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Considerations for defining a Transport Slice NBI
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Abstract

The transport network is an essential component in the end-to-end delivery of services and, consequently, with the advent of network slicing it is necessary to understand what could be the way in which the transport network is consumed as a slice. This document analyses the needs of potential transport slice consumers in order to identify the functionality required on the North Bound Interface (NBI) of a transport slice controller for satisfying such transport slice requests.

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1. Introduction

A number of new technologies, such as 5G, NFV and SDN are not only evolving the network from a pure technological perspective but also are changing the concept in which new services are offered to the customers [I-D.homma-slice-provision-models] by introducing the concept of network slicing.

The transport network is an essential component in the end-to-end delivery of services and, consequently, it is necessary to understand what could be the way in which the transport network is consumed as a slice. For a definition of transport slice refer to [I-D.nsdt-teas-transport-slice-definition].

In this document it is assumed that there exists a (logically) centralized component in the transport network, namely Transport

Slice Controller (TSC) with the responsibilities on the control and management of the transport slices invoked for a given service, as requested by Transport Slice Consumers.

This document analyses the needs of potential transport slice consumers in order to identify the functionality required on the North Bound Interface (NBI) of the TSC to be exposed towards such transport slice consumers. Solutions to construct the requested transport slices are out of scope of this document.

This document addresses some of the discussions of the TEAS Slice Design Team. However, it is not at this stage an official outcome of the Design Team.

2. Conventions used in this document

The key words "MUST", "MUST NOT", "REQUIRED", "SHALL", "SHALL NOT", "SHOULD", "SHOULD NOT", "RECOMMENDED", "MAY", and "OPTIONAL" in this document are to be interpreted as described in RFC2119 [RFC2119].

3. Northbound interface for transport slices

In a general manner, the transport network supports different kinds of services. These services consume capabilities provided by the transport network for deploying end-to-end services, interconnecting network functions or applications spread across the network and providing connectivity toward the final users of these services.

Under the slicing approach, a transport slice consumer requests to a transport slice controller a slice with certain characteristics and parametrization. Such request it is assumed here to be done through a NBI exposed by the TSC to the consumer, as reflected in Fig. 1.

```
                              +---------------------+
                              |                     |
                              |      Transport      |
                              |   Slice Consumer    |
                              |                     |
                              +---------------------+
                                         A
                                         |
                                         | Transport
                                         | Slice
                                         | NBI
                                         |
                                         V
                              +---------------------+
                              |                     |
                              |      Transport      |
                              |  Slice Controller   |
                              |                     |
                              +---------------------+
```

Figure 1: Transport slice NBI concept

The functionality supported by the NBI depends on the requirements that the slice consumer has to satisfy. It is then important to understand the needs of the slice consumers as well as the way of expressing them.

4. Transport slice use cases

Different use cases for slice consumers can be identified, as described in the following sections.

4.1. 5G Services

5G services natively rely on the concept of network slicing. 5G is expected to allow vertical customers to request slices in such a manner that the allocated resources and capabilities in the network appear as dedicated for them.

In network slicing scenarios, a vertical customer requests a network operator to allocate a network slice instance (NSI) satisfying a particular set of service requirements. The content/format of these requirements are highly dependent on the networking expertise and
use
cases of the customer under consideration. To deal with this heterogeneity, it is fundamental for the network operator to define
a
a unified ability to interpret service requirements from different vertical customers, and to represent them in a common language, with

the purposes of facilitating their translation/mapping into specific slicing-aware network configuration actions. In this regard, model-based network slice descriptors built on the principles of reproducibility, reusability and customizability can be defined for this end.

As a starting point for such a definition, GSMA developed the idea of having a universal blueprint that, being offered by network operators, can be used by any vertical customer to order the deployment of an NSI based on a specific set of service requirements. The result of this work has been the definition of a baseline network slice descriptor called Generic network Slice Template (GST). The GST contains multiple attributes that can be used to characterize a network slice. A Network Slice Type (NEST) describes the characteristics of a network slice by means of filling GST attributes with values based on specific service requirements. Basically, a NEST is a filled-in version of a GST. Different NESTs allow describing different types of network slices. For slices based on standardized service types, e.g. eMBB, uRLLC and mIoT, the network operator may have a set of readymade, standardized NESTs (S-NESTs). For slices based on specific industry use cases, the network operator can define additional NESTs.

Service requirements from a given vertical customer are mapped to a NEST, which provides a self-contained description of the network slice to be provisioned for that vertical customer. According to this reasoning, the NEST can be used by the network operator as input to the NSI preparation phase, which is defined in [TS28.530]. 3GPP is working on the translation of the GST/NEST attributes into NSI related requirements, which are defined in the "ServiceProfile" data type from the Network Slice Information Object Class (IOC) in [TS28.541]. These requirements are used by the 3GPP Management System to allocate the NSI across all network domains, including transport network. The transport slice defines the part of that NSI that is deployed across the transport network.

Despite the translation is an on-going work in 3GPP it seems convenient to start looking at the GST attributes to understand what kind of parameters could be required for the transport slice NBI.

