

Contents

1	Introduction	1
1.1	Radio Propagation Models	1
1.2	Obstacle Shadowing propagation loss model	2
1.3	Emergency Message Dissemination and broadcasting protocols	3
2	Fast Broadcast	5
2.1	Estimation Phase	5
2.2	Broadcast Phase	6
2.3	Two dimensions extension	7
3	Tools and applications	9
3.1	Network Simulator 3	9
3.1.1	Modules and module structure	9
3.1.2	Key elements	10
3.1.3	Structure of a simulation	11
3.1.4	NetAnim	11
3.2	Simulation of Urban MObility	12
	Acronyms	15
	Bibliography	17

List of Figures

1.1	Example of obstacle shadowing in vehicle-to-vehicle communication. Walls encountered by the signal are surrounded in red circles	3
2.1	Example of Fast Broadcast in 2d scenario	8
3.1	ns-3 module structure	10
3.2	Packet transmission in NetAnim	11
3.3	Steps to generate necessary files using SUMO ([5])	12
3.4	Padua scenario with vehicle distance equals to 15 meters (top) and 45 meters (bottom)	13

List of Tables

Chapter 1

Introduction

1.1 Radio Propagation Models

A [Radio Propagation Model \(RPM\)](#) is an empirical mathematical formulation used to model the propagation of radio waves as a function of frequency, distance, transmission power and other variables. Over the years various RPMs have been developed, some aiming at modelling a general situation, and others more useful in specific scenarios. For example, implementations range from the more general free space model, where only distance and power are considered, to more complex models which account for shadowing, reflection, scattering, and other multipath losses. Moreover, it is important to keep into consideration the computational complexity and scalability of the model: some have poor accuracy but are scalable, while others have very good accuracy but can only work for small sets of nodes. As always, it is very important to find the right tradeoff between complexity and accuracy.

The authors of [1] classify the propagation models offered by the network simulator ns-3 in three different categories:

- * **Abstract** propagation loss models, for example the Maximal Range model (also known as Unit Disk), which establishes that all transmissions within a certain range are received without any loss;
- * **Deterministic** path loss models, such as the Friis propagation model, which models quadratic path loss as it occurs in free space, and Two Ray Ground, which assume propagation via two rays: a direct ([LOS](#)) one, and the one reflected by the ground;
- * **Stochastic** fading models such as the Nakagami model, which uses stochastic distributions to model path loss.

These traditional models, especially the stochastic ones, work quite well to describe the wireless channel characteristics from a macroscopic point of view. However, given the probabilistic nature of the model, single transmissions are not affected by the mesoscopic and microscopic effects of the surrounding environment. To keep these effects into consideration, researchers have utilized Ray-Tracing, a geometrical optics technique used to determine all possible signal paths between the transmitter and the receiver, considering reflection, diffraction and scattering of radio waves, suitable both for 2D and 3D scenarios [2] [3].

However, a Ray-Tracing based approach, while producing a fairly accurate model, is not very scalable due to its high computational complexity, especially in a real-time scenario. To overcome this problem, the authors of [4] have resorted to a fairly computationally expensive pre-processing, but this leads to the need of pre-processing every scenario (and also every change in the scenario).

1.2 Obstacle Shadowing propagation loss model

The original thesis [5], after having analyzed various works concerning shadowing in urban scenarios [6] [7] used a deterministic RPM called Obstacle Shadowing propagation loss model presented in [8] and implemented by the authors of [9]. This propagation model calculates the loss in signal strength due to the shadowing effect of obstacles such as buildings.

The authors of [8] designed the model as an extension of well-established fading models, which can be expressed by Equation 1.1, where:

- * P are the transmit or receive powers of the radios;
- * G are the antenna gains;
- * L indicate the terms capturing loss effects during transmission.

$$P_r[dBm] = P_t[dBm] + G_t[dB] + G_r[dB] - \sum L_x[dB] \quad (1.1)$$

Common RPMs can be written as components L of 1.1 and chained to obtain the compound attenuation. For example, Equation 1.2 and 1.3 represent respectively the Two-Ray Ground and Log-Normal models.

$$L_{TwoRayGround} = 10 \lg \left(\frac{d^4 L}{h_t^2 h_r^2} \right) \quad [dB] \quad (1.2)$$

$$L_{LogNorm} = 10 \lg (X_\sigma) \quad [dB] \quad (1.3)$$

The authors extended the general model shown in 1.1 adding a L_{obs} term for each obstacle in the line of sight between sender and receiver. The term is described by Equation 1.4, where:

- * n is the number of times that the line of sight intersects the borders of the obstacle;
- * d_m is the length of the obstacle's intersections;
- * β represents the attenuation due to the exterior wall of a building, in dB per wall;
- * γ represents an approximation of the internal structure of a building, in dB per meter.

