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routes et transports

PUBLICATION DE L'ASSOCIATION QUÉBÉCOISE DES TRANSPORTS

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**Le transport du futur
sera électrique, autonome
et partagé!**

**AUTONOMIE, CONNECTIVITÉ OU
ÉLECTRIFICATION DES VÉHICULES,**
Le Québec vibre d'énergie positive pour l'environnement

MONTRÉAL, UNE VITRINE
pour les technologies associées à l'électromobilité

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aux États-Unis ou la mobilité redéfinie

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transport et infrastructure riment avec intelligence

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En couverture



L'AQTr remercie MM. Mouhamed Abdulla et Ke Wu qui ont bien voulu l'autoriser à utiliser la photo de leur article *5G Connected Vehicles: The Missing Link to Highly Autonomous Vehicles* (à lire en page 123).

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SUÈDE

En milieu urbain, une interconnectivité performante, entre les véhicules et tous les autres usagers de la route, repose sur des exigences techniques pointues. À lire en **page 123**.



FRANCE

La route peut s'électrifier et recharger les véhicules qui l'empruntent. Apprenez-en davantage sur la Route de 5^e Génération (R5G) en **page 115**.



ARGENTINE

Le déploiement des véhicules autonomes (VA) ne sera pas le même pour tout le monde, tout comme les progrès de la mobilité intelligente. À lire en **page 109**.



LISA JERRAM

Principal Research Analyst
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Lisa Jerram is a principal research analyst contributing to Navigant Research's Transportation Efficiencies program.

She analyzes emerging markets for new vehicle technologies for cars, trucks, and buses, electric vehicle charging equipment, innovative urban mobility solutions such as carsharing and ride-hailing, and fuel cells for transportation.

Mme Jerram étudie l'impact de l'arrivée des véhicules autonomes dans nos villes et les changements potentiels qui affecteront le paysage urbain.
À lire en **page 104**.



FRÉDÉRIC BLAS

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Frédéric Blas est ingénieur civil et urbanisme de l'INSA de Lyon, et détient un master en mobilité urbaine (UPM et URJC, Madrid) et un MBA (UCEMA, Buenos Aires).

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MM. Blas et Massin et Mme Rodriguez nous éclairent sur les disparités qu'aura le déploiement des véhicules autonomes (VA), selon les régions du monde, les pays et les types de territoires concernés.
À lire en **page 109**.



NICOLAS HAUTIÈRE

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Nicolas Hautière est adjoint au directeur du département Composants et Systèmes de l'Institut français des sciences et technologies des transports (IFSTAR), de l'aménagement et des réseaux, depuis janvier 2017.

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Depuis 2010, ses travaux portent sur la conception et le développement de systèmes innovants pour l'auscultation de surface des réseaux routiers.

En 2014, il obtient un doctorat en sciences pour l'ingénieur dont le sujet porte sur l'utilisation de capteurs bas-coût embarqués dans des véhicules traceurs, pour surveiller l'état des infrastructures routières.

MM. Hautière et Menant nous explicitent comment l'avènement de véhicules électriques, autonomes et partagés, adaptés aux enjeux de société, façonnera la route de 5^e génération. À lire en **page 115**.



MOUHAMED ABDULLA

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Mouhamed Abdulla is an EU Marie-Curie Individual Fellow at Chalmers University of Technology in Sweden. Until 2015, he was an NSERC Fellow with the Electrical Eng. Dept. of the University of Quebec.

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Ke Wu is a Professor of Electrical Engineering at the University of Montreal. He is also the NSERC-Huawei Industrial Research Chair, Tier-I Canada Research Chair (2002-2016) and the Director of the Poly-Grames Research Center (2008-2014).

He was the President of the IEEE Microwave Theory/Techniques Society in 2016. He has been the recipient of many awards, including the Thomas W. Eadie Medal of the Royal Society of Canada in 2009, the Queen Elizabeth II Diamond Jubilee Medal in 2013 and the Marie-Victorin Prize (the highest distinction in engineering in Quebec) in 2014.

MM. Abdulla et Wu traitent des exigences techniques indispensables à une interconnectivité performante, en milieu urbain, entre les véhicules et tous les autres usagers de la route.
À lire en **page 123**.

