EXPERT PANEL

Environmental Sensing: Difficulties for Sensing and Processing the Correct Data

The Fifteenth International Conference on Sensor Technologies and Applications
SENSORCOMM 2021
November 14, 2021 to November 18, 2021 - Athens, Greece
Environmental Sensing: Difficulties for Sensing and Processing the Correct Data
(medium dependency, body sensing, sensing mobile targets, predictive maintenance, mission critical sensing, precision, failures, etc.)

Chair

Antonio L. L. Ramos, University of South-Eastern Norway (USN), Norway

Panelists

Anne-Lena Kampen, Western Norway University of Applied Sciences, Norway

Paula Louro, ISEL-IPL; CTS-UNINOVA, Portugal

Sandra Sendra, Escuela Politécnica Superior de Gandia/Universitat Politècnica de València, Spain

Manuel Vieira, CTS-UNINOVA, Portugal

Aurilla Aurelie Arntzen, University of South-Eastern Norway (USN), Norway
Panel Chair and Moderator

Prof. Antonio L. L. Ramos, PhD
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Topics of interest and Research activities:

→ Signal Processing: Adaptive Filtering and Array Processing;
→ Communication Systems;
→ Real-time Systems with Embedded Systems;
→ Artificial Intelligence.
Communication in industrial environments is subject to both spatial and temporal changes. Timeslot communication is often needed to reduce the number of collisions. Channel hopping is often needed to reduce interference. Sleep protocols may be needed to reduce energy consumption. Several network solutions may need to cooperate to support all requirements of the application.
Visible Light Communication: Indoors navigation and wireless communication capacity

Paula Louro, ISEL-IPL, CTS-UNINOVA; Portugal; plouro@deetc.isel.ipl.pt

• Optical wireless communication technology operating in the visible spectrum likely of integration with other communication technologies
• Attractive due to the ubiquitous use of energy efficient LEDs for lighting
• Bi-directional communication with VLC based down- and up-links
• Wide range of applications: indoor location-based services, IoT, Li-Fi, Vehicular Networking, Smart Cities, Under Water Communications.

→ Increased bandwidth, use of a free licensed spectrum in the THz range
→ The use of VLC enables infrastructures to communicate with mobile entities, resulting in ubiquitous indoor location-based services, together with wireless communication capacity
→ Feasibility of using VLC as one of the enabling technologies for beyond 5G/6G technological trends
Panellist Position

Low Power WAN Technologies for non-conventional environments.

Dr. Sandra Sendra Compte,
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sansenco@upv.es

• Use of LPWAN technologies in different environments
• Communication features
• Environmental constrains
• Solving recent needs of society
  ➔ The recent global pandemic situation has put pressure on the research community to demonstrate its capacity
  ➔ New technology must evolve with the demand of society
  ➔ New developments should be reachable for all
Vehicular Visible Light Communication (V-VLC)
Manuel Augusto Vieira, CTS-UNINOVA manuel.vieira@isel.pt

- Last generation vehicles perceive their surroundings, and interact with it in semi-autonomous, and eventually, fully-autonomous fashion.
- Road infrastructure has evolved with adaptive traffic lights.
- Two-Way-Two-Way Traffic Light Controlled Crossroad
- The goal is to develop a cooperative system that supports guidance services
- An Intersection Manager increases the throughput of the intersection by exchanging information and directing the incoming Connected Autonomous Vehicles
  - Multi-vehicle cooperative localization
  - Intelligence is shared between the vehicle and the infrastructure through a continuous communication.