Parameters β and γ can be fitted to represent different types of buildings. $\beta \approx 9.6$ dB per wall and $\gamma \approx 0.4$ dB/m are the values proposed by the authors for buildings in suburban areas.

$$L_{obs} = \beta n + \gamma d_m \quad (1.4)$$

Figure 1.1 shows an example of transmission where the signal encounters $n = 4$ walls.

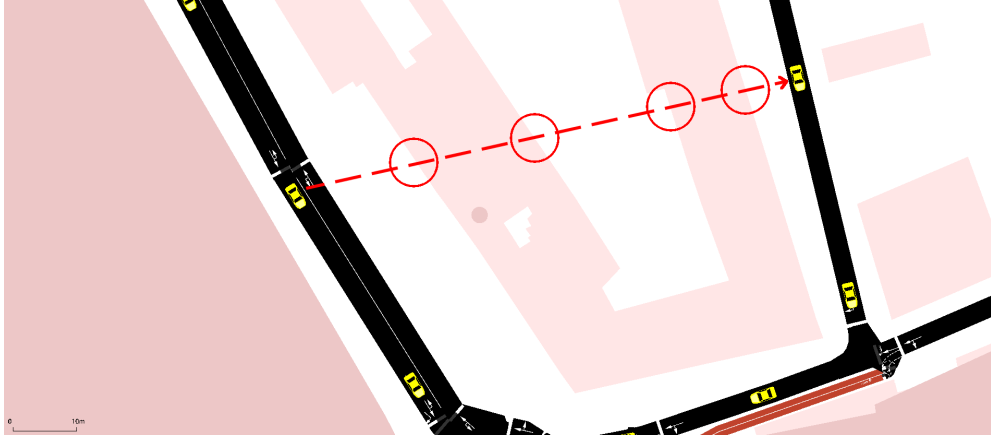


Figure 1.1: Example of obstacle shadowing in vehicle-to-vehicle communication. Walls encountered by the signal are surrounded in red circles

1.3 Emergency Message Dissemination and broadcasting protocols

Emergency Message Dissemination (EMD) is a fundamental application in VANET to prevent traffic accidents, thereby reducing death and injury rates. Such task can be execute by the VANET itself by turning it into an infrastructure-less self-organizing network, where the dissemination is carried out by specific protocols.

Since the traffic information, especially the emergency data, has a broadcast-oriented nature (i.e. it is of public interest), it is more appropriate to disseminate it using broadcasting routing scheme rather than unicast or multicast ones. [10]

This choice leads to some advantages, such as:

- * the fact that vehicles do not need to know the destination address and how to calculate a route towards it;
- * a greater coverage of vehicles interested in the information, useful also in lossy scenarios, especially when paired with controlled redundancy schemes;
- * a greater efficiency in bandwidth usage.

Advancements in research on this topic has lead to the development of a number of broadcasting protocols. However, as identified by Panichpapiboon et al.[10], most of them belong to one of two main categories:

- * Multi-hop Broadcasting Protocols, in which packets are transmitted through the network via flooding by some of the neighbors of the source. It is of utmost importance to reduce the number of redundant transmission in order not to waste bandwidth.

- * Single-hop Broadcasting Protocols, in which no flooding is employed. Instead, vehicles periodically select and broadcast only a subset of the packets it has received.

Multi-hop Broadcasting Protocols can be further subdivided into three categories:

