3GPP TSG-RAN WG2 #111-e DRAFT R2-20xxxxx

Electronic Meeting, August 17 - 28, 2020

Agenda Item: 8.11.3.1

Source: Swift Navigation

Title: [AT111-e][607][POS] Integrity definitions, KPIs, and use cases (Swift)

Document for: Discussion, Decision

# 1 Introduction

This document provides templates and summaries for the following email discussion:

* [AT111-e][607][POS] Integrity definitions, KPIs, and use cases (Swift)

Scope: Discuss proposals and attempt to reach consensus on definitions, KPIs, and use cases for positioning integrity.

Intended outcome: Summary with potential agreeable TP

Deadline:  Thursday 2020-08-20 1100 UTC

The intention is to reach consensus on the initial principles of integrity as an input to the remaining Study objectives. Best attempts have been made to accurately capture and represent all submissions that contained proposals relating to one or more of the individual topics. Please let the email Rapporteur know of any accidental oversights as part of the initial review phase.

# 2 Integrity Definitions

The submissions containing integrity definitions are listed below. To assist the review process, they have been grouped according to those which included a broader suite of integrity definitions (including KPIs) (Table 1) and those which only proposed KPI definitions (Table 2).

|  |  |
| --- | --- |
| Tdoc [Reference] | Source |
| [R2-2006541](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006541.zip) [1] | Swift Navigation, Deutsche Telekom, u-blox, Ericsson, Mitsubishi Electric, Intel Corporation, CATT, UIC |
| [R2-2007646](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007646.zip) [2] | ESA |
| [R2-2007937](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007937.zip) [3] | ZTE Corporation, Sanechips |

**Table 1.** Submissions containing general integrity definitions (including KPIs)

|  |  |
| --- | --- |
| Tdoc [Reference] | Source |
| [R2-2006954](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006954.zip) [4] | Ericsson |
| [R2-2007050](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007050.zip) [5] | Spreadtrum Communications |
| [R2-2007102](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007102.zip) [6] | Apple |
| [R2-2007158](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007158.zip) [7] | OPPO |
| [R2-2006564](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006564.zip) [8] | Vivo |
| [R2-2006673](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006673.zip) [9] | CATT |
| [R2-2006754](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006754.zip) [10] | Intel Corporation |
| [R2-2007936](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007936.zip) [11] | ZTE Corporation, Sanechips |
| [R2-2006579](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2006579.zip) [12] | Huawei, HiSilicon |
| [R2-2007073](http://www.3gpp.org/ftp/TSG_RAN/WG2_RL2/TSGR2_111-e/Docs/R2-2007073.zip) [13] | Sumitomo Electric |

**Table 2.** Submissions containing specific KPI definitions

* Please comment on the following:

1. Which of the definitions do you agree should be included in the Study?
2. Which of the definitions do you feel should be modified?

|  |  |
| --- | --- |
| Company | Comments |
| Swift Navigation | 1. We agree with the consensus view for the definitions provided in [1], which are decoupled from specific industry implementations and establish a consistent, principles-based framework for interpreting each term and the relationships between each term within the 3GPP architecture. These definitions are also independent of specific technologies, meaning they can apply to multiple positioning methods and use cases within 3GPP. This flexibility extends to the multitude of use cases and higher accuracy requirements supported by 3GPP (Section 4 of this document), meaning additional integrity factors (e.g. fault-free feared events) are also accommodated in the definitions [1].   We would also support adding the following definition from [2], including the suggested track changes to align the terminology with definitions in [1].  **Positioning Integrity Function**  Function within the Positioning System that, using the positioning measurements and other data provided to the positioning system, is able to generate the integrity-related data contained within the Positioning Information (e.g. Protection Level) so it can be employed by the positioning system to provide its service to the user application.   1. We believe that the definitions provided in [1] constitute a good baseline, but we acknowledge some definitions could be refined based on the additional views provided in the submissions. In particular, the precise definition of the Protection Level should be FFS. |
| Spreadtrum | 1. we agree with Swift Navigation’s view  2. For the definition of protection level, we agree with the definition provided in [2]. Protection level is a value calculated in real time. It needs to be compared with AL to determine whether the system is available. Therefore, when we define the PL, we cannot restrict PL to be less than AL. |
| Huawei, HiSilicon | 1. We mostly agree with the general integrity definitions provided in [1] and [2]. Meanwhile, we think some changes should be made:   1) For the comparison between integrity and accuracy described in [1], the differences provided in [12] should be considered to emphasize that:  ***Integrity is a real time decision criterion for using or not using the system in the next period of time while accuracy is a global system characteristic for a nominal system.***  2) For positioning integrity function, we suggest to make some changes:  **Position Integrity Function**  Function within the position/location system that, using the positioning measurements and other data provided by or to the system, is able to generate the position-related data/information (integrity data/information) so it can assist the user to make a real time decision for using or not using the positioning system in the next period of time.  We think the definition for several integrity related concepts are missing in [1], e.g. threat model, failure mode. |
| Sumitomo Electric | 1. We agree with the definition provided in [1] and [2]. |
| Fraunhofer | In general, we agree with the definitions of terms provided in [1] and [2].  To the TP and comment from Swift, we would like to add that the "positioning system" need to be clarified. The current definition seems to cover the positioning filter which processes measurements to obtain a position/velocity/attitude estimate. However, integrity and accuracy are not fixed static system characteristics, but depends highly on environment the UE finds itself in. Therefore, accuracy and integrity need to be monitored in real time, as Huawei indicated. Hence, the positioning system definition should also be extended to cover selection of one or more RAT dependent or RAT independent technique depending on the real time conditions of the UE.  Moreover, we would like to clarify the terms "positioning measurements" and "other data". Positioning measurements can be a UE/TRP measurement defined in LPP or 38.215 and other data could be generated from sources of additional integrity information, such as sensors or information from external system.  Furthermore, the accuracy/integrity for different components of the positioning state may need to be specified/calculated separately. |