- The introduction of VLC between connected vehicles and the surrounding infrastructure allows the direct monitoring of relative speed thresholds and inter-vehicle spacing increasing the safety.
Drones operations in Urban Environments: Challenges and Opportunities for the U-space

Prof. Aurilla Aurelie Arntzen Bechina,
University of South East Norway,
USEPE EU project, aurillaa@usn.no

- Drone operations as a service for urban mobility (delivery, surveillance, monitoring, etc.)
- Dynamic capacity management of drones
- Sensing for a safe separation of drones

The domain of drones is ranging from healthcare purpose to agriculture
- Innovation in Urban mobility is on its way
- Techniques, and societal changes need to be considered
Issues and Possible Solutions for Predictive Maintenance in Industry Environments

Anne-Lena Kampen, Western Norway University of Applied Sciences, Norway alk@hvl.no

• Use cases for communication in industrial environments
• Communication requirements
• Characteristics of some candidate protocols
• Discussion of the advantages and disadvantages of the protocols

→ Communication in industrial environments is subject to both spatial and temporal changes
  → Timeslot communication is often needed to reduce the number of collisions
  → Channel hopping is often needed to reduce interference
  → Sleep protocols may be needed to reduce energy consumption

→ Several network solutions may need to cooperate to support all requirements of the application
Use cases for communication in industry environments

AGV/ Mobile robots

Manufacturing Execution System

Infrastructure

Information Servers

Production line

Machines

Workmen

Sensors
Why wireless?

- Lower installation costs than wired networks.
- Less mechanical wear and tear.
- Ability to provide critical information even from moving components.
  - Moving nodes may communicate directly with each other.
- Prevent that moving components cutting cables (cutting communication cables).
- Scalability.
Communication requirements

• Reliable
• Low delay
• Availability
• Energy-awareness
• Security
• Maintain connectivity while moving

• Insusceptible of EMI (electromagnetic interference)
• Candidate protocols
• Characteristics
• Discussion of the advantages and disadvantages of the protocols

Mainly based on:
IEEE802.15.4e: Time-slotted Channel Hopping (TSCH)

**TSCH** defines repetitive **slot frames** in which each slot-frame is a collection of timeslots.
- Timeslot communication (**TDMA**) combined with **channel hopping**
- Generally, the timeslots can either be **dedicated** or **shared**.
- The **dedicated** timeslots are assigned for reliable communication between two devices, one as the source the other as the receiver.
- The **shared** slot uses the CSMA-CA access method (or slotted Aloha)

![Diagram showing slot frames and timeslots](image-url)
WirelessHART

- Wireless Highway Addressable Remote Transmission (WirelessHART)
- Standard that defines the wireless interface to field devices.
- Targeted toward industrial applications
- Based on IEEE802.15.4 at the physical layer
- The MAC layer uses TSCH
  - CSMA is typically only used in joint and shared timeslots.
    - Otherwise, TDMA (TSCH) is used.
  - A channel with high interference or noise is blacklisted
    - Removed from the hopping sequence
- A wirelessHART network is a hybrid wireless-wired network that consists of a **wired network manager**, a **security manager** and **gateways**.
ISA100.11a

- ISA100.11a is developed by the International Society of Automation (ISA)
- Defines a wireless system for industrial automation and control applications.
- Based on IEEE802.15.4 at the physical layer
- TSCH at the MAC layer
  - It supports the adaptive blacklisting of channels
  - In addition to slotted channel hopping
    - Sow hopping, a group of contiguous timeslots uses the same channel.
    - Hybrid hopping combines periods of both slow and slotted hopping.
  - ISA100.11a supports five preprogrammed hopping patterns,
- The DLL layer of ISA100.11a provides routing capabilities
  - using routing graphs that are calculated and managed by a manager.
  - The DLL routing is terminated at the backbone router
ZigBee

• Based on the IEEE802.15.4 PHY and MAC layers

• Low-power, low-rate, short-range and low-cost wireless standard that is Targeted for battery-powered applications

  • The nodes are duty cycled.
    • nodes periodically enter a sleep state to save energy.

  • To enable the TDMA access method.
    • Use GTS

  • Does not support channel hopping.
IEEE802.15.4, IEEE802.15.4e

- IEEE802.15.4, industrial indoor environments, experimental results [1]
  - Performance depends on the nature and the peak power of the surrounding electromagnetic interference.