1. Delay based protocols, which assign a different waiting time before rebroadcasting the message to each vehicle. This delay is usually inversely proportional to the distance between the source and the potential sender. Some examples are:
 - *Urban Multi-hop Broadcast (UMB)* [11], designed to solve the broadcast redundancy, hidden node and reliability problems in multi-hop broadcasting using *Request-to-Broadcast (RTB)* and *Clear-To-Broadcast (CTB)* packets;
 - *Smart Broadcast (SB)* [12] and *Efficient Directional Broadcast (EDB)* [13], which try to reduce the delay introduced by UMB and remove the RTB and CTB packets, respectively;
 - *Vehicle-density-based Emergency Broadcasting (VDEB)* [14], a slotted broadcasting protocol which keeps vehicle density into consideration when computing waiting time slots;
 - *Reliable Method for Disseminating Safety Information (RMDSI)* [15], which aims to offer better performances when the network becomes fragmented by making a forwarder keep a copy of the packet it has broadcasted until it hears a retransmission (or until the packet lifetime expires). If no retransmission is heard within a certain time limit, the forwarder tries to find the next node which can relay the message using a small control packet;
 - *Multi-hop Vehicular Broadcast (MHVB)* [16], a protocol that keeps traffic congestion into consideration by checking whether the number of neighbors of a vehicle is greater than a certain threshold and its speed is less than another threshold. When a node detects congestion, it increases its broadcast interval in order to try to reduce the network load;
 - *Reliable Broadcasting of Life Safety Messages (RBLSM)* [17], whose main objective is reliability, and a higher priority is given to the vehicle nearest to the sender instead to the one furthest from it, due to the assumption that the closer the vehicle is, the more reliable it is considered since its received signal strength is higher.
2. Probabilistic-based Multi-hop Broadcasting Protocols...

Chapter 2

Fast Broadcast

Fast Broadcast [18] is a multi-hop routing protocol for vehicular communication. Its main feature consists in breaking the assumption that all vehicles should know, a priori, their fixed and constant transmission range. This assumption is often unreasonable, especially in VANETs and urban environments, where electromagnetic interferences and obstacles such as buildings heavily influence the transmission range.

Fast Broadcast employs two different phases:

1. the **Estimation Phase**, during which cars estimate their frontward and backward transmission range;
2. the **Broadcasts Phase**, during which a car sends an Alert Message and the other cars need to forward it in order to propagate the information.

2.1 Estimation Phase

During this phase, cars try to estimate their frontward and backward transmission range by the means of Hello Messages. These beacons are sent periodically via broadcast to all the neighbors of a vehicle.

Time is divided into turns and, in order to keep estimations fresh, data collected during a certain turn is kept for the duration of the next turn, then discarded. The parameter *turnSize* specifies the duration of a turn: the authors suggest a duration of one second. A bigger *turnSize* could guarantee less collisions to the detriment of freshness of information. On the other hand, the effects of a smaller *turnSize* are specular to those just presented.

Using this approach, vehicles can estimate two different values:

- * *Current-turn Maximum Front Range (CMFR)*, which estimates the maximum frontward distance from which another car can be heard by the considered one;
- * *Current-turn Maximum Back Range (CMBR)*, which estimates the maximum backward distance at which the considered car can be heard.

When the turn expires, the value of these variables is stored in the LMFR and LMBR variables (*Latest-turn Maximum Front Range* and *Latest-turn Maximum Back Range*, respectively). The algorithm uses both last turn and current turn data because the former guarantees values calculated with a larger pool of Hello Messages, while the latter considers fresher information.

When sending a Hello Message (Algorithm 1), the vehicle initially waits for a random time between 0 and $turnSize$. After this, if it has not heard another Hello Message or a collision, it proceeds to transmit a Hello Message containing the estimation of its frontward transmission range.

When receiving a Hello Message (Algorithm 2), the vehicle retrieves its position and the sender's position, calculates the distance between these two positions and then updates the CMFR field if the message comes from ahead, otherwise CMBR is updated. The new value is obtained as the maximum between the old CMFR or CMBR value, the distance between the vehicle and the sender, and the sender's transmission range estimation included in the Hello Message.

Algorithm 1 Hello message sending procedure

```

1: for each turn do
2:   sendingTime  $\leftarrow$  random(turnSize)
3:   wait(sendingTime)
4:   if  $\neg$  (heardHelloMsg()  $\vee$  heardCollision()) then
5:     helloMsg.declaredMaxRange  $\leftarrow$  max(LMFR, CMFR)
6:     transmit(helloMsg)
7:   end if
8: end for

```

Algorithm 2 Hello message receiving procedure

```

1: mp  $\leftarrow$  myPosition()
2: sp  $\leftarrow$  helloMsg.senderPosition
3: drm  $\leftarrow$  helloMsg.declaredMaxRange
4: d  $\leftarrow$  distance(mp, sp)
5: if receivedFromFront(helloMsg) then
6:   CMFR  $\leftarrow$  max(CMFR, d, drm)
7: else
8:   CMBR  $\leftarrow$  max(CMBR, d, drm)
9: end if

```

2.2 Broadcast Phase

This phase is activated once a car sends an Alert Message. The other cars can exploit the estimation of transmission ranges to reduce redundancy in message broadcast. Each vehicle can exploit this information to assign itself a forwarding priority inversely proportional to the relative distance: the higher the relative distance, the higher the priority.

When the Broadcast Phase is activated, a vehicle sends an Alert Message with application specific data. Broadcast specific data is also piggybacked on the Alert Message, such as:

- * *MaxRange*: the maximum range a transmission is expected to travel backward before the signal becomes too weak to be received. This value is utilized by following vehicles to rank their forwarding priority;
- * *SenderPosition*: the coordinates of the sender.

Upon reception, each vehicle waits for a random time called *Contention Window* (CW). This window ranges from a minimum value (CW_{Min}) and a maximum one (CW_{Max}) depending on sending/forwarding car distance ($Distance$) and on the estimated transmission range ($MaxRange$), according to formula 2.1. It is quite easy to see that the higher the sender/forwarder distance is, the lower the contention window is.

$$\left\lfloor \left(\frac{MaxRange - Distance}{MaxRange} \times (CW_{Max} - CW_{Min}) \right) + CW_{min} \right\rfloor \quad (2.1)$$

If another forwarding of the same message coming from behind is heard during waiting time, the vehicle suppresses its transmission because the message has already been forwarded by another vehicle further back in the column. On the contrary, if the same message is heard coming from the front, the procedure is restarted using the new parameters. The vehicle can forward the message only if the waiting time expires without having received the same message.

Algorithm 3 and 4 describe the logic behind the Broadcast Phase.

Algorithm 3 Alert Message generation procedure

```

1: alertMessage.maxRange  $\leftarrow$  max(LMBR, CMBR)
2: alertMessage.position  $\leftarrow$  retrievePosition()
3: transmit(alertMessage)  $\leftarrow$  helloMsg.declaredMaxRange

```

Algorithm 4 Alert Message generation procedure

```

1: cwnd  $\leftarrow$  computeCwnd()
2: waitTime  $\leftarrow$  retrievePosition()
3: wait(waitTime)
4: if sameBroadcastHeardFromBack() then
5:   exit()
6: else if sameBroadcastHeardFromFront() then
7:   restartBroadcastProcedure()
8: else
9:   maxRange  $\leftarrow$  max(LMBR, CMBR)
10: end if

```

2.3 Two dimensions extension

The original work [18] considered only a strip-shaped road, where it was easy to define directions and establish when a message came from the front or the back. In [19] an extension considering two dimensions was proposed.

The modifications to the Fast Broadcast algorithm are the following:

1. Utilizing only one parameter between CMBR and CMFR (thus considering only CMR):
2. Including the position of the vehicle which originally generated the Alert Message in addition to the position of the sender of the message.

When a vehicle receives an Alert Message, the origin-vehicle distance is confronted with the origin-sender distance: the vehicle can forward the message only if the former is greater than or equal to the latter, otherwise it simply discards the message.



Figure 2.1: Example of Fast Broadcast in 2d scenario

For example, suppose that vehicle A is the origin of the Alert Message and B receives it, but C doesn't due to an obstacle in the line of sight. B computes origin-vehicle distance, $d(A, B)$, and origin-sender distance, $d(A, A)$, which in this case are respectively 120 and 0m. Since origin-vehicle is greater than origin-sender, B can forward the Alert Message.

Now suppose that C receives the message from B. C computes origin-vehicle distance, $d(A, C)$, and origin-sender distance, $d(A, B)$, which amount to 70 and 120m respectively. Since the former is not greater than or equal to the latter, C is not a candidate for forwarding and suppresses the transmission.

D receives the message from B as well. D is a good candidate for transmission since the origin-vehicle distance, which amounts to 180m, is greater than origin-sender distance, equal to 120m.

Chapter 3

Tools and applications

3.1 Network Simulator 3

Network Simulator 3 (ns-3) is a discrete-event network simulator for Internet systems, targeted primarily for research and educational use. ns-3 is free software, licensed under the GNU GPLv2 license, and is publicly available for research, development, and use.

ns-3 development began in 2006 by a team lead by Tom Henderson, George Riley, Sally Floyd and Sumit Roy. Its first version was released on June 30, 2008.

ns-3 is the successor of ns-2, released in 1989. The fact that the former was built from scratch makes it impossible to have backward compatibility. In fact, ns-2 used oTCL scripting language to describe network topologies and C++ to write the core of the simulation. This choice was due to avoid the very time consuming C++ code recompilation, exploiting the interpreted language oTCL. ns-2 mixed the “fast to run, slow to change” C++ with the “slow to run, fast to change” oTCL language. Since compilation time was not an issue with modern computing capabilities, ns-3 developers chose to utilize exclusively C++ code (and optional Python bindings) to develop simulations.