A golden-hour photograph of a historic cityscape, likely Stockholm, Sweden. The scene is dominated by multi-story buildings with intricate architectural details, including spires and domes. A prominent building on the right features a large, ornate tower with a pointed roof. In the foreground, a wooden bridge with a railing spans across a body of water, which reflects the warm, golden light of the sky. The overall atmosphere is serene and historical.

SUÈDE



Suède

5G Connected Vehicles: The Missing Link to Highly Autonomous Vehicles

Mouhamed Abdulla & Ke Wu

Today, there is a clear convergence between technologists, visionaries, corporations, academics, and policymakers on the expected trend of Intelligent Transportation Systems (ITS). The related infrastructure and vehicles of the future will essentially have four key attributes, which are (a) electric (i.e. sustainable), (b) autonomous (i.e. convenient), (c) connected (i.e. safe), and (d) shared (i.e. rely on smart mobility utilization).

Present day autonomous vehicles are primarily founded on light detection and ranging (LiDAR) technology, where the objective of this sensing capability is to navigate on road infrastructures while avoiding collisions with likely obstacles, such as other vehicles, cyclists, pedestrians, animals, and random objects. Despite being a remarkable milestone in this vehicular ecosystem, critical information is not being shared locally to the cloud and the transportation management system for the purpose of dynamic cooperation, remote access control, and network optimization. With time, as the volume of active cars and traffic increases, interconnectivity among vehicles will be necessary for greater safety, traffic efficiency, intelligent resource utilization, and smart energy consumption.

In fact, autonomous vehicles with sensing capabilities are constrained by line-of-sight and thus cannot detect a likely collision with a fast-moving vehicle driving towards an urban junction, for instance. Moreover, harsh weather conditions, such as fog, sunbeams, heavy rain and snow, significantly deteriorate the quality of sensing technology. Evidently, vehicle-to-everything communications is the prime alternative technology that can overcome the shortcomings of LiDAR-based autonomous vehicles. According to a European Commission study, vehicle-to-vehicle (V2V) communications have the potential to prevent up to 35% of serious casualties from road accidents. In other words, it is of the utmost importance to have both sensor capabilities and communications technology, as they complement each other and also serve as sources for supplemental system redundancy, added security and greater awareness of the vehicle's surroundings.

Evidently, communications need not only be limited to other vehicles; it could be an all-encompassing vehicle-to-everything (V2X) connectivity. For instance, vehicle-to-infrastructure (V2I) has the prospect for making traffic flow more fluid and dynamic through direct communications with nearby traffic signs. Vehicle-to-pedestrian (V2P) communications could automatically alert a car of an unnoticeable pedestrian presence on the road ahead.



The same also applies for enhancing the safety of cyclist maneuvering in a busy city. Since these changes on the road occur in split seconds, the vehicle's computer system will automatically and proactively control and steer the car to avoid such accidents. As for vehicle-to-network (V2N) communications, it essentially keeps a vehicle in a continuous and direct communication link with a radiofrequency (RF) network infrastructure (i.e. similar to a tower used nowadays for mobile communications), such as an LTE Advanced Pro (Rel.13, 14) or the much anticipated 5th generation wireless network (5G). V2N will enable greater spatial coverage; so for instance, it could notify a driver in real-time of a heavy traffic jam a few kilometers ahead and dynamically reroute the traffic to reach the destination with minimal travelling distance and time.

To enable communication between vehicles manufactured by different companies, standardization is required for interoperability. Direct short-range communication (DSRC) is a standard ready for utilization at an operating frequency of 5.9 Gigahertz. This standard, which was formally known as IEEE 802.11p, sets the communication protocol for local information transmission in an ad hoc vehicular configuration. The disadvantage of this protocol is the lack of dynamic information sharing of the many hours of driving history with the transportation management system. As an alternative, cellular-based 5G communications, which is under development and is expected for gradual deployment in 2020, essentially inherit the distributed features of DSRC with the added benefit of centralized coordination by the transportation management system. Undoubtedly, the capabilities of



Figure 1
Connected vehicles
are an integral part of
future smart cities.

the 5G alternative is more convenient for the purpose of highly autonomous vehicles, particularly since it will deliver ultra-reliable, low-latency, and fast communications for complex vehicular networks.