- Experimental, office environment, IEEE802.15.4 [2]:
  - The PDR changes, from 0% to 100%.
    - Never occurred on all of the frequencies simultaneously
  - The beaconing activity (WiFi network is idle)
    - PDR drop from 90% to 70-80%

2. Watteyne, T., et al.: Lessons learned from large-scale dense IEEE802.15.4 connectivity traces: 2015
WiFi interfering with ZigBee

• Experimental test of coexisting ZigBee and WiFi:
  
  • Reduces the PDR of ZigBee by up to 51.5% when overlapping channels are used [1].
  
  • Whenever the WiFi network was powered on, the transmission of management frames between the APs caused corruption in the received ZigBee [2].

WirelessHART and ISA100.11a in harsh environments

Experimental tests, industrial environment [1]:

• Before any ZigBee node was activated.
  • WirelessHART PLR: 0.98% ; ISA100.11a PLR: 1.18%.
• Tested against ZigBee.
  • WirelessHART PLR: 1.43% ; ISA100.11a PLR 1.62%.
  ➢ Harsh environment main impact on PLR,
  ➢ but PLR would increase linearly with the number of interfering nodes.

• Coexists with IEEE802.11n
  • The PLR of WirelessHART 3.36% ; ISA100.11a 3.47%

<table>
<thead>
<tr>
<th></th>
<th>ZigBee</th>
<th>Wireless Hart</th>
<th>ISA100.11a</th>
<th>IEEE 802.11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Topology</td>
<td>Star, mesh,</td>
<td>Star, mesh</td>
<td>Star, mesh</td>
<td>Star</td>
</tr>
<tr>
<td>Channel hopping</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>NO</td>
</tr>
<tr>
<td>Energy consumption</td>
<td>Very low</td>
<td>Low</td>
<td>Low</td>
<td>High/Medium</td>
</tr>
<tr>
<td>Real time/guaranteed time</td>
<td>No</td>
<td>Yes / no</td>
<td>Yes / no</td>
<td>no</td>
</tr>
<tr>
<td>Access method</td>
<td>TDMA CSMA</td>
<td>TDMA</td>
<td>TDMA / CSMA</td>
<td>CSMA-CA</td>
</tr>
</tbody>
</table>
Conclusion

• Wireless communication is advantageous in industrial environment
  • Avoid cutting cables, Move freely, Scalable (easy to include new devices)
• Communication in industrial environments are subject to both spatial
  and temporal changes.

• Technology solutions
  • Timeslot communication to reduce the number of collisions
  • Channel hopping to reduce interference
  • Let nodes enter sleep state to reduced energy consumption
    • There is a general tradeoff between delay and energy consumption

• Maybe it is necessary to use two (or more) different types of networks
  • one optimized to reduce energy consumption
  • A second to support delay-sensitive operations.
• Thank you !!
Environmental Sensing: Difficulties for Sensing and Processing the Correct Data

NetWare Experts Panel I
Athens, Greece, November 2021

Paula Louro
ISEL-IPL, CTS-UNINOVA, Portugal
Paula Louro

Professional experience

• Full professor at Electronics, Telecommunications and Computer Dept. in ISEL, Lisbon School of Engineering (since 2001).
• Integrated member in the research Center of Technology and Systems, CTS-UNINOVA (since 2007).

Publications & Activities

• Indoor and outdoor geo-localization and navigation by visible light communication, Proc. SPIE, 2021
• Geolocation and Wayfinding Services Using Visible Light Communication, Sensors & Transducers, 2020
• Cooperative vehicular communication systems based on visible light communication, Opt. Eng, 2018.
• Optical Communication Applications based on white LEDs, J. Luminescence, 2016.
WHY VLC?

• VLC is a subset of Optical Wireless Communication (OWC) technologies
• VLC emerged as a promising solution in the past decade
• VLC is based on LEDs used everywhere as lighting solutions
• VLC operates in the visible range of the electromagnetic spectrum
• VLC is a promising solution for upcoming high-density and high capacity 5G/6G wireless networks
• VLC can also play an important role in IoT where a large number of devices are connected to sense, monitor and share resources.
MAIN ADVANTAGES of VLC?

• VLC operates in a free licensed, non-regulated spectrum
• VLC offers 10 000 times more bandwidth capacity than rf-based technologies
• VLC is not harmful to humans
• VLC is secure in electromagnetic-sensitive areas (hospitals, nuclear plants, aircraft cabins)
• High security communication due to high spatial confinement
• VLC presents very low power consumption for communication purposes
• VLC systems can be either unidirectional or bidirectional
Cost Action CA 19111
2020-2024

European Network on Future Generation Optical Wireless Communication Technologies

“The main aim and objective of the Action is to position optical wireless communication (OWC) as one of the key enabling technologies for Beyond-5G-Networks and a number emerging specific applications, in particular, to address the ever-increasing demand for bandwidth in high-speed and ubiquitous wireless access with high reliability.”
MAIN APPLICATIONS OF VLC

SHORT RANGE
few meters

MEDIUM RANGE
few meters to few kilometers
SHORT RANGE

Links up to a few meters: The deployment of intensity modulated artificial optical sources, such as LEDs, enables infrastructures and sensors to communicate with mobile entities, resulting in ubiquitous indoor location-based services, together with wireless communication capacity.

Li-Fi

- **VLC** uses the current day ubiquitous presence of LED lamps

Wearables

- Current advancements in **OLED** technology enable the integration of VLC transceivers into wearable gadgets and clothing

Short range IoT

- Smart spaces and buildings
- Smart manufacturing: autonomous machine to machine (M2M) links

Localization

- Location based services provided by **VLC** using LED lamps
MEDIUM RANGE

Typical range of few meters to few kilometers. VLC-based solutions for smart-cities and intelligent transportation systems, first- and last-mile access and backhaul/fronthaul wireless networks, hybrid FSO/RF adaptive wireless connections, and underwater communications for sensor networks.

**Vehicular networking (VN)**

- Wide use of LEDs for vehicle, traffic and street lights
- VLC emerges as a natural solution
- VLC-based VNs: V2V, V2I, I2V links

**PtP WA links**

- Outdoor PtP terrestrial FSO links as a solution for first and last mile access WNs.
- Typical applications: high speed trains, low altitude drones, data centre networks,

**Under Water (UW) communications**

- VLC enables high data rates, low latency and high energy efficiency (outperforms acoustic and RF communication)
- Applications: environmental monitoring, UW exploration, port security, disaster prevention
GENERAL VLC CHALLENGES

Bandwidth/Transmission rate
• Currently controlled by LED devices.
• Phosphor based LEDs speed is limited by the slow phosphor decay. RGB LEDs provide faster operation speeds and the possibility of signal multiplexing.
• Need to re-design LEDs for lighting and communication purposes.

Receiver saturation
• Background illumination due to artificial or natural light sources, especially under direct sunlight.

Flickering
• Basic requirement: not perceptible by the human eye.
• Demands appropriate modulation techniques and codification schemes.

Dimming
• Signal coverage even under low intensity signal.

LoS and Non-LoS
• Need to address diffused optical transmission configurations, multipath propagation and multiple access interference.

Integration with other communication technologies
• Integration of VLC in heterogeneous WNs as well as cognitive hybrid links.
• Improvement of reliability, quality of service (QoS) and quality of experience in coexisting optical and rf links.
OUTDOORS VLC CHALLENGES

OUTDOORS COMMUNICATION
- Short communication distance.
- Drastic attenuation of received signal strength due to visibility-limiting weather conditions.
- Interference due to ambiente light radiation from the sun, skylights, streetlights and other sources.
- Large amount of noise from background lights.
- Photodetector saturation especially under direct sunlight exposure.

VEHICULAR NETWORKS
- Safety functionalities: latency and reliability are the primary issues.
- Links establishment while on the move, link availability on multi-lane highways

UNDER WATER (UW) COMMUNICATIONS
- Strong signal attenuation of the aquatic channel, especially in turbid waters.
- LoS requirement.
- Need to design high-sensitive receivers and powerful error-correcting codes to allow the extension of the communication range and improve link reliability.
Low Power WAN Technologies for non-conventional environments.

Dr. Sandra Sendra Compte,
Universitat Politècnica de València (Spain)
sansenco@upv.es

- Use of LPWAN technologies in different environments
- Communication features
- Environmental constrains
- Solving recent needs of society
  - The recent global pandemic situation has put pressure on the research community to demonstrate its capacity
  - New technology must evolve with the demand of society
  - New developments should be reachable for all
Application fields for Wireless Sensor Networks

- **Smart Cities**
  - Integrated environments
  - Optimized operation
  - Socioeconomics
  - Sustainability
  - Inclusive living

- **Smart Home**
  - Connected devices
  - Wearables
  - Robotics
  - Social Web of Things
  - Smart appliances

- **Security**
  - Integrity
  - Authentication
  - Confidentiality
  - Availability

- **Transportation**
  - Autonomous vehicle
  - Multimodal Transport

- **Healthcare**
  - Remote monitoring
  - Assisted Living
  - Behavioral changes
  - Sport and fitness

- **Retail Banking**
  - Micro payments
  - Retail logistics
  - Product life-cycle info
  - Shopping assistance

- **Industry**
  - Robotics
  - Manufacturing
  - Natural resources usage
  - Remote Operations
  - Automation
  - Heavy machinery

- **Agriculture**
  - Forestry
  - Crops and farming
  - Urban agriculture
  - Precision agriculture
  - Livestock and fisheries

- **Others**
  - Environment
    - Pollution
    - Air, water, soil
    - Weather, climate change
    - Noise
  - Utilities
    - Smart Grid
    - Water management
    - Gas, Oil, etc
    - Waste management
    - Heating, cooling
Main Features:

- **LPWAN** is increasingly gaining popularity in industrial and research communities because of its characteristics:
  - low power,
  - long range,
  - low-cost communication
- **Long-range** communication up to 10–40 km in rural zones and 1–5 km in urban zones.
- Highly **energy efficient** and inexpensive,
- **Cost of a radio chipset** being less than 2€ and an operating cost of 1€/devide per year.
- **LPWAN** is **highly suitable for IoT applications**
  - Transmit tiny amounts of data in long range.
  - Many LPWAN technologies have arisen in the licensed as well as unlicensed frequency bandwidth.
  - Sigfox, LoRa, and NB-IoT are today’s leading the lasts proposed solutions.
## Comparison WiFi vs. LPWAN Technologies

<table>
<thead>
<tr>
<th></th>
<th>WiFi</th>
<th>ZigBee</th>
<th>SigFox</th>
<th>NB-IoT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Frequency</strong></td>
<td>2.4 GHz and 5 GHz</td>
<td>868 MHz (EU); 915 MHz (USA); 433 MHz (Asia)</td>
<td>868 MHz (EU); 915 MHz (USA); 433 MHz (Asia); 2.4 GHz</td>
<td>Depends on the frequency licensed to LTE</td>
</tr>
<tr>
<td><strong>Standard</strong></td>
<td>IEEE802.11</td>
<td>IEEE802.15.4</td>
<td>SigFox (Owner)</td>
<td>3GPP Standard</td>
</tr>
<tr>
<td><strong>Coverage</strong></td>
<td>50 m (indoor), 40 km (outdoor, as a function of the visibility)</td>
<td>10–100 m</td>
<td>10 km (urban), 40 km (rural)</td>
<td>1 km (urban), 10 km (rural)</td>
</tr>
<tr>
<td><strong>Modulation</strong></td>
<td>BPSK, QPSK, 16 QAM, 64 QAM, 256 QAM, 1024 QAM</td>
<td>BPSK, QPSK</td>
<td>BPSK, GPSK</td>
<td>QPSK, OFDM (DL, SC-FDMA (UL))</td>
</tr>
<tr>
<td><strong>Power consumption</strong></td>
<td>Low</td>
<td>High</td>
<td>Medium-Low</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Theoretical Data Transfer Rate</strong></td>
<td>2.4 Gbps (IEEE802.11 ax, 2 streams with 1024 QAM)</td>
<td>250 kbps at 2.4 GHz, 20 kbps at 868 MHz, 40 kbps at 915 MHz</td>
<td>100 bps</td>
<td>10 Mbps</td>
</tr>
<tr>
<td><strong>Price of end devices</strong></td>
<td>3–5 €</td>
<td>3–5 €</td>
<td>2–5 €</td>
<td>&gt;2 €</td>
</tr>
<tr>
<td><strong>Price of Gateway/Base Station</strong></td>
<td>100 € Gateway/ &gt;1000 € Base station</td>
<td>20–600 € Gateway</td>
<td>40–1000 € Gateway</td>
<td>4000 € Base station</td>
</tr>
</tbody>
</table>
LPWAN in indoors (Use in medical environments):

Recent and required applications:
- Continuous monitoring in contagious diseases (p.e.: COVID)
- Remote monitoring
- Ambient assistes Living
- Etc....
LPWAN in outdoors (Tracking systems for humans, animals, objects):

Modern applications required by society:
- Tracking domestic pets
- Controlling farm animals
- Protect victims of domestic violence
- Etc....
LPWAN in outdoors (Tracking and monitoring systems in smart cities):

Modern applications required by society:
- Monitoring air quality in cities
- Intelligent transport system
- Intelligent system for solid urban waste and bulky waste collection
Advantages and disadvantages

Problems?
- Noisy environment
- Interferences with medical equipment
- Volume of data to be sent
- Point-to-Point connection
- Prices for using this service → $0??

• **LoRa/LoRaWAN advantages:**
  • High tolerance to interference
  • High sensitivity to receive data
  • Robust modulation
  • Low power Consumption
  • Working frequencies: 915Mhz America, 868 Europe, 433 Asia
Conclusion

- The field of WSNs and IoT is still growing and widening its horizons.

- LPWAN communication technologies are providing new applications fields where its presence is highly useful.

- The quick spreading of these solutions and developments should be potentiated by a low Price of technology and services with no fees (or very low fees).

Required as a future work.
- In depth investigations to improve the network performance of LPWAN
- More synergies between industry-academy-public institutions.
Thank you very much!
Difficulties for Sensing and Processing the Correct Data
NetWare Experts Panel I
Athens, Greece, November 2021

Manuel Augusto Vieira
ISEL-IPL, CTS-UNINOVA, Portugal
Manuel Augusto Vieira was born in Portugal. He graduated in Electronic and Telecommunication Engineering by Instituto Superior Técnico (IST) of Lisbon from the Technical University of Lisbon. In 2004, he received the Master of Science in Electronic and Computers Engineering by the Superior Technical Institute of Lisbon and in 2012 its PhD by the New University of Lisbon. The title of the thesis was “Three transducers for one photodetector: essays for optical communication”

Currently he is Professor in Electronics inside the Electronic Telecommunication and Computer Department of ISEL, Lisbon, Portugal and investigator in the M2P group of CTS-UNINOVA. The major research interests are related with traffic control, vehicular communications, operations management, stochastic control, optimization and discrete event dynamic systems, scheduling, inventory control, simulation infinitesimal perturbation analysis, queuing networks. He was director of the traffic department of the City Hall of Lisbon for more than twenty five years. Authored and co-authored several publications in refereed journals and conferences proceedings. He is an IARIA Fellow since 2020.
Intelligent Transportation Systems and Smart City are closely coupled.
**V-VLC**-based solutions for smart-cities and intelligent transportation systems (ITS)

Typical range of few meters to few kilometers.

**Vehicular networking (VN)**

- VLC emerges as a natural solution
- Wide use of LEDs for vehicle, traffic and street lights
- **VLC-based VN**: V2V, V2I, I2V links
• Vehicular communication enables a variety of safety, infotainment, mobility, and environmental applications.

• Autonomous vehicles significantly benefit from seamless wireless connections between cars (V2V) or between cars and the infrastructure (V2I).

• V-VLC can be considered as a complementary technology to RF-based communications.

• V-VLC have a great potential for applications due to their relatively simple design for basic functioning, efficiency, and large geographical distribution.

• V-VLC is based on LEDs used as lighting solutions. (Luminaires, Traffic Lights, Head and Tail Lights).

• V-VLC is a promising solution for upcoming high-density and high capacity 5G/6G wireless networks.

• V-VLC can also play an important role in IoT where a large number of devices are connected to sense, monitor and share resources.
V2V - brake lights, turn signals

V2I - Loop detectors

I2V – GPS navigation

I2V – Vehicle detection

I2V2V2I – Connected vehicles communication
Multi-vehicle cooperative localization

• To navigate autonomously, a vehicle must be able to localize itself with respect to its driving environment and the vehicles with which it interacts.

  ➢ Exchange of local dynamic maps (LDM), which are cyber-physical representations of the physical driving environment containing poses and kinematic information about nearby vehicles.

  ➢ Multi-hop paths in a VLC-based IoT network using diversity combining schemes
Virtual road network: \[ I2V2V2I \]

- Information flow towards the traffic light: Improvement of control by precise information about traffic

Traffic Light Phase Assistant” NETWORK

- Locations, speeds, and accelerations of all CVs at a given time \( t \) are placed in a virtual roadway.
- The signal phases and timing adapt to the real-time traffic conditions.
- Traffic actuated.
- Responds to traffic are more efficient.
The privacy and integrity be compromised by:

- **Illusion** creating false traffic events by altering vehicle sensor readings to trigger the sending of false traffic information messages
- **Bogus** information generate bogus traffic information and make other vehicles choose different paths
- **Sybil** a single intruder node can declare itself as multiple nodes, eventually leading to extensive damage to network topologies and consuming large amounts of bandwidth
- **Timing** a malicious vehicle receives a message, adds some time delay, and then forwards the message to other vehicles, thus leading to improper timing information
- **Impersonation** providing a vehicle with a false identity
- **Alteration/replay** attacks employing any previously generated frames to send and communicate with other nodes, with or without alteration
Vehicle manufacturers compete with each other in integrating Artificial Intelligence (AI)

Vulnerabilities.

As threat types vary, understanding its origin, scope and potential impact that it can cause to passenger safety is critical.

Need of new architectures that utilize Systems of Systems (SoS) approach to detect and mitigate threats.

Such architectures should focus on securing critical units with

- cryptographic and non-crypto based algorithms,
- registration,
- authentication procedures,
- hierarchical layer framework to isolate threats and attacks in three layers:
  - control - vehicle speed control and motion planning
  - communication
  - sensing GPS

Opens doors for vulnerabilities.
V-VLC Challenges

Outdoors communication
- Short communication distance.
- Attenuation of received signal strength due to visibility-limiting weather conditions.
- Interference due to ambiente light radiation from the sun, skylights, streetlights and other sources.
- Large amount of noise from background lights.
- Photodetector saturation especially under direct sunlight exposure.

