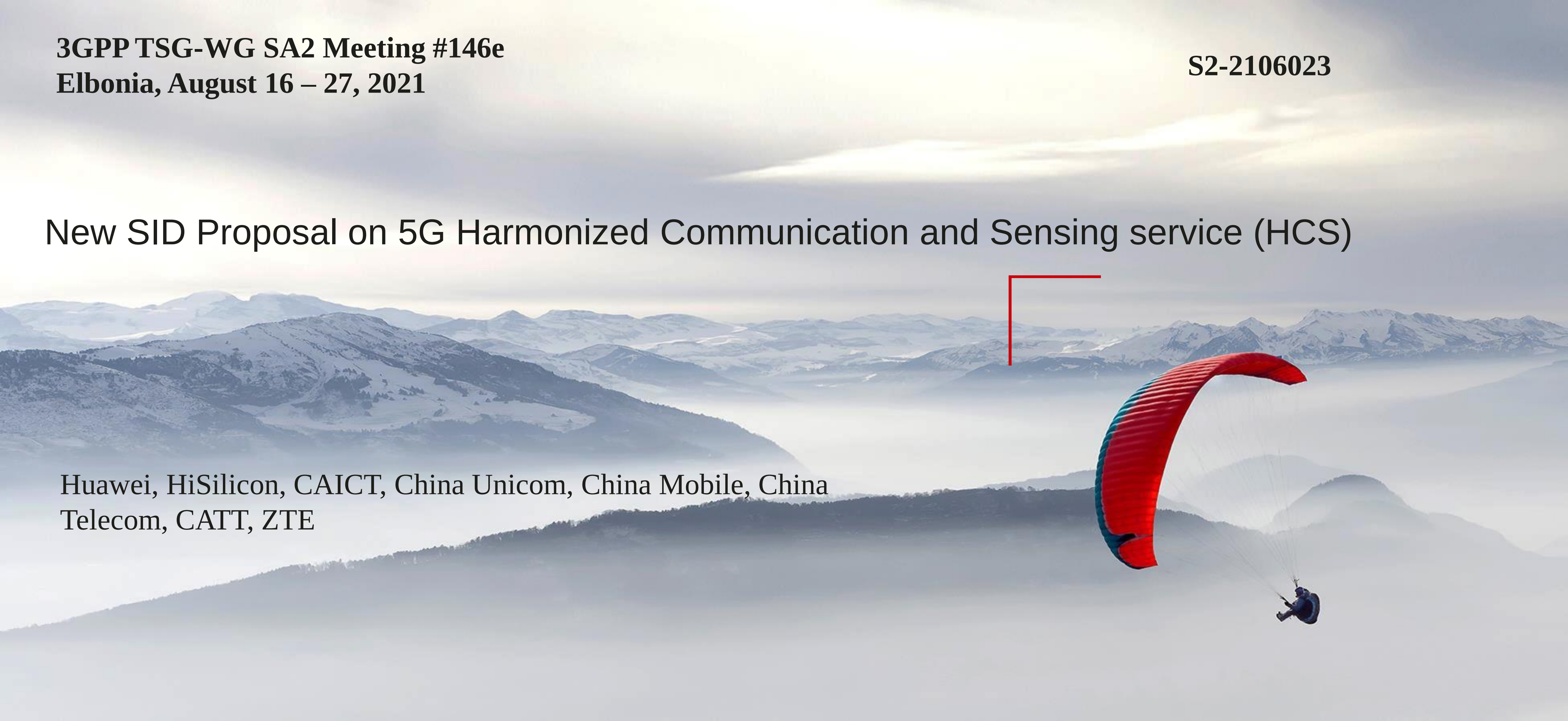


New SID Proposal on 5G Harmonized Communication and Sensing service (HCS)

Huawei, HiSilicon, CAICT, China Unicom, China Mobile, China Telecom, CATT, ZTE

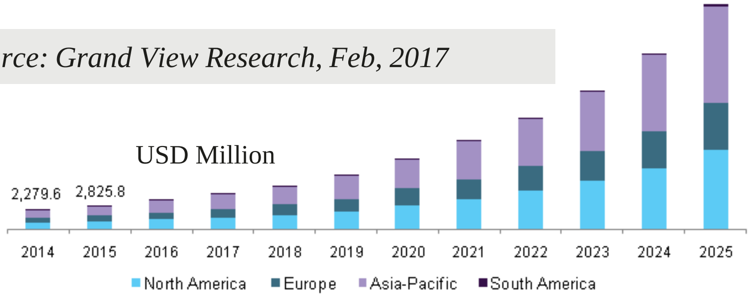
Contents

1.1 Intelligent transportation has strong sensing demand

Large market for Intelligent transportation

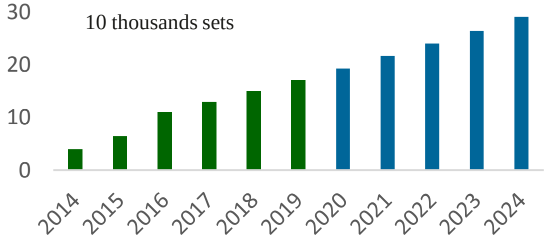
- Automotive Vehicle-to-Everything (V2X) market by region, 2014-2025

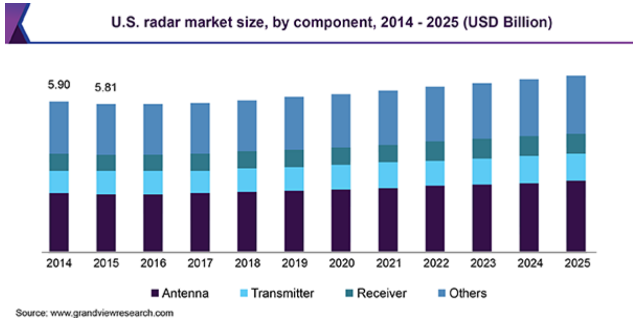
Source: Grand View Research, Feb, 2017



- Radar market in China (200K sets/year)
- Radar market in US

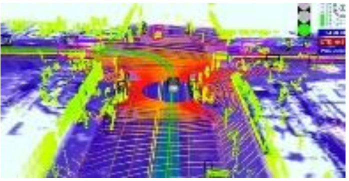
Source: Roland Berg, 2019.9





- Various sensing demand on V2X

- Automatic driving

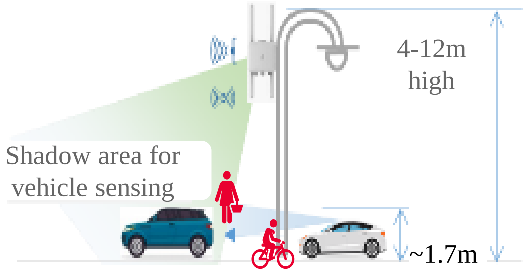


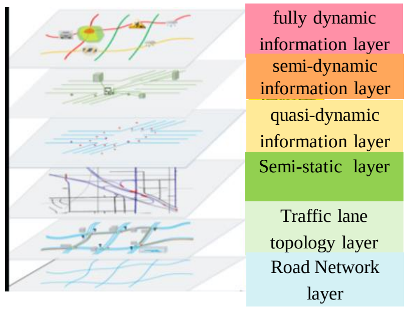
- Dynamic 3D map

Safety Supervision

Vehicle-Road collaboration accelerates the road side sensing deployment

- Sensing for Corner Case
- Generation of fully dynamic and semi-dynamic layer by sensing




fully dynamic information layer
semi-dynamic information layer
quasi-dynamic information layer
Semi-static layer
Traffic lane topology layer
Road Network layer

Radar & Camera

- 77 GHz Radar & 400M Camera.
- The maximum speed measurement distance is 100 meters.

Apollo Air

1.1 Communication and Sensing Coexistence for V2X

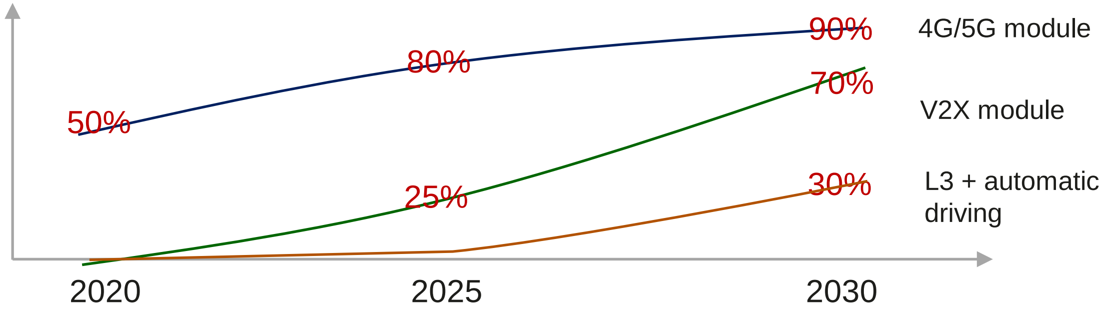
Automatic driving accelerates the usage of 5G

- V2X service requirements

Source: 5GAA

Level	V2N/V2I/V2V	delay (ms)	reliability (%)	Data rate (Mbps)
L4+	Dynamic Intersection management	10	99.9999	1.2
L3+	High-definition dynamic map download	100	99	DL 16
	Facility-Assisted Environment sensing	100	99.9	UL 4~47
	Accident Collecting	20	99.99	0.12
	Functional safety	N/A	99.99	UL 26.7

- New vehicle penetration prediction based on IDC data



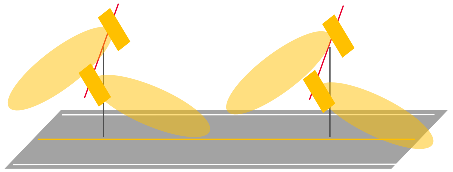
- In-vehicle entertainment: <10GB/month
- Entertainment+V2X: V2N/V2I data rate<1Mbps
- 19 million L3+ automatic driving: ~600GB/month

HCS mode: Better performance and low cost using the base station site

	Bandwidth	EIRP	coverage	Distance resolution	Angle measurement accuracy
gNB	800MHz	70dBm	**2~5 times improvement**	**~5 times improvement**	**~2 times improvement**
Radar	200M@24GHz	13/20dBm	200m	1m	0.5°

Highway case

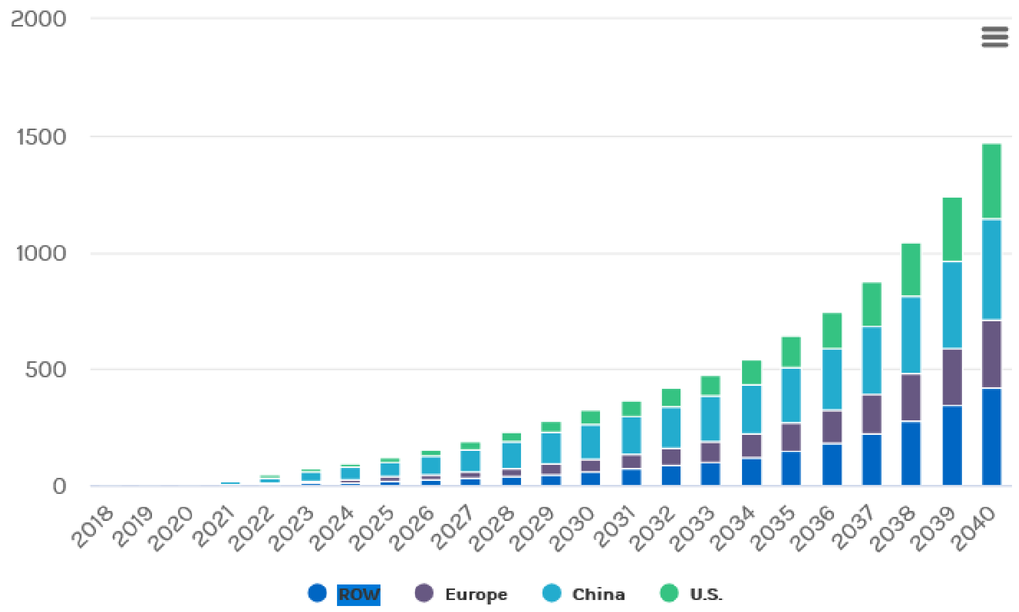
Communication : sensing=1:1



- Better Coverage
- Reduce the extra radar sites.
- Low cost: Co-site deployment of communication & sensing.

1.2 Low-Altitude traffic management has strong demand on sensing

Large market for UAVs



- Urban Air Mobility Global Total Addressable Market

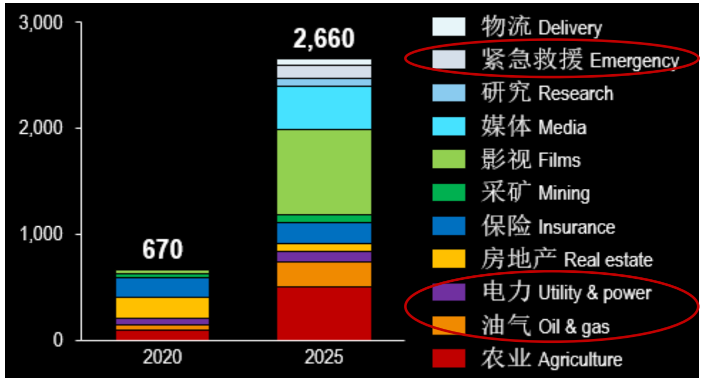
Source: Morgan Stanley Research, 2019.1

Various usages for UAVs

2015~2017	2018~2019	2020~2021	2025~2030
First Flight: SF Express/JD	Trial: Rural → City SF Express (Jiangxi), JD (Shanxi).	13 test base	Large-scale commercial use; 1 million+ in China

- Cargo delivery:
  - Reduced delivery cost by 50%: CNY77/ton → NY149/ton.
  - Reduced delivery time by 0.5 days: 1.5 days for trucks → 1 day for drones.
  - The last mile in rural areas: rural town-level distribution station → village.

Source: SF Express Annual Report 2019



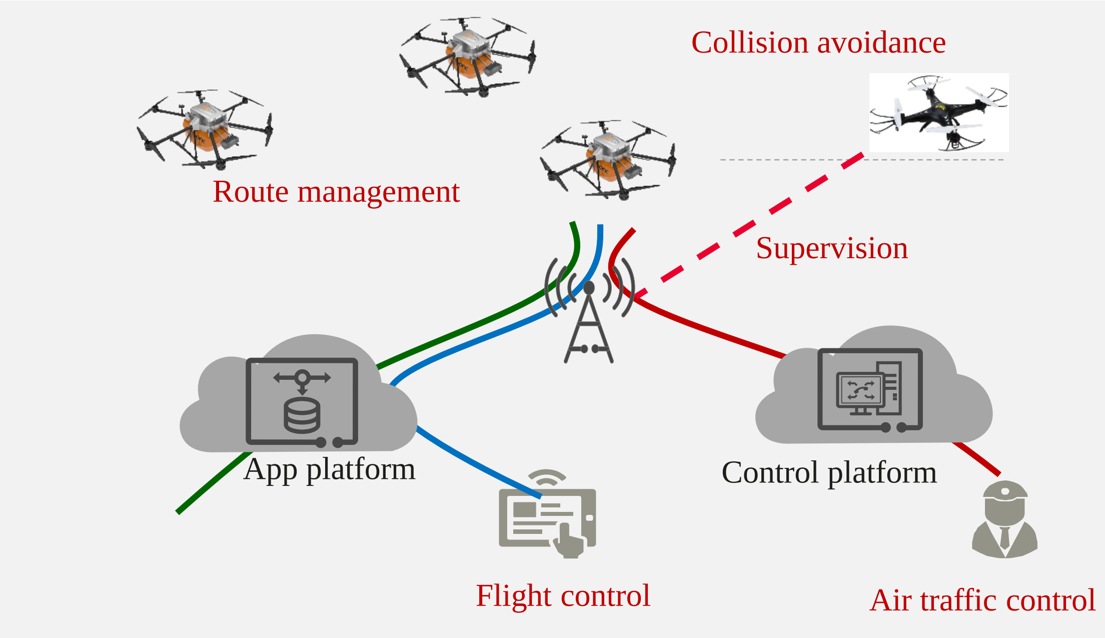
- More usage on Utility & power/oil & gas/security & protection

Source: Roland Berg, 2020.11

Regulations require sensing capability for UAV supervision and management

1.2 Communication and Sensing Coexistence for UAV

UAV application, remote control and traffic management require both communication and sensing



Camera live video real time uploading	Remote flight control	• Route management and flight control • supervision
• Uplink 50 Mbit/s (dual-channel 4K)	• Uplink 5Mbps (2K)	• Communication:<1Mbps • Sensing: all-airspace detection

Bottlenecks for current technologies

Radar (Ku/S)

TDOA networking

- High cost for only temporary deployment
- Not flexible: Apply the Ku frequency band usage in advance

- Low positioning accuracy, i.e. 30 meters.
- Can not detect radio-silent drones.

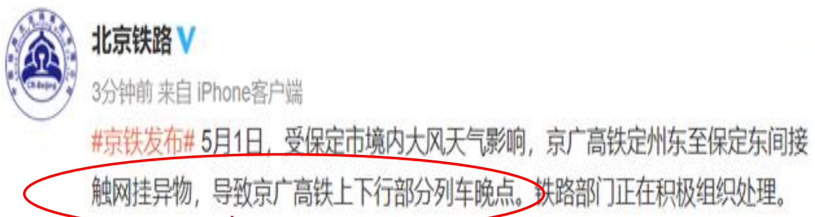
1.3 Railway Intrusion Detection

Combination of Communication & Sensing
improve efficiency and Safety

Accident Event

- Engineering vehicles invade the track without in time detection and report.

Unexpected delay for Beijing-Shanghai high-speed train

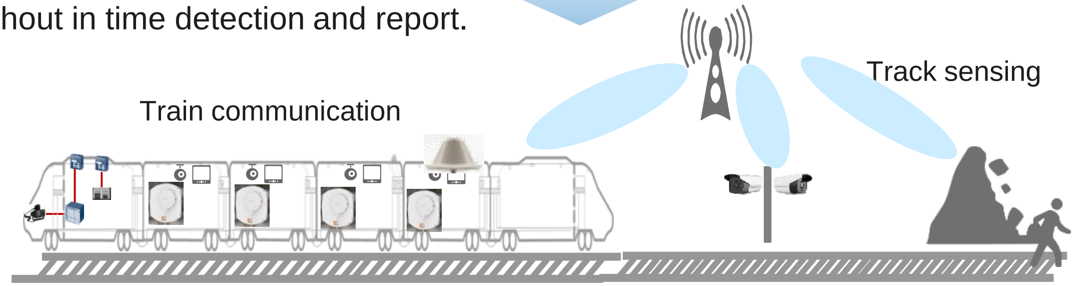


北京铁路

3分钟前 来自 iPhone客户端

#京铁发布# 5月1日，受保定市境内大风天气影响，京广高铁定州东至保定东间接触网挂异物，导致京广高铁上下行部分列车晚点。铁路部门正在积极组织处理。

- 80% train delay caused due to abnormal objects intrusion.



Communication		Sensing
CCTV	Passenger on Train communication	Intelligent Safety management
40~60 channel monitor video	Passenger on Train communication	Natural disaster detection Intrusion detection
~	~	Intrusion sensing

1.4 Unified sensing requirements

Automatic Driving

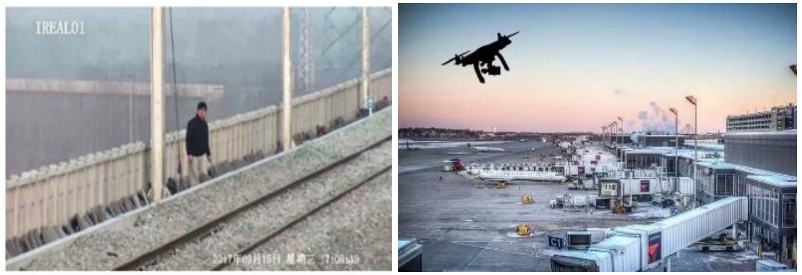
Case1(V2X & UAV):
Real time road traffic information sensing.
Requirement 1:
per-area sensing to generate dynamic 3D map.

Case2 (V2X & UAV):
Emergency event detection.
Requirement 2:
per-area sensing to detect the danger event, and notify the related vehicles.

Case3(V2X & UAV):
Automatic driving assistance.
Requirement 3:
High granularity sensing to assist automatic driving.

Safety Supervision

Case1(V2X & UAV):
Driving violation, e.g. vehicle occupies emergency lane, UAV flies away from the planned route.
Requirement 1：
Per-area sensing to detect driving and flying violation

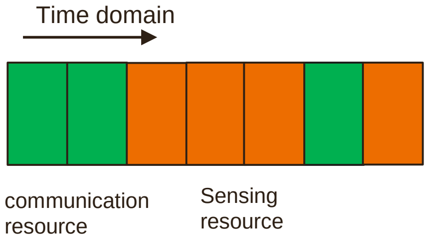


Case2 (Railway & UAV) :
UAV/object intrusion into the forbidden area.
Requirement2：
per-area sensing to detect illegal UAV/object intrusion