# 3 Integrity KPIs

There was strong consensus in submissions [1, 3, 4, 5, 6, 7, 8, 9, 10, 12] to agree on the four KPIs below (the definitions for which will be determined in Section 2):

* **Target Integrity Risk (TIR)**
* **Alert Limit (AL)**
* **Protection Level (PL)**
* **Time-to-Alert (TTA)**

While there were minor variations on the naming of some terms (e.g. Alarm versus Alert [9, 11]; Error Limit versus Alert Limit [6]; freshness of the positioning [13]), the names presented above represent the majority view. One proposal [4] also introduced the case for adding Continuity and Availability to the stated KPIs.

* Please comment if you agree with the list of four KPIs or think it should be modified:

|  |  |
| --- | --- |
| Company | Comments |
| Swift Navigation | Agree with the four KPIs. |
| Spreadtrum | Agree with the four KPIs |
| Huawei, HiSilicon | We agree with the list of four KPIs, and think the KPIs should be applied to both RAT-dependent and RAT-independent positioning methods. |
| Sumitomo Electric | Same view as Huawei, HiSilicon |
| Fraunhofer | We agree with the four KPIs. |

# 4 Integrity Use Cases

A number of use cases were proposed in submissions [1, 2, 4, 8, 9, 12, 13] with respect to 3GPP.

Please indicate the use cases which you feel should be considered for integrity.

|  |  |
| --- | --- |
| Company | Comments |
| Swift Navigation | We have a preference to prioritise the Automotive (e.g. navigation, V2X, autonomous driving, vulnerable road users) and Rail use cases, which typically have clearly defined safety and integrity requirements specified by the operator.  Some submissions presented examples of threshold values for the KPIs, which we agree will be useful in future stages of the SI/WI when determining value ranges for the relevant IEs. However, we think it is important to first agree on the KPI definitions and the priority use cases that require positioning integrity before analysing potential KPI thresholds (noting the TIR, AL and TTA are all implementation-defined). |
| Spreadtrum | We think that safety and life related use cases, i.e autonomous driving, vulnerable road users, emergency and mission critical related use cases, must be supported. And these use cases should be prioritized. Other use cases can also be supported. But the priority may be lowered. |
| Huawei, HiSilicon | First, we think the criteria for categorizing the use cases as the ones requiring integrity should be discussed.  Second, we believe that “integrity” and “time to alert” are specified for **safety-critical or liability-critical applications**, in terms of insurance of the quality of service. For example,   * + Emergency & Mission Critical   + Road user charging (RUC)   + V2X   + eHealth   + Location based service   + Rail & Maritime   Aerial (e.g. UAVs) |
| Sumitomo Electric | We understand that integrity is essential for the automotive and rail use cases. Therefore, we can agree to have the priority for these use cases. However, we believe that the resulting integrity spec. should be use-case agnostic. Instead, 3GPP should clarify applicability of the integrity schemes to be specified for other use cases so that users can clearly understand the risk to use this feature for other use cases. For example, such observation can be captured in TR. |
| Fraunhofer | In addition to the autonomous driving, we think integrity is equally important for autonomous devices requiring precise positioning in factory environment. |

# 5 References

1. R2-2006541 TP for Study on Positioning Integrity and Reliability, Swift Navigation, Deutsche

Telekom, u-blox, Ericsson, Mitsubishi Electric, Intel Corporation, CATT, UIC.

1. R2-2007646 Discussion on use cases and KPIs for position integrity, ESA.
2. R2-2007937 Discussion of the integrity events and integrity failure, ZTE Corporation, Sanechips.
3. R2-2006954 Positioning integrity KPIs and support for RAT dependent use cases, Ericsson
4. R2-2007050 Discussion on positioning integrity KPIs and use cases, Spreadtrum Communications
5. R2-2007102 Discussion on Positioning Integrity, Apple
6. R2-2007158 Discussion on the KPIs of integrity, OPPO
7. R2-2006564 Identify positioning integrity use case and KPIs, Vivo
8. R2-2006673 Discussion on integrity KPIs and use cases, CATT
9. R2-2006754 Consideration on positioning integrity, Intel Corporation
10. R2-2007936 Discussion of the positioning integrity definition, ZTE Corporation, Sanechips
11. R2-2006579 Discussion on positioning integrity KPIs and relevant use cases, Huawei, HiSilicon
12. R2-2007073 Discussion on integrity and reliability for positioning based on an IIoT use case,

Sumitomo Electric