
LIAISON STATEMENT on "UE functionality split"

From: SA1
To: SA2, SA3, T2, TSG-T, T3, CN1, SA
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During the 6th Feb a paper from T2 on UE functionality split was presented to SA1 (S1-010007). This paper asked which models should be made available to users in order to satisfy the requirements of the marketplace. The T2 paper outlines an example of car pooling and makes some suggestions about the types of scenario which could be envisaged in terms of split of functionality.

SA1 in general believes that the marketplace will need solutions which allow the maximum flexibility in order to provide innovative services. However SA1 also recognises the requirement for security so that the user is not denied service and service is not stolen from the Home Environment.

SA1 believes that SA3 is in the best position to determine which of the scenarios in Annex 2 can be provided in a secure way, and encourages SA3 to analyse this and provide an answer. SA1 believes that the detailed architectural analysis in SA2 will be helped if the number of scenarios can be reduced and therefore it would be advantageous to know whether some of the scenarios can be discounted from a security point of view first.

SA1 also believes that the problem of sharing UE functionality and resources should be divided into three areas:

- A) Single user with multiple devices
- B) Multiple users with multiple individual devices
- C) Multiple users with a combination of individual devices and shared devices

SA1 would like these areas dealt with in order (A=highest priority, C=lowest priority).

For example, from the SA1 perspective, it is unclear that the "Car Pooling" scenario in Annex 1 is particularly realistic, and while it seems sensible to analyse some simple requirements, like a user getting into a car and having service inside and outside of the car environment, the kind of requirement like sharing bandwidth between different people in the same car is very advanced and should be a much lower priority.

In the scenario in Annex 1, SA1 would like to have the ability to handover an existing call from the external environment to the car environment, and also the ability to have service inside a car environment where that car is a rental car and previously "unknown" to the user getting into the car. SA1 would like comments on the feasibility of introduction of these features.

This is only an initial analysis and SA1 will look further into this in future meetings, as well as analysing SA1 specifications for appropriate changes.

SA1 looks forward to future co-operation with other WGs.