

Energy-Awareness

Abstract—The exponential growth of connectivity and computing demand has made Network Function Virtualization Infrastructure (NFVI) major contributors to global energy consumption. Conventional network and service deployments, whether based on legacy hardware appliances or NFVI stacks, struggle to dynamically provision resources for peak data traffic demand. This results in nearly constant energy consumption even during low-traffic periods, leading to inefficient resource use. Network softwarization and virtualization have enabled flexible and programmable service deployments, which are beneficial for rapid and dynamic scaling of network functions. This paper validates energy-aware service and network orchestration with a Zero-touch Network and Service Management (ZSM) framework for autonomous optimization of computing, network, and power resources from NFVI on a use case focused on connected mobility, and in particular, smart traffic management. By modeling road traffic based on vehicle count and type and 3rd Generation Partnership Project (3GPP) profiles for data formats in vehicular communication scenarios, the ZSM framework adjusts services and resources to services requirements and to actual demand. Experimental validation on the real-life Smart Highway testbed in Antwerp (Belgium) demonstrates a strong correlation between vehicular traffic and power consumption, supporting the hypothesis that adaptive compute and network resource management reduces unnecessary energy use and advances the vision of sustainable and self optimizing Sixth-Generation (6G) networks.

I. ENERGY-AWARENESS EXPERIMENT 1

This is my starting point [1,2]

Every physical capability of the Roadside Unit (RSU) is different from each other in terms of maximum wattage. When the RSUs were stressed based on the amount of vehicles, they have a limit of watts also linked to the CPU consumption.

TABLE I
AVERAGE VEHICULAR COUNTS AND POWER CONSUMPTION PER RSU.

RSU	Night (17:00–06:00)		Day (06:00–17:00)	
	Vehicles	Power (W)	Vehicles	Power (W)
1	0	59	4	58
2	1	55	7	55
3	5	56	23	56
5	2	51	7	51
6	1	60	5	60
7	6	61	16	61

Table III summarizes the maximum number of users (U) and the corresponding maximum wattage (W) capacity for each RSU. As shown, RSU 5 supports the highest number of vehicles and reaches a higher power consumption compared to the others. This variation highlights the heterogeneous nature of the RSUs in the testbed. Figure 1 visually presents the relationship between the number of vehicles and the power consumption for each

TABLE II
LOCATION MAPPING BETWEEN INDUCTIVE SENSORS AND RSUS TO MONITOR VEHICULAR TRAFFIC PER RSU IN THE E13 HIGHWAY, ANTWERP BELGIUM.

RSU	Vehicles	RSU Location	Nearest Inductive Sensor
1	12	51.210575, 4.46655	51.21056678, 4.466446158
3	25	51.215186667, 4.450568333	51.21587307, 4.452993707
7	12	51.210616667, 4.480896667	51.21066931, 4.480559376
8	26	51.211091667, 4.491425	51.21127494, 4.491424033
4	16	51.21574, 4.457151667	51.2157734, 4.457154961
6	16	51.211236667, 4.472586667	51.21121407, 4.472483657

RSU, illustrating how the power usage increases with the load and reaches a plateau at the maximum capacity.

Max vehicles registered: 39 RSU 5

TABLE III
MAXIMUM U AND W CAPACITY FOR EACH RSU.

RSU	Max U	Max W Capacity
1	27	69
2	27	67
3	27	70
5	36	68
6	27	77
7	31	75

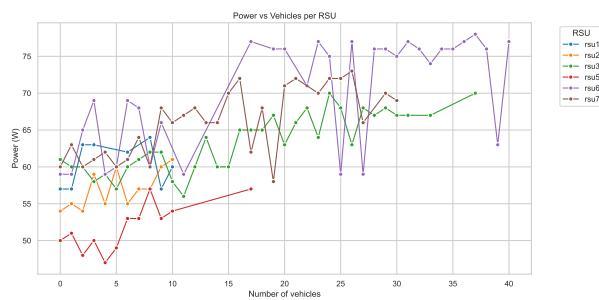


Fig. 1. Relationship between the number of vehicles and power consumption for each RSU, showing how power usage increases with load and plateaus at maximum capacity.

A. Data Analysis and Impact

A detailed analysis of the collected data, exported to a CSV file, provides deeper insights into the energy consumption patterns of the RSUs. The analysis involved calculating the energy efficiency, defined as vehicles per watt, and modeling the power consumption trend using linear regression for each RSU. The energy efficiency was computed by dividing the number of vehicles by the corresponding power consumption (in watts) for each data point. The trend was determined by applying a first-degree polynomial fit to the vehicle and power data for each RSU, which yields a linear model representing the

expected power usage as a function of the number of vehicles.

The data confirms a strong positive correlation between the number of connected vehicles and power consumption across all RSUs. The linear trend reveals that as more vehicles connect, the power draw increases, which is expected. However, the rate of this increase varies, highlighting the differences in hardware and configuration among the units. For instance, RSU6 shows a steeper power consumption curve compared to RSU5, indicating it consumes more power for each additional vehicle.

The impact of these findings is significant for network management:

- **Energy-Aware Load Balancing:** By understanding the unique power profile and efficiency of each RSU, a central orchestrator can make smarter, energy-aware decisions. For example, during periods of low network traffic, vehicles can be consolidated onto the most energy-efficient RSUs, allowing others to be put into a low-power state.
- **Predictive Resource Management:** The trend models allow for the prediction of power consumption based on anticipated traffic loads. This enables proactive resource allocation and helps prevent over-provisioning, thereby reducing operational costs and the carbon footprint of the infrastructure.
- **Heterogeneity as an Advantage:** The inherent heterogeneity of the RSUs can be leveraged as an advantage. High-demand, performance-critical applications can be assigned to the most powerful RSUs, while less demanding tasks can be handled by more energy-efficient, lower-capacity units, optimizing the overall performance and energy usage of the system.

To illustrate the calculations, consider a data point for RSU1 where it serves 6 vehicles and consumes 62.0 watts. The energy efficiency is calculated as:

$$\text{Vehicles per Watt} = \frac{6 \text{ vehicles}}{62.0 \text{ W}} \approx 0.097$$

This metric indicates how many vehicles are being served for each watt of power consumed. For the trend analysis, a linear model of the form $P(v) = m \cdot v + c$ is fitted to the data for each RSU, where P is the power, v is the number of vehicles, m is the slope (power increase per vehicle), and c is the y-intercept (base power consumption). For RSU1, the model might yield a trend value of approximately 60.53 W at 6 vehicles, representing the expected power consumption based on the overall behavior of that specific unit. This allows for a standardized comparison of expected versus actual power draw.

REFERENCES

- [1] 3rd Generation Partnership Project (3GPP), “5G; Service Requirements for Enhanced V2X Scenarios,” Technical Specification TS 22.186, ETSI, 2024. Online [Available]: https://www.etsi.org/deliver/etsi_ts/122100_122199/122186/18.00.01_60/ts_122186v18001p.pdf, Date accessed: 2025-02-12.
- [2] 3rd Generation Partnership Project (3GPP), “5G; 5G Media Streaming (5GMS); Profiles, codecs and formats,” Technical Specification 3GPP TS 26.511 V18.1.0, ETSI, 2024. Release 18.