5 Conclusions

In a perfect environment, the PROMETHEUS services would be able to trust the information received from other vehicles and use this information to make decisions that are vital to traffic safety. There are many reasons why the environment isn't perfect; the security threats is only one.

Even though the security services has limited value against certain threats, it would be unwise *not* to incorporate the above security services in PROCOM.

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6. Messages wjtl jn correct jnformatjon (bosjtjon. vglocjtv. gtc.) tlom olfgt vglnjcjgz qutg to gdvjbment ljlltg.
7. Messages wjtl jn correct jnformatjon (bosjtjon. vglocjtv. gtc.) tlom olfgt

5.3 Other Features

FV1: Aggregate to a country in an emergency situation (mandatory to automatically call firefox).

FV2: Environmental information (e.g., road conditions, weather).

FV3: Services not required to load regly (displayed immediately, e.g., controls information and advertisements).

Car to roadside communication: Short range communication (line-of-sight) with high physical bandwidth (Mbits/sec).

Car to base station communication: Long range communication with low to medium physical bandwidth (kbits/sec).

The security services will most certainly limit the bandwidth of the short range communication. This is a problem since the bandwidth is barely sufficient for some of the PROMETHEUS services as is without security.

Security Threats

DMTF Workbacking T203\02
Specification of Management and Security Architecture
DMTF\CSM (version 1)