3.1.1 Modules and module structure

ns-3 is composed of various modules, which are groups of classes, examples and tests each related to a certain feature. The components of a module work in a cohesive way in order to offer APIs to other modules and users. Some examples of built-in modules are:

- * WiFi;
- * AODV;
- * CSMA.

The obstacle shadowing propagation loss model and the Fast Broadcast algorithm have been implemented as modules too.

Modules follow a prototypical structure in order to promote clarity and offer built-in documentation. [Figure 3.1](#) shows the typical module structure.

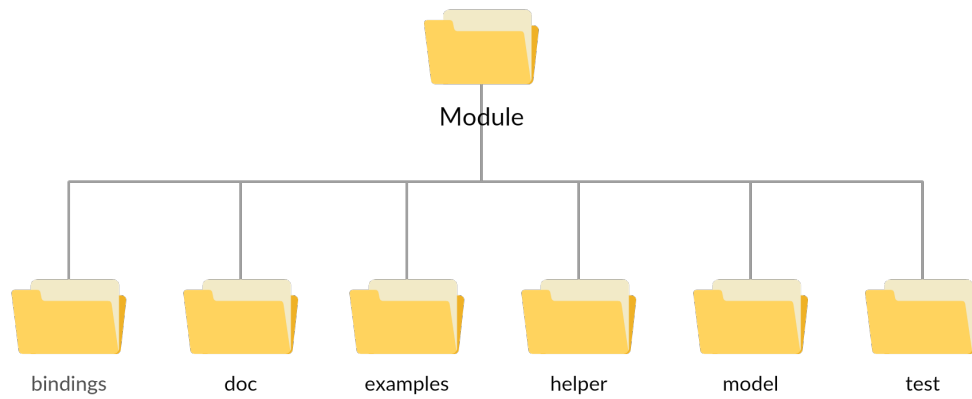


Figure 3.1: ns-3 module structure

The following directories can be found inside a module's root directory:

- * **bindings:** Python bindings used to make the module's API compatible with Python;
- * **doc:** documentation of the module;
- * **examples:** examples and proof of concepts of what can be done using the module;
- * **helper:** higher level APIs to make the module easier to use;
- * **model:** headers and source files which implement the module's logic;
- * **test:** test suite and test cases to test the module.

3.1.2 Key elements

The element at the base of ns-3 is called *node*, instance of `ns3::Node`. A node can be thought of as a shell of a computer. Various other elements can be added to nodes, such as:

- * NetDevices (e.g. [NICs](#), which enable nodes to communicate over *channels*);
- * protocols;
- * applications.

The applications implement the logic of a simulation. For example, the `UdpEchoClientApplication` and `UdpEchoServerApplication` can be used to implement a client/server application which exchange and print the packets' content over the network. The Fast Broadcast protocol has been implemented as an application as well.

The *channels* model various type of transmission media, such as the wired and the wireless ones.

3.1.3 Structure of a simulation

A simulation can be implemented in many ways, but in most cases the following steps are executed:

- * manage command line arguments (e.g. number of nodes to consider in the simulation, transmission range, etc.);
- * initialize all the necessary fields in classes;
- * create nodes;
- * set up physical and MAC layers;
- * set up link layer, routing protocols and addresses;
- * configure and install applications on nodes;
- * position nodes and (optionally) give them a mobility model;
- * schedule user defined events, such as transmissions of packets;
- * start the simulation;
- * collect and manage output data.

3.1.4 NetAnim

Netanim is an offline animator tool based on the Qt toolkit. It collects an XML tracefile during the execution of a simulation and can be used to animate the simulation, analyzing packet transmissions and contents.

