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26 May 2006

Dennis Bodson  
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Re: P1609.3 - Trial-Use Standard for Wireless Access in Vehicular Environments (WAVE) - Networking Services

Dear Dennis:

I am pleased to inform you that on 25 May 2006 the IEEE-SA Standards Board approved the above referenced project until 31 December 2007. A copy of the file can be found on our website at <http://standards.ieee.org/board/nes/projects/1609-3.pdf>.

Now that your project has been approved, please forward a roster of participants involved in the development of this project. This request is in accordance with the IEEE-SA Operations Manual, Clause 5.1.2i under Duties of the Sponsor which states:

"Submit annually to the IEEE Standards Department an electronic roster of individuals participating on standards projects"

For your convenience, an Excel spreadsheet for your use has been posted on our website at <http://standards.ieee.org/guides/par/roster.xls>. Please forward this list to me via e-mail at [j.haasz@ieee.org](mailto:j.haasz@ieee.org) no later than 23 August 2006.

Please visit our website, IEEE Standards Development Online (<http://standards.ieee.org/resources/development/index.html>), for tools, forms and training to assist you in the standards development process. Also, we strongly recommend that a copy of your draft be sent to this office for review prior to the final vote by the working group to allow for a quick review by editorial staff before sponsor balloting begins.

If you should have any further questions, please contact me at 732-562-6367 or by email at [j.haasz@ieee.org](mailto:j.haasz@ieee.org).

Sincerely,

Jodi Haasz  
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CC: [tkstds@mindspring.com](mailto:tkstds@mindspring.com)

<b>PAR Request Date:</b> 24 March 2006	
<b>PAR Approval Date:</b> 25 May 2006	
<b>PAR Signature Page on File:</b> Yes	
<b>Type of Project:</b> Modification to Approved PAR	
<b>Status:</b> Modification to a Previously Approved PAR P1609.3, 2005-06-09	
<b>Root Project/PAR:</b> New IEEE Standard 1609.3	
<b>1.1 Project No.:</b> <b>P1609.3</b>	
<b>1.2 Type of Document:</b> Standard	
<b>1.3 Life Cycle:</b> Trial-Use	
<b>1.4 Is this document in ballot now?</b> Yes	
<b>2.1 Title</b> Trial-Use Standard for Wireless Access in Vehicular Environments (WAVE) - Networking Services	<b>Old Title</b> Standard for Wireless Access in Vehicular Environments (WAVE) - Networking Services
<b>2.1 Amendment/Corrigenda Title</b>	
<b>3.1 Working Group Name</b>	<a href="#">Dedicated Short Range Communication Working Group</a>
<b>Working Group Chair</b>	<a href="#">Kurihara Thomas M</a> Phone: 703-516-9650 Email: tkstds@mindspring.com
<b>Working Group Vice Chair</b>	
<b>3.2 Sponsor</b>	<a href="#">IEEE Vehicular Technology Society Intelligent Transportation Systems (VT/ITS)</a>
<b>Sponsor Chair</b>	<a href="#">Bodson Dennis</a> Phone: 703-243-3743 Email: d.bodson@ieee.org
<b>3.3 Joint Sponsor</b>	
<b>4.1 Type of Ballot:</b> Individual	
<b>4.2 Expected Date of Submission for Initial Sponsor Ballot:</b> 2006-01-00	
<b>4.3 Projected Completion Date for Submittal to RevCom:</b> 2006-09-00	
<b>5.1 Approximate number of people expected to work on this project:</b> 24	
<b>5.2 Scope:</b> The scope of this standard is to define services, operating at the network and transport layers, in support of wireless connectivity among vehicle-based devices, and between fixed roadside devices and vehicle-based devices using the 5.9 GHz Dedicated Short Range Communication (DSRC)/Wireless Access for Vehicular Environments (WAVE) mode.	<b>Old Scope:</b> Old Scope: The new 5.9 GHz DSRC will support multiple protocol stacks, one for the traditional DSRC, one for streaming audio/video, and another for TCP/IP. There may also be others, the architecture is still being finalized. The project will evaluate and define the interfaces between these multiple stacks and the lower layer services of 5.9GHz DSRC (IEEE 802.11a (R/A). <b>New Scope:</b> The scope of this standard is to define services, operating at the network and transport layers, in support of wireless connectivity among vehicle-based devices, and between fixed roadside devices and vehicle-based devices using the 5.9 GHz DSRC/WAVE mode.
<b>5.3 Is the completion of this document contingent upon the completion of another document?</b> Yes Contingent upon IEEE Projects: P1609.1, P1609.4, and P1556.	