Vehicular networks
- Safety functionalities: latency and reliability are the primary issues.
- Links establishment while on the move, link availability on multi-lane highways

Integration with other communication technologies
- Integration of VLC in heterogeneous WNs as well as cognitive hybrid links
- Improvement of reliability, quality of service (QoS) and quality of experience in coexisting optical and rf links.
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NetWare Experts Panel I

Athens, Greece, November 2021

Aurelie Aurilla Arntzen Bechina
University of South-Eastern Norway
Dr. Aurilla Aurelie Bechina Arntzen is Professor at Buskerud and Vestfold University College in Norway since January 2008. She is the co-founder of the research group “Advanced Cognitive systems and Data Science” ACSADS, Kongsberg, Norway. She is Co-Founder of the Norwegian Network on Artificial Intelligence and Robotics, KIRN, Oslo, Norway. She is the co-founder of the Institute for Knowledge and Innovation (IKI-SEA) South East Asia, Bangkok, Thailand.

She received her Ph.D. in Automation, from INSA (Institute National des Sciences Appliquées) of Strasbourg, France in 1997. She has several years combined teaching and research IT experience from several well-known International institutions. Her academic interests are broad ranging from real-time systems development to the conception of knowledge systems. In her consultant role, she has been working with customers in Project management, training, Business process improvement, and information and knowledge management systems. She has participated and co-lead several European projects. She served as an expert evaluator for the European commission and the Norwegian research council. She is author and co-author of several technical and scientific publications.
Opportunities for Urban Air mobility

Market?

• European drone market will reach 10B€ per year by 2035 and by 15 15B€ per year 2050
• Value added services are expected to represent the largest market opportunity in the drones’ value chain.
• Developments of drones in term of size, payload, performance are increasing
• Potential applications for drone is growing in different fields such as in agriculture, monitoring, deliveries, surveillance, ect...
Drones operations in Urban Environments: Challenges and Opportunities for the U-space

Airspace integration of drones
* All airspace classes
* All types of drones sharing airspace with manned aircraft
* All types of flights
*
U-space an enabler for urban air mobility?

U-Space: set of services and procedures to support safe, efficient and secure access to airspace for large numbers of drones

- U-Space is the European term equivalent to Unmanned Traffic Management (UTM) (Kopardekar, 2014)
- The technology framework for implementation relies on digitalization and automation, IoT, AI and cybersecurity (SESAR J.U., 2018)
- Europe intention is to deploy it in four steps.

Source: U-Space Bluepring (SESAR J.U., 2018, adapted)
U-Space services applicable to urban environments

Source: CORUS Concept of Operations, Vol. 2
Volumes of airspace in U-space and why it matters to UAV

Urban environment

Source: CORUS Concept of Operations, Vol. 2
USEPE (U-space SEParation in EUROPE)
Systemigram of the Operational Context

- Emergency flights
  - May provoke a
  - Generates a need for
- Loss of separation
  - May provoke a
  - Impacts on
- Tactical Conflict Resolution
  - Performs
  - Proposes new trajectories to
- Drones
  - Traffic demand
  - Manage
- Communications (A2G/A2A)
  - Limits availability of
  - Influence on
- Meteorology
- Airspace capacity
  - Infrastructures (buildings, streets, open spaces...)
  - Are worried about
  - Impacts on
- Noise pollution
  - Impacts on
- Geofenced areas
  - Impacts on
- Strategic Conflict Resolution
  - Performs
  - Coordinate with
- ATS
- U-space Service Provider
  - Has a contract with
- Drone operator N
  - Performs
  - Wants to fly in
points to tackle for USEPE (U-space SEParation in EUROPE)

- Conflict detection--Conflict resolution
- Airspace capacity
- Traffic demand
- Meteorology (micro weather)
- Noise pollution.
- Airspace optimisation
- Ground structure (buildings, streets, open spaces)
- Availability of communications (obstacles)
- Geofenced/forbidden areas (fixed or sudden ones)
What are the technical/societal challenges for an urban air mobility?