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**Radio Spectrum Policy Group**

**RSPG Secretariat**

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**RSPG17-007 Final**

## **RADIO SPECTRUM POLICY GROUP**

### **Progress Report of the RSPG Working Group on Intelligent Transport Systems**

## Progress Report of the RSPG Working Group on Intelligent Transport Systems (ITS)

The RSPG at its Meeting #39 established a Working Group to deliver an Opinion developing Europe's spectrum policy strategy regarding Intelligent Transport Systems (ITS), as set out in the RSPG's "Work Programme for 2016 and beyond".

The Working Group has comprised members from the European Commission, Austria, Denmark, Finland, France, Germany, Ireland, the Netherlands, Sweden and the UK. In addition, ETSI attended as an observer. I would like to thank them all for their valuable input. This Working Group has held four meetings jointly with the Working Group for IoT.

### Opinion on ITS

In November 2016, the working group presented a draft Opinion to Plenary. It was approved for public consultation. The consultation period closed on 9 January 2017. We received 15 responses. A summary of responses is Annexed to this paper.

The working group has now developed a final Opinion, taking into account the responses from stakeholders. The final Opinion is presented alongside this Progress Report for approval by the Plenary.

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Key points to note are:

**Road:** Our key message has not changed. The working group still do not believe that spectrum is a current constraint on the development of safety-related ITS. Whilst we think it prudent to keep the option open to extend the ITS band (5875-5905 MHz) in the future, there is no immediate need to take any regulatory action.

Many stakeholders raised concerns that competing technologies in 5875-5905 MHz could impact on interoperability and utility of this band. The working group's view is that it is important to be technology neutral. Considering which technology is most suitable for safety-related ITS is not a spectrum policy matter. However, if the current debate over coexistence of technologies in this spectrum band is not resolved, it may be appropriate to consider if any action is needed – for example by referring the matter to the relevant European standardization body.

**Rail:** Again, our key conclusions stand. The working group is not proposing any action to harmonise additional spectrum for rail. However, we understand the importance of ensuring interoperability across Europe, and note that a common solution for any additional spectrum need would ease implementation of the new system.

There was a strong response from rail industry stakeholders in support of allocating 3x3 MHz in the 873-876 MHz and 918-921 MHz range, both for the transition from GSM-R to a new system, and permanently thereafter. The working group does not think this is realistic, given Europe's emphasis on harmonising this spectrum range globally for SRDs (including IoT devices). The working group on IoT has reflected the growing demand for access to frequencies in this range in its final Opinion (also presented to this Plenary). Accordingly, we have amended the ITS Opinion to note that spectrum demand in these frequencies will prevent harmonisation of the whole band for Railway communications. However, harmonisation of parts of these bands (eg 2x1 MHz) could be studied in conjunction with the harmonisation measures for SRDs/IoT.

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Further work on ITS

The Work Programme does not propose further deliverables.

Proposed course of action

The RSPG Plenary Meeting #42 is invited to adopt the final Opinion on ITS.

Erika Forsberg

Rapporteur

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