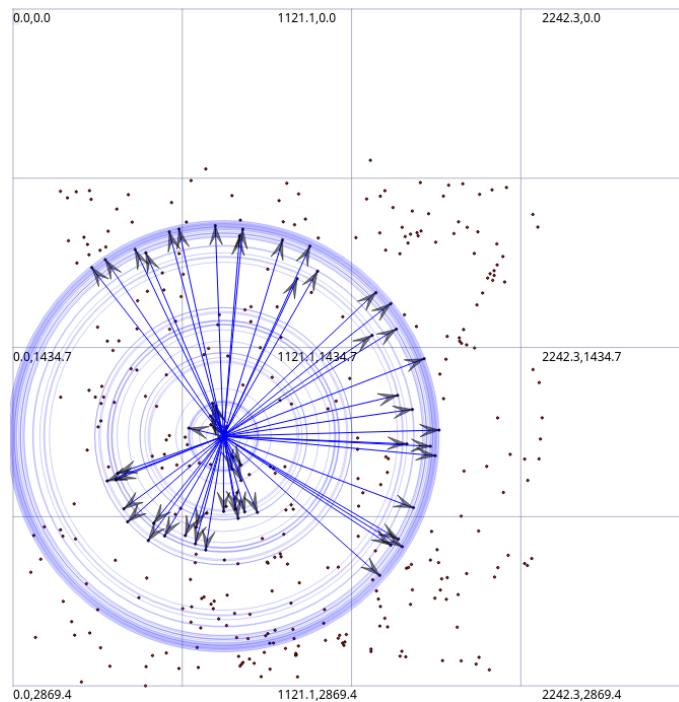


Figure 3.2: Packet transmission in NetAnim

3.2 Simulation of Urban MObility

Simulation of Urban MObility is an open-source road traffic simulation package. It is written in C++ and licensed under GPLv3.

It offers different tools to analyze and manage real maps from the urban mobility point of view, including pedestrian movement and various types of vehicles.

The original work [5] utilized SUMO to produce, starting from real maps obtained from OpenStreetMap (OSM), two files:

1. a `.poly` file using the SUMO tool *Polyconvert*. This file contains information about all the obstacles, such as buildings, useful for the Obstacle Shadowing module;
2. a `.ns2mobility` file using the SUMO tool *TraceExporter*. This file contains information about the vehicles and their positioning.

The process of generating these two files necessary for ns-3 simulations requires some intermediate steps. The full process is represented in [figure 3.3](#).

The original work considered a only a distance of 25 meters between vehicles; this work considers various distances, ranging from 15 to 45 meters. [Figure 3.4](#) shows the same scenario (Padua) with different distances between vehicles.

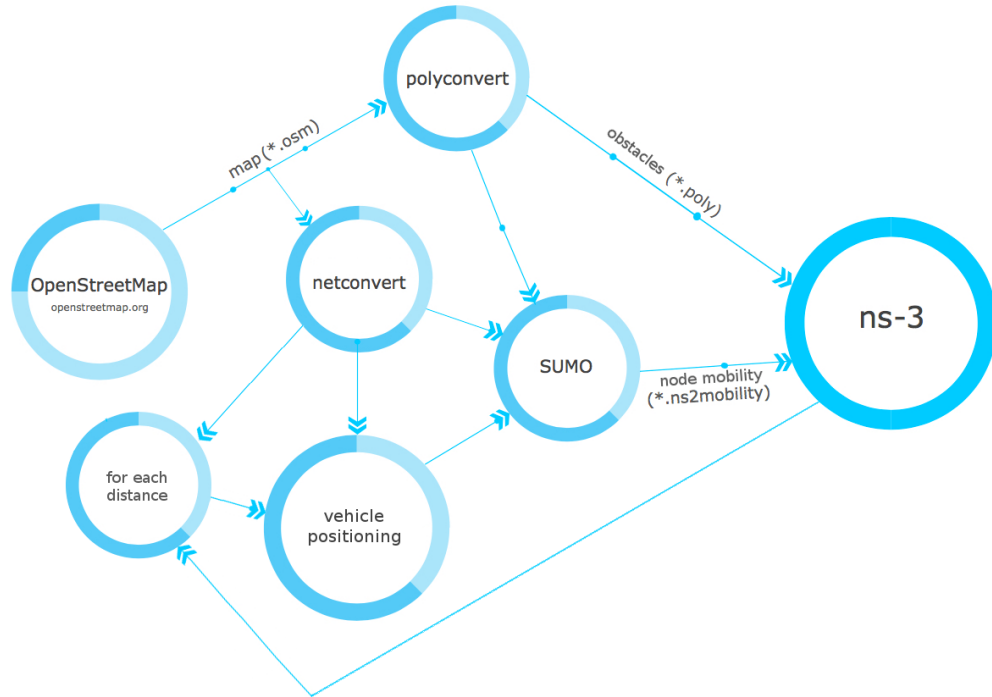


Figure 3.3: Steps to generate necessary files using SUMO ([5])



Figure 3.4: Padua scenario with vehicle distance equals to 15 meters (top) and 45 meters (bottom)

Acronyms

LOS Line of sight. [1](#)

NIC Network Interface Controller. [10](#)

RPM Radio Propagation Model. [1](#), [2](#)

VANET Vehicular Ad-Hoc Network. [3](#), [5](#)

Bibliography

- [1] M. Stoffers and G. Riley, “Comparing the ns-3 propagation models”, in *2012 IEEE 20th International Symposium on Modeling, Analysis and Simulation of Computer and Telecommunication Systems*, Aug. 2012, pp. 61–67. DOI: [10.1109/MASCOTS.2012.17](https://doi.org/10.1109/MASCOTS.2012.17).
- [2] K. R. Schaubach, N. J. Davis, and T. S. Rappaport, “A ray tracing method for predicting path loss and delay spread in microcellular environments”, in *[1992 Proceedings] Vehicular Technology Society 42nd VTS Conference - Frontiers of Technology*, May 1992, 932–935 vol.2. DOI: [10.1109/VETEC.1992.245274](https://doi.org/10.1109/VETEC.1992.245274).
- [3] S.-C. Kim, B. J. Guarino, T. M. Willis, V. Erceg, S. J. Fortune, R. A. Valenzuela, L. W. Thomas, J. Ling, and J. D. Moore, “Radio propagation measurements and prediction using three-dimensional ray tracing in urban environments at 908 mhz and 1.9 ghz”, *IEEE Transactions on Vehicular Technology*, vol. 48, no. 3, pp. 931–946, May 1999, ISSN: 0018-9545. DOI: [10.1109/25.765022](https://doi.org/10.1109/25.765022).
- [4] I. Stepanov and K. Rothermel, “On the impact of a more realistic physical layer on manet simulations results”, *Ad Hoc Networks*, vol. 6, no. 1, pp. 61–78, 2008, ISSN: 1570-8705. DOI: <https://doi.org/10.1016/j.adhoc.2006.08.001>. [Online]. Available: <http://www.sciencedirect.com/science/article/pii/S1570870506000801>.
- [5] M. Romanelli, C. Palazzi, and A. Bujari, “Propagazione di messaggi tra veicoli con modello urbano realistico”, Master’s thesis, University of Padua, 2017.
- [6] E. Giordano, R. Frank, G. Pau, and M. Gerla, “Corner: A step towards realistic simulations for vanet”, in *Proceedings of the Seventh ACM International Workshop on VehiculAr InterNETworking*, ser. VANET ’10, Chicago, Illinois, USA: ACM, 2010, pp. 41–50, ISBN: 978-1-4503-0145-9. DOI: [10.1145/1860058.1860065](https://doi.org/10.1145/1860058.1860065). [Online]. Available: <http://doi.acm.org/10.1145/1860058.1860065>.
- [7] K. N. Sridhar, S. Hao, M. C. Chan, and A. L. Ananda, “Egress: Environment for generating realistic scenarios for simulations”, in *2006 Tenth IEEE International Symposium on Distributed Simulation and Real-Time Applications*, Oct. 2006, pp. 15–24. DOI: [10.1109/DS-RT.2006.16](https://doi.org/10.1109/DS-RT.2006.16).
- [8] C. Sommer, D. Eckhoff, R. German, and F. Dressler, “A computationally inexpensive empirical model of ieee 802.11p radio shadowing in urban environments”, in *2011 Eighth International Conference on Wireless On-Demand Network Systems and Services*, Jan. 2011, pp. 84–90. DOI: [10.1109/WONS.2011.5720204](https://doi.org/10.1109/WONS.2011.5720204).
- [9] S. E. Carpenter and M. L. Sichitiu, “An obstacle model implementation for evaluating radio shadowing with ns-3”, in *Proceedings of the 2015 Workshop*

- on *Ns-3*, ser. WNS3 '15, Barcelona, Spain: ACM, 2015, pp. 17–24, ISBN: 978-1-4503-3375-7. DOI: [10.1145/2756509.2756512](https://doi.org/10.1145/2756509.2756512). [Online]. Available: <http://doi.acm.org/10.1145/2756509.2756512>.
- [10] S. Panichpapiboon and W. Pattara-atikom, “A review of information dissemination protocols for vehicular ad hoc networks”, *IEEE Communications Surveys Tutorials*, vol. 14, no. 3, pp. 784–798, Third 2012, ISSN: 1553-877X. DOI: [10.1109/SURV.2011.070711.00131](https://doi.org/10.1109/SURV.2011.070711.00131).
 - [11] G. Korkmaz, E. Ekici, F. Özgüner, and Ü. Özgüner, “Urban multi-hop broadcast protocol for inter-vehicle communication systems”, in *Proceedings of the 1st ACM International Workshop on Vehicular Ad Hoc Networks*, ser. VANET '04, Philadelphia, PA, USA: ACM, 2004, pp. 76–85, ISBN: 1-58113-922-5. DOI: [10.1145/1023875.1023887](https://doi.org/10.1145/1023875.1023887). [Online]. Available: <http://doi.acm.org/10.1145/1023875.1023887>.
 - [12] E. Fasolo, A. Zanella, and M. Zorzi, “An effective broadcast scheme for alert message propagation in vehicular ad hoc networks”, in *2006 IEEE International Conference on Communications*, vol. 9, Jun. 2006, pp. 3960–3965. DOI: [10.1109/ICC.2006.255700](https://doi.org/10.1109/ICC.2006.255700).
 - [13] D. Li, H. Huang, X. Li, M. Li, and F. Tang, “A distance-based directional broadcast protocol for urban vehicular ad hoc network”, in *2007 International Conference on Wireless Communications, Networking and Mobile Computing*, Sep. 2007, pp. 1520–1523. DOI: [10.1109/WICOM.2007.383](https://doi.org/10.1109/WICOM.2007.383).
 - [14] Y. Tseng, R. Jan, C. Chen, C. Wang, and H. Li, “A vehicle-density-based forwarding scheme for emergency message broadcasts in vanets”, in *The 7th IEEE International Conference on Mobile Ad-hoc and Sensor Systems (IEEE MASS 2010)*, Nov. 2010, pp. 703–708. DOI: [10.1109/MASS.2010.5663803](https://doi.org/10.1109/MASS.2010.5663803).
 - [15] S. Khakbaz and M. Fathy, “A reliable method for disseminating safety information in vehicular ad hoc networks considering fragmentation problem”, in *2008 The Fourth International Conference on Wireless and Mobile Communications*, Jul. 2008, pp. 25–30. DOI: [10.1109/ICWMC.2008.74](https://doi.org/10.1109/ICWMC.2008.74).
 - [16] T. Osafune, L. Lin, and M. Lenardi, “Multi-hop vehicular broadcast (mhvb)”, in *2006 6th International Conference on ITS Telecommunications*, Jun. 2006, pp. 757–760. DOI: [10.1109/ITST.2006.289011](https://doi.org/10.1109/ITST.2006.289011).
 - [17] M. M. I. Taha and Y. M. Y. Hasan, “Vanet-dsrc protocol for reliable broadcasting of life safety messages”, in *2007 IEEE International Symposium on Signal Processing and Information Technology*, Dec. 2007, pp. 104–109. DOI: [10.1109/ISSPIT.2007.4458046](https://doi.org/10.1109/ISSPIT.2007.4458046).
 - [18] C. E. Palazzi, S. Ferretti, M. Rocchetti, G. Pau, and M. Gerla, “How do you quickly choreograph inter-vehicular communications? a fast vehicle-to-vehicle multi-hop broadcast algorithm, explained”, in *2007 4th IEEE Consumer Communications and Networking Conference*, Jan. 2007, pp. 960–964. DOI: [10.1109/CCNC.2007.194](https://doi.org/10.1109/CCNC.2007.194).
 - [19] C. E. P. e. A. B. M. Barichello, “Propagazione rapida di messaggi in scenario veicolare urbano”, Master’s thesis, University of Padua, 2017.

- [20] D. Krajzewicz, J. Erdmann, M. Behrisch, and L. Bieker, “Recent development and applications of SUMO - Simulation of Urban MObility”, *International Journal On Advances in Systems and Measurements*, International Journal On Advances in Systems and Measurements, vol. 5, no. 3&4, pp. 128–138, Dec. 2012. [Online]. Available: <http://elib.dlr.de/80483/>.