

# Archangel Protocol for Pedestrian to Vehicle Communication via 5G Networks

DR, GT, PSz, SzL, TV

Eötvös Loránd University

*archangel@inf.elte.hu*

November 9, 2021

- 1 Introduction
- 2 State of the Art
- 3 The Archangel protocol
  - Computational units
  - Communication
  - Edge case
  - Scoring system
  - Package structure

# Introduction

- Autonomous driving has a growing interest
  - More self-driving cars
  - Less human control
- Pedestrians are the potential victims
  - Exposed to traffic dangers
  - No protection
- Smartphones
  - Share location
  - Increase safety
- Huge amount of data
  - 5G networks



- Lorem ipsum dolor sit amet, consectetur adipiscing elit
- Aliquam blandit faucibus nisi, sit amet dapibus enim tempus eu
- Nulla commodo, erat quis gravida posuere, elit lacus lobortis est, quis porttitor odio mauris at libero
- Nam cursus est eget velit posuere pellentesque
- Vestibulum faucibus velit a augue condimentum quis convallis nulla gravida

# The Archangel protocol

## Block 1

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Integer lectus nisl, ultricies in feugiat rutrum, porttitor sit amet augue. Aliquam ut tortor mauris. Sed volutpat ante purus, quis accumsan dolor.

## Block 2

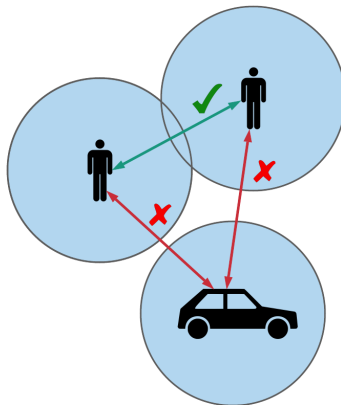
Pellentesque sed tellus purus. Class aptent taciti sociosqu ad litora torquent per conubia nostra, per inceptos himenaeos. Vestibulum quis magna at risus dictum tempor eu vitae velit.

## Block 3

Suspendisse tincidunt sagittis gravida. Curabitur condimentum, enim sed venenatis rutrum, ipsum neque consectetur orci, sed blandit justo nisi ac lacus.

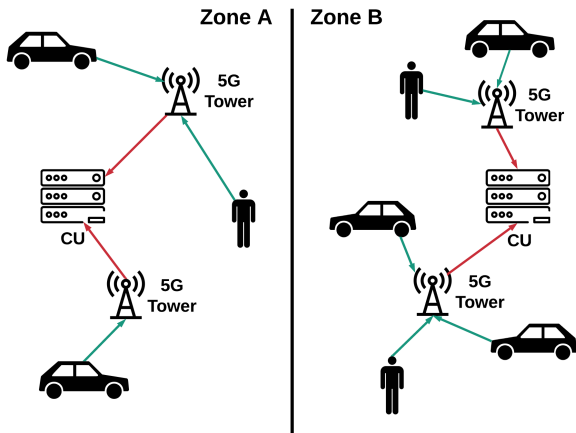
# Computational units

- Endpoints cannot process large amount of data
- Border coverage is needed
- Centralized points
- High computing capacity
- Computations within critical time constraints
- Precision



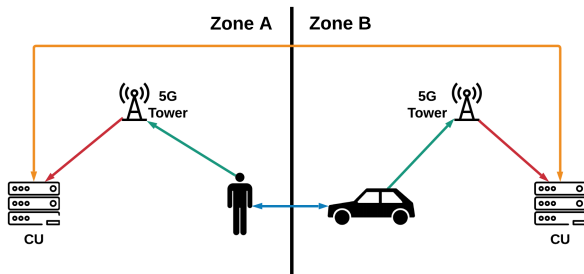
# Communication

- Node  $\rightarrow$  5G Tower  $\rightarrow$  Computational unit
- Area described by a given computational unit is a zone



# Edge case

- Pedestrian and a car in a separate computational zone
- The car's computational unit needs to know the pedestrian's data
- Which of the two CUs should calculate the data for the car?
  - ① Optimal case → The CU which is in the zone of the car
  - ② Network round trip to save time in case when the car's CU is already critically loaded



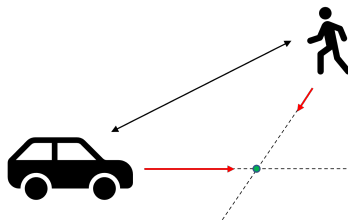





# Scoring system

- Analysis of the situation
- Define the order of urgency between the notifications

## Calculations - key points

- movement
  - speed
  - direction
- position

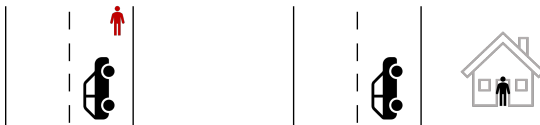


- |   |                                 |
|---|---------------------------------|
|  | <i>distance</i>                 |
|  | <i>movement vector</i>          |
|  | <i>calculated meeting point</i> |

# Scoring system

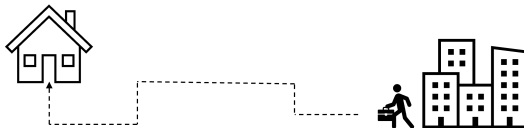
## Environment

If data is available about the environment, it can increase or decrease the score.



## Predictions

The last part of the score calculation is to assess the possibility of certain routes and to predict movements.



## Theorem (Mass–energy equivalence)

$$E = mc^2$$

# Figure

Uncomment the code on this slide to include your own image from the same directory as the template .TeX file.

An example of the `\cite` command to cite within the presentation:

This statement requires citation [Smith, 2012].



John Smith (2012)

Title of the publication

*Journal Name* 12(3), 45 – 678.

# The End