**5.4 Purpose:** The purpose of this standard is to provide connectivity in support of in-vehicle application offering safety alerts and convenience to users, while at the same time offering a level of confidentiality and data security using the 5.9GHz DSRC/WAVE mode

**Old Purpose:** Old Purpose: The existing DSRC upper layers (above L2) are well served by existing or proposed standards. With the new DSRC, additional higher layer communication stacks must be supported, including TCP/IP. An architecture and general interface must be defined to support these multiple stacks and appropriate standards written. **New Purpose.** The purpose of this standard is to provide connectivity in support of in-vehicle application offering safety alerts and convenience to users, while at the same time offering a level of confidentiality and data security using the 5.9GHz DSRC/WAVE mode

**5.5 Need for the Project:** The Dedicated Short Range Communication (DSRC) 5.9GHz band was allocated to the Intelligent Transportation System (ITS) by the Federal Communication Commission (FCC). The ITS program is managed by the Federal Highway Administration Joint Program Office for ITS. The requirement for use of multi-channel wireless communications is based on the medium access and physical layer protocol and services initially defined in the ASTM Standard E2213-03, Dedicated Short Range Communications (DSRC), now revised as the draft standard, IEEE 802.11p, Wireless Access to Vehicular Environments (WAVE) mode under consideration in IEEE 802.11p Task Group. The upper layer protocols and services requirements are described the IEEE P1609 family of standards that use IEEE 802.11p. Standardization of the upper layer protocols and services support the vehicle-to-vehicle and vehicle-to-roadside communication requirements of the National ITS Architecture and the Joint Program Office initiatives. Benefits for the ITS program in enabling wireless communications is for vehicle operators, dispatch centers, traffic management centers, emergency response centers, route guidance, safety and amber alerts, and response to traveler emergencies.

**5.6 Stakeholders for the Standard:** The stakeholders for the project are the U.S. Department of Transportation Joint Intelligent Transportation Systems Office, automobile manufacturers, State and local transportation officials, toll authorities and toll tag manufacturers, public safety officials, commercial vehicle manufacturers, and public transit officials.

**6.1.a. Has the IEEE-SA policy on intellectual property been presented to those responsible for preparing/submitting this PAR prior to the PAR submittal to the IEEE-SA Standards Board?** Yes **Presented Date:** 2005-04-06

If no, please explain:

**6.1.b. Is the Sponsor aware of any copyright permissions needed for this project?** No

If yes, please explain:

**6.1.c. Is the Sponsor aware of possible registration activity related to this project?** No

If yes, please explain:

**7.1 Are there other standards or projects with a similar scope?** No

If yes, please explain:

**Sponsor Organization:**

**Project/Standard Number:**

**Project/Standard Date:** 0000-00-00

**Project/Standard Title:**

**7.2 Is there potential for this standard (in part or in whole) to be adopted by another national, regional, or international organization?** ? Do not know at this time

**Technical Committee Name and Number:**

**Contact person:**

**Contact person Phone Number:**

**Contact person Email Address:**

**7.3 Will this project result in any health, safety, security, or environmental guidance that affects or applies to human health or safety?** No

**7.4 Additional Explanatory Notes:**

The only change in this PAR is in the life cycle (from full-use to trial-use). This change is due to the diversity of the working group and the direction of the project, the desire was to gain additional knowledge from the project through the trial-use method.

**8.1 Sponsor Information:**

Is the Scope of this project within the approved scope/definition of the Sponsor's Charter? Yes

If no, please explain: