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| Title: ITU logo | INTERNATIONAL TELECOMMUNICATION UNION  **TELECOMMUNICATION STANDARDIZATION SECTOR**  STUDY PERIOD 2022-2024 | | | | TSAG-TD583 |
| TSAG |
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| **TD (Ref.:** [EG-ComAD-LS2](http://handle.itu.int/11.1002/ls/sp17-eg-comad-iLS-00002.docx)**)** | | | | | |
| **Source:** | | CITS Expert Group on Communications Technology for Automated Driving | | | |
| **Title:** | | LS/i on the establishment of the Working Group on "Requirements for merging automatically into congested lanes" [from CITS Expert Group on Communications Technology for Automated Driving] | | | |
| **LIAISON STATEMENT** | | | | | |
| **For action to:** | | | CCSA, ITU-R SG 5, ARIB, ETSI TC ITS, 3GPP TSG SA, ISO TC 22, ISO TC 204, CEN/TC 278, ERTICO, TSDSI, UNECE/WP.29, 5GAA, IMDA, TIAA, TTA PG905, Connected Car WG, WWRF Connected Car VIP WG, IEEE 802.11 TGbd, ISO TC 241, IEEE 1609, ITU-T SG12, SG16, SG17, SG20, C2C-CC, CATARC, C Roads initiative | | |
| **For information to:** | | | ITU-T SG2, SG3, SG5, SG9, SG11, SG13, SG15, TSAG | | |
| **Approval:** | | | EGComAD Meeting (e-meeting, 17 May 2024) | | |
| **Deadline:** | | | 26 June 2024 | | |
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| **Contact:** | | | Johannes Springer WG1 Vice-Chair Deutsche Telekom / TSystems International | Email: [johannes.springer@t-systems.com](mailto:johannes.springer@t-systems.com) | |

A new liaison statement has been received from EG-ComAD.

This liaison statement follows and the original file can be downloaded from the ITU ftp server at <http://handle.itu.int/11.1002/ls/sp17-eg-comad-iLS-00002.docx>.

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| A black and white logo  Description automatically generated with low confidence | INTERNATIONAL TELECOMMUNICATION UNION  **TELECOMMUNICATION STANDARDIZATION SECTOR**  STUDY PERIOD 2022-2024 | | | | **EG-ComAD-LS002** |
| **CITS Expert Group on Communications Technology for Automated Driving** |
| **Original: English** |
|  | | | | | E-meeting, 17 May 2024 |
| **LS** | | | | | |
| **Source:** | | CITS Expert Group on Communications Technology for Automated Driving | | | |
| **Title:** | | LS on the establishment of the Working Group on “Requirements for merging automatically into congested lanes” | | | |
| **LIAISON STATEMENT** | | | | | |
| **For action to:** | | | ITU-R SG 5, ITU-T SG 16, SG 12, SG 17, SG 20, UNECE WP.29, ARIB, CCSA, CEN TC 278, ETSI TC ITS, C2C-CC, IEC SEG 11, IEEE 1609, IEEE 802.11-TGbd, IMDA, ISO TC 22, ISO TC 204, ISO TC 241, TIAA, TSDSI, TTA PG905, TTC Connected Car WG, WWRF Connected Car VIP WG, 5GAA, 3GPP TSG-SA, CATARC, C Roads initiative, ERTICO | | |
| **For information to:** | | | ITU-T TSAG, SG 2, SG 3, SG 5, SG 9, SG 11, SG 13, SG 15 | | |
| **Approval:** | | | EGComAD Meeting (e-meeting, 17 May 2024) | | |
| **Deadline:** | | | 26 June 2024 | | |
| **Contact:** | | | Ganesh Jayaram  WG1 Chair VW CARIAD | Email: [ganesh.jayaram@cariad.technology](mailto:ganesh.jayaram@cariad.technology) | |
| **Contact:** | | | Johannes Springer WG1 Vice-Chair Deutsche Telekom / T‑Systems International | Email: [johannes.springer@t-systems.com](mailto:johannes.springer@t-systems.com) | |

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| **Abstract:** | Through this liaison statement, the CITS Expert Group on Communications Technology for Automated Driving is notifying the establishment of the Working Group on “Vehicular communications for merging automatically into congested lanes” (WG1). Experts are invited to participate in this Working Group. |

**Introduction**

The ITU CITS, which serves as an international platform for the coordination of globally acceptable and harmonised standards on Intelligent Transportation Systems (ITS), established, on 22 September 2023, the “Expert Group on Communications Technology for Automated Driving (EG-ComAD), which has met on 8 March and 17 May 2024. See, for reference, a previous liaison statement [Ref. [CITS-LS14](https://www.itu.int/ifa/t/2022/ls/cits/sp17-cits-iLS-00014.docx)].

**Recent achievements**

At its latest meeting on 17 May 2024, the EG-ComAD established the first WG:

* **WG1 on “Vehicular communications for merging automatically into congested lanes”**

This Working Group will have its inaugural meeting on **27 June 2024, 13:00-14:30 CEST**, under the direction of **Mr Ganesh Jayaram**, VW CARIAD, who is WG1 Chair, and **Johannes Springer, Deutsche Telekom/T-Systems International**, who is WG1 Vice-Chair. Experts on automotive functional safety are encouraged to participate in this Working Group.

The objective of WG1 is to develop requirements for merging automatically into congested lanes. A non-exhaustive list of items to be addressed by WG1 is provided in the **ANNEX** below for information.

The EG-ComAD has agreed on a work plan and objectives, available online at:

* ***EG-ComAD WORK PLAN:*** [***https://tsbcloud.itu.int/s/abzRPdCGfQkkMzi***](https://tsbcloud.itu.int/s/abzRPdCGfQkkMzi)
* ***EG-ComAD OBJECTIVES:*** [***https://tsbcloud.itu.int/s/RftSZTZb6jidi4m***](https://tsbcloud.itu.int/s/RftSZTZb6jidi4m)

As mentioned above, the first WG1 meeting will take place on 27 June 2024. Subsequent meetings will be determined at the first meeting. WG1 leadership invites all field experts, especially those with automotive functional safety background, to participate in this Working Group.

Let us strive to make our contributions meaningful and impactful, ensuring that our efforts yield tangible results!

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Contact: [tsbcits@itu.int](mailto:tsbcits@itu.int)

Annex: 1

**ANNEX – Working Group 1 on “Requirements for merging automatically into congested lanes”**

The initial implementation of automated merging is expected to be for light vehicles with automated driving systems (ADS) or driver control assistance systems (DCAS) active, that reliably require a place to merge into a new lane. The Working Group will have the task of determining the size of the vehicles to be supported and the related space needed. Larger vehicles will be handled later, if at all.

A non-exhaustive list of items that the Working Group will do is:

* Define the requirements for vehicles to merge automatically, safely, and with the required reliability.
* Build a consolidated functional safety perspective for automated merging across major vehicle manufacturers.
* Collect large, complex examples of the merging environment in all major jurisdictions as well as appropriate other jurisdictions.
* Determine the penetration of equipped vehicles necessary in each jurisdiction to achieve the determined‑reliable automated merging by vehicles with ADS or DCAS active.
* Identify the level of failure that authorities in different jurisdictions might be able to accept.

Work on requirements for automated merging identified by other groups will be included.

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