



Vehicular-2-X Communication: State-of-the-Art and Research in Mobile Vehicular Ad hoc Networks

Radu Popescu-Zeletin, Ilja Radusch, Mihai Adrian Rigani

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Universal vehicular communication promises many improvements in terms of accident avoidance and mitigation, better utilization of roads and resources such as time and fuel, and new opportunities for infotainment applications. However, before widespread acceptance, vehicular communication must meet challenges comparable to the trouble and disbelief that accompanied the introduction of traffic lights back then. The first traffic light was installed in 1868 in London to signal railway, but only later, in 1912, was invented the first red-green electric traffic light. And roughly 50 years after the first traffic light, in 1920, the first four-way traffic signal comparable to our today's traffic lights was introduced. The introduction of traffic signals was necessary after automobiles soon became prevalent once the first car in history, actually a wooden motorcycle, was constructed in 1885. Soon, the scene became complicated, requiring the introduction of the "right-of-way" philosophy and later on the very first traffic light. In the same way the traffic light was a necessary mean to regulate the beginning of the automotive life and to protect drivers, passengers, as well as pedestrians and other inhabitants of the road infrastructure, vehicular communication is necessary to accommodate the further growth of traffic volume and to significantly reduce the number of accidents.

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