Evidently, networks related to cars are commonly known as vehicular ad hoc networks (VANET). Because vehicles are in constant movement, a certain VANET is quickly formed in a particular geographical area over a limited time frame. After a short time period, the network dissolves and a new VANET is formed. This keeps repeating over and over again throughout the vehicle's travel route. For such distributed, complex, and dynamically-changing networks, V2X capabilities are indispensable. In fact, the objective of smart future ITS is to ensure fast connectivity that is seamlessly interweaved with a cascading combina-

tion of V2V, V2I, V2P, and V2N networks. For such very complex networks, where data is routed across different devices and critical infrastructures, and where interoperability among the diverse units is a basic necessity, various critical metrics within the 5G requirement are fundamental, namely: ultra-reliability, low-latency, high-capacity, variable-mobility, and elevated traffic-density. Evidently, evaluating, assessing, and designing the parameters of the communication link for a V2X network with unpredictable traffic status will be of critical concern for future roads populated by highly autonomous vehicles.

The reliability metric alone is immensely complicated to fulfill. For instance, a packet reliability of 99.999% is generally feasible for semi-autonomous vehicles with a driver-in-the-loop. Whereas, for fully autonomous,

where no human intervention is required, a reliability of 99.9999999% is expected. Communication latency is yet another element of concern where extremely low values in the range of 2~3 milliseconds are desired. As for data capacity, a communication of multi-Gigabits per second, up to 8 Gbps, is anticipated in order to share on-route information with other vehicles in the region and the network cloud.

Despite the densification of the vehicular network, the quality of service ought to remain in constant communication with ultra-high reliability. In other words, in an urban setting, it is estimated that there are roughly 1,000 vehicles per square kilometer; in the suburbs, it is estimated at 500 vehicles/km², and on highways, the values are even fewer than these numbers. Moreover, reliability must be preserved up to a communication range among vehicles in the order of 100-200 meters on roads, and 500 meters on highways.

Achieving these constraints and requirements altogether is a recipe for immense challenges. To tackle this undertaking, it is of the utmost importance for the electrical engineering community advancing the 5G network for

the ITS ecosystem to work together and in cohesion, both at the fundamental and experimental research tracks. There are various overlapping concepts in different

sub-systems that demand a holistic understanding and fluency, and thus cross-pollination of expertise is required to optimize a complex communication network for highly autonomous vehicles. Different areas of radiofrequency engineering (i.e., communications, microwaves, propagation, and antenna systems) must collectively work the technical intricacies that are of extreme interdependence in order to predict and eliminate the potential sources of road accidents.

Extensive research on many fronts is required, including (i) network modeling based on real-world vehicular traffic, (ii) connectivity and throughput analysis founded on average performance assessed by measurable data, and fine-grained performance accessed by meta-distribution techniques, (iii) mobility concerns and robustness to Doppler effect, say up to 300 kilometers per hour, (iv) temporal aspects of traffic variability, (v) empirical propagation chan-

nel measurements and modeling over high frequencies, (vi) modula-

It is of the utmost importance to have both sensor capabilities and communications technology, as they complement each other and also serve as sources for supplemental system redundancy, added security and greater awareness of the vehicle's surroundings

5G Connected Vehicles: The Missing Link to Highly Autonomous Vehicles

tion schemes and network access, (vii) system design and spatial diversity, (vii) antenna design issues with single and multiple antenna elements, and (viii) antenna position on the vehicle, directivity, beamforming, etc.

The eventual future of smart cities with intelligent transportation for road safety and traffic efficiency is inevitable. Everything that should be connected must be connected; this includes the seamless connectivity of vehicles, cyclists, pedestrians, etc. Bringing this eventuality of a data rich environment to fruition will require creative engineering solutions to intercorrelated challenges, which are expected to result in opportunities and gains for society at large. This article attempted to underscore the complementary need of both sensors and connectivity for highly autonomous vehicles. Technical requirements for vehicular interconnectivity and overall system

performance under the anticipated 5G communications were discussed. Open challenges that will require extensive research by the scientific engineering community before real-world mass deployment of highly autonomous vehicles were also highlighted. ■

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