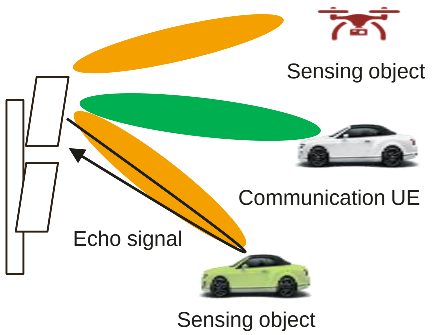
2.1 gNB Sensing Principle

HCS: RAN sensing by resource multiplexing

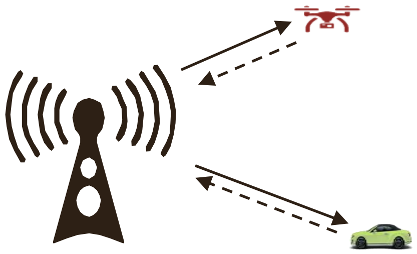
Time division multiplexing



Space division multiplexing

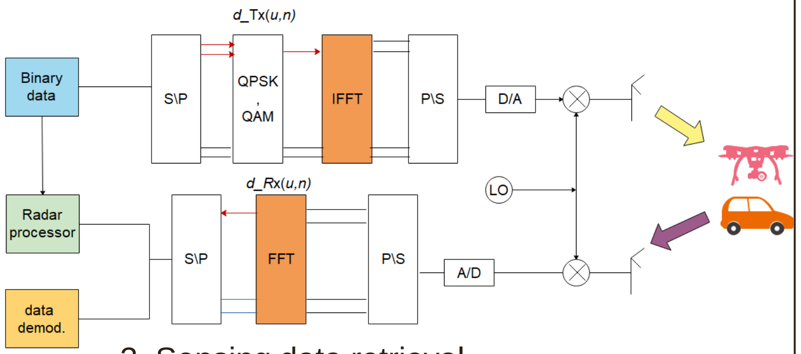


1. sensing resource configuration (already supported)



2. sensing detection

(Implementation and no standard work for R18)



3. Sensing data retrieval

(Implementation and no standard work for R18)

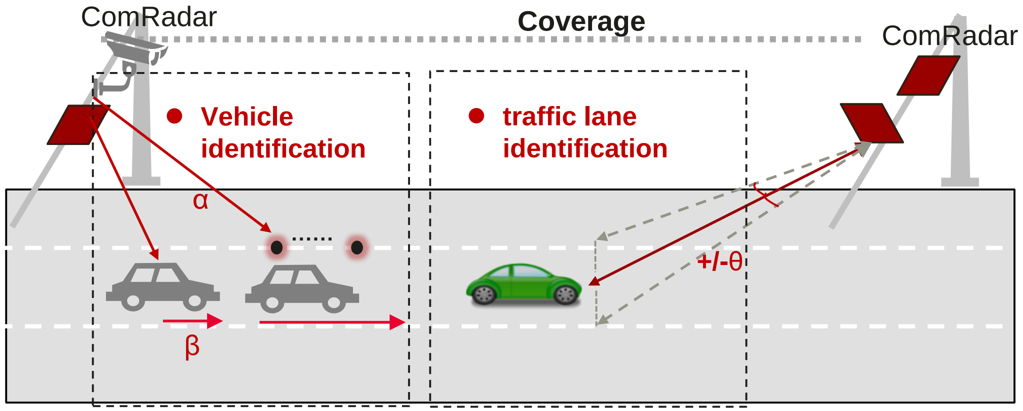
Key performances for sensing (e.g. V2X)

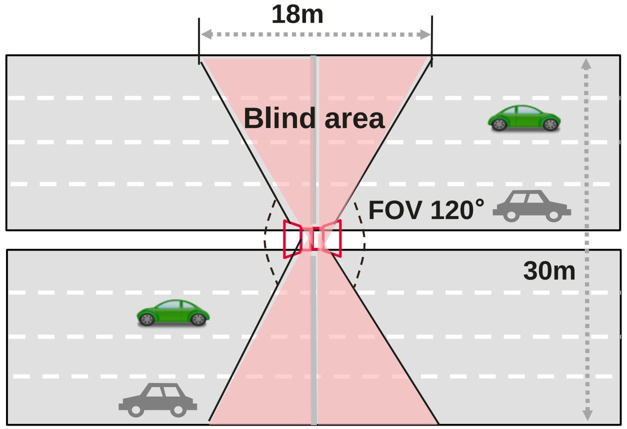
① **Distance Resolution α:** The ability to distinguish adjacent targets over distance. It can be used to identify different vehicles.

② **Velocity resolution β:** The ability to distinguish targets on the radial velocity. It can be used to identify different vehicles.

③ **Angle measurement accuracy θ:** The ability to distinguish between adjacent targets in angular terms,. It can be used to identify different traffic lanes.

④ **Horizontal FOV:** 120°. If the road is 30m wide, the bidirectional blind area is less than 18m.



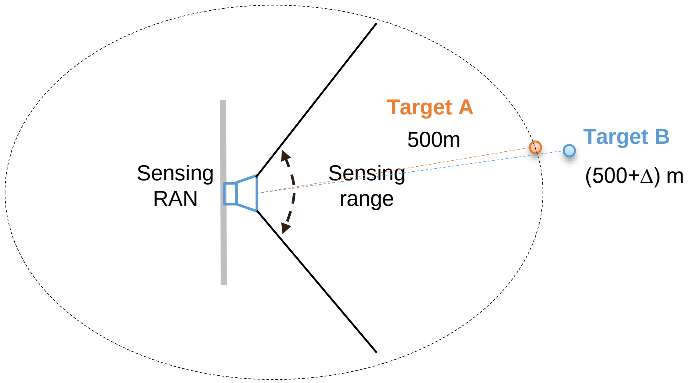


2.2 Simulation result for sensing capability

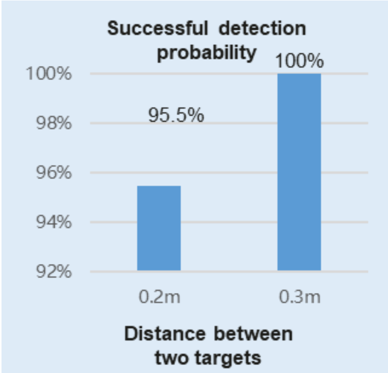
Simulation Scenarios

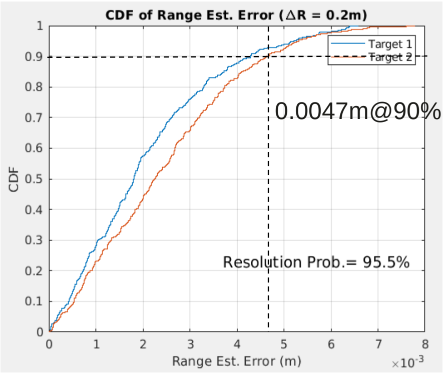
☐ **Distance resolution:** When the distance between two targets is Δ, two targets can be successfully identified (dual-target resolution).

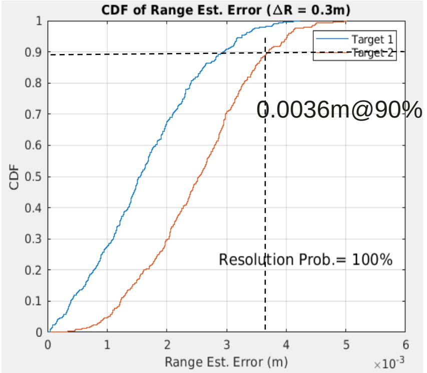
☐ **Simulation configuration:** The radial distance between points A and B is 0.2 meters, and the LOS free space channel model is used.



Single RAN node with 800MHz Bandwidth @26GHz by using current OFDM RS

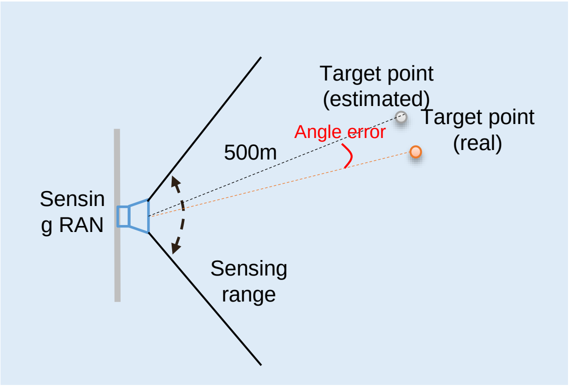


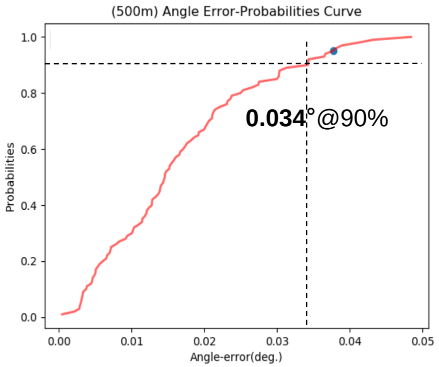




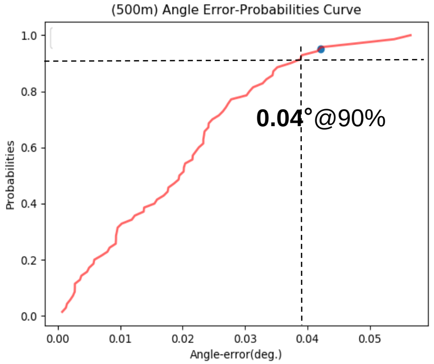
- The distance resolution is much smaller than current 1m capability of 24GHz commercial radar, while the detection probability is larger than 90%.

☐ **Angle measurement accuracy:** the difference between the estimated value of the target point and the true value.

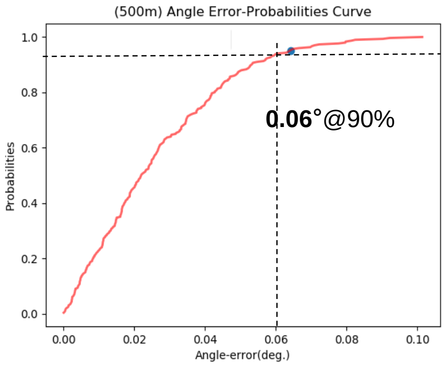




$A_{init} \in [88^\circ, 92^\circ]$



$A_{init} \in [65^\circ, 70^\circ]$

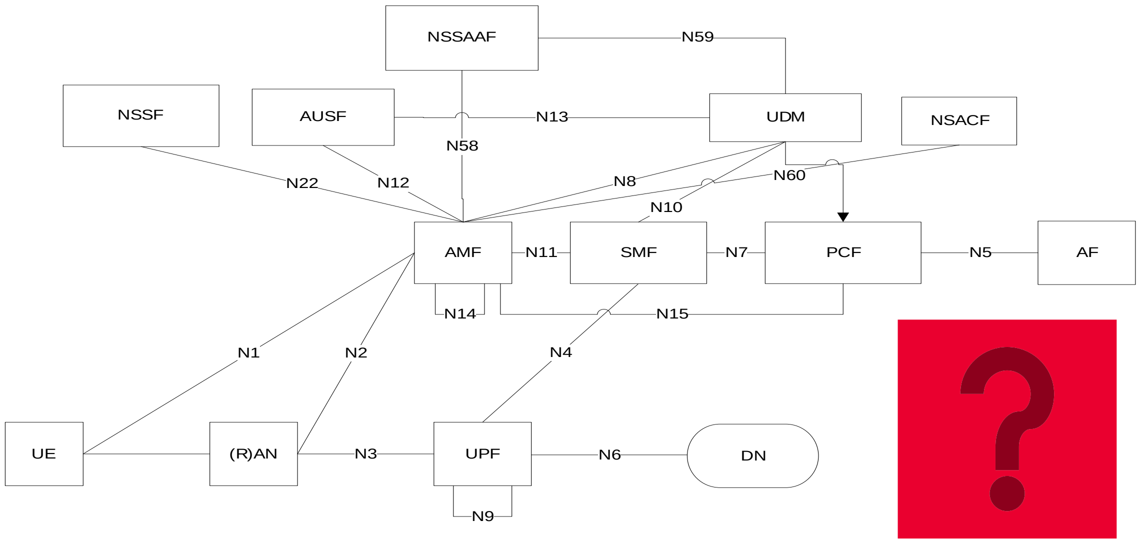


$A_{init} \in [45^\circ, 50^\circ]$

- The angle measurement accuracy is much smaller than current 0.5 degree capability of 24GHz commercial radar, in the cases of different angle offsets.

3.1 Network Architecture enhancement is required to enable the business

Challenges on the new sensing capabilities



- Legacy UE level control (e.g. communication and positioning) => Area level control and management of sensing capabilities in specific areas.
- Lightweight network architecture to support the flexible and secure deployment to expose the new sensing capability.
- New business model.

Network architecture design principles for sensing capabilities

☐ Network architecture enables new capabilities

- The network architecture requires end-to-end management and control of the new capability: trigger and manage sensing events; calculate and report sensing results.

☐ Network architecture enables new business models

☐ RAN and CN function split to support the end-to-end sensing service (RAN base station + CN sensing control)

- RAN + centralized CN sensing control function;
- RAN reports sensing information to the CN sensing control function;
- The CN sensing control function calculates the sensing result and exposes the sensing result.

3.2 SA2 R18 5G architecture enhancements for Harmonized Communication and Sensing service(5G_HCS) SID proposal

This study aims at studying the 5G end-to-end Harmonized Communication and Sensing (HCS) architecture to enable the sensing services. The following aspects are the objectives of the study:

- Gap analysis of the existing 5GS architecture and functionalities for the support of HCS service.
- Study E2E architecture enhancements required to support new sensing service, including:
    - Overall HCS architecture, e.g. whether new network function is needed, and new interface and new protocol
    - RAN and CN function split to support sensing service.
    - E2E signaling interactions to support sensing service including the sensing control and sensing data report among UE, RAN, CN and AF
    - Sensing service authorization and exposure.

Note: RAN and CN coordination is expected focusing on the sensing signaling and data transmission between RAN and CN (RAN3 work)

Thank you.