4.1.1. Generic network Slice Template

The structure of the GST is defined in [GSMA]. The template defines a total of 35 attributes. For each of them, the following information is provided:

o Attribute definition, which provides a formal definition of what the attribute represents.

o Attribute parameters, including:

* Value, e.g. integer, float.

* Measurement unit, e.g. milliseconds, Gbps

* Example, which provides examples of values the parameter can take in different use cases.

* Tag, which allow describing the type of parameter, according to its semantics. An attribute can be tagged as a characterization attribute or a scalability attribute. If it is characterization attribute, it can be further tagged as a performance-related attribute, a functionality-related attribute or an operation-related attribute.

* Exposure, which allow describing how this attribute interact with the slice consumer, either as an API or a KPI.

o Attribute presence, either mandatory, conditional or optional.

Attributes from GST can be used by the network operator (slice controller) and a vertical customer (slice consumer) to agree SLA.

GST attributes are generic in the sense that they can be used to characterize different types of network slices. Once those attributes become filled with specific values, it becomes a NEST which can be ordered by slice consumers.

4.1.2. Categorization of GST attributes

Not all the GST attributes as defined in [GSMA] have impact in the transport network since some of them are specific to either the radio or the mobile core part.

In the analysis performed in this document, the attributes have been categorized as:

o Directly impactive attributes, which are those that have direct impact on the definition of the transport slice, i.e., attributes that can be directly translated into requirements required to be satisfied by a transport slice.

o Indirectly impactive attributes, which are thise that impact in an indirect manner on the definition of the transport slice, i.e., attributes that indirectly impose some requirements to a transport slice.

o Non-impactive attributes, that are those which do not have impact on the transport slice at all.

The following sections describe the attributes falling into the three categories.

4.1.2.1. Attributes with direct impact on the transport slice definition

The following attributes impose requirements in the transport slice

o Availability

o Deterministic communication

o Downlink throughput per network slice

o Energy efficiency

o Group communication support

o Isolation level

o Maximum supported packet size

o Mission critical support

o Performance monitoring

o Reliability

o Slice quality of service parameters

o Support for non-IP traffic

o Uplink throughput per network slice

o User data access (i.e., tunneling mechanisms)

4.1.2.2. Attributes with indirect impact on the transport slice definition

The following attributes indirectly impose requirements in the transport slice to support the end-to-end service.

o Coverage

- o Delay tolerance (i.e., if the service can be delivered when the system has sufficient resources)

- o Downlink throughput per UE

- o Network Slice Customer network functions

- o Number of connections

- o Performance prediction (i.e., capability to predict the network and service status)

- o Root cause investigation

- o Session and Service Continuity support

- o Simultaneous use of the network slice

- o Supported device velocity

- o Terminal density

- o Uplink throughput per UE

- o User management openness (i.e., capability to manage users' network services and corresponding requirements)

4.1.2.3. Attributes with no impact on the transport slice definition

The following attributes do not impact the transport slice.

- o Location based message delivery (not related to the geographical spread of the network slice itself but with the localized distribution of information)

- o MMTel support, i.e. support of and Multimedia Telephony Service (MMTel)as well as IP Multimedia Subsystem (IMS) support.

- o Number of terminals

- o Positioning support

- o Radio spectrum

- o Synchronicity (among devices)

- o V2X communication mode

4.1.3. Provisioning procedures

3GPP identifies in [TS28.531] a number of procedures for the provisioning of a network slice in general. It can be assumed that similar procedures may also apply to a transport slice, facilitating a consistent management and control of end-to-end slices.

The envisioned procedures are the following:

- Slice instance allocation: this procedure permits to create a new slice instance (or reuse an existing one).

- Slice instance de-allocation: this procedure decommissions a previously instantiated slice.

- Slice instance modification: this procedure permits the change in the characteristics of an existing slice instance.

- Get slice instance status: this procedure helps to retrieve run-time information on the status of a deployed slice instance.

- Retrieval of slice capabilities: this procedure assists on getting information about the capabilities (e.g. maximum latency supported).

All these procedures fit in the operation of transport network slices.

4.2. NFV-based services

NFV technology allows the flexible and dynamic instantiation of virtualized network functions (and their composition into network services) on top of a distributed, cloud-enabled compute infrastructure. This infrastructure can span across different points of presence in a carrier network. By leveraging on transport network slicing, connectivity services established across geographically remote points of presence can be enriched by providing additional QoS guarantees with respect present state-of-the-art mechanisms, as conventional L2/L3 VPNs.

ETSI NFV defines the role of WAN Infrastructure Manager (WIM) as the component in charge of managing and controlling the connectivity external to the PoPs. In [IFA032] a number of interfaces are identified to be exposed by the WIM for supporting the multi-site connectivity, thus representing the capabilities expected for a transport network slice, as well, in case of satisfying such connectivity needs by means of the slice concept.

The interfaces considered are the following:

- Multi-Site Connectivity Service (MSCS) Management: this interface permits the creation, termination, update and query of MSCSs, including reservation. It also enables subscription for notifications and information retrieval associated to the connectivity service.

- Capacity Management: this interface allows querying about the capacity (e.g. bandwidth), topology, and network edge points of the connectivity service, as well as about information of consumed and available capacity on the underlying network resources.

- Fault Management: this interface serves for the provision of alarms related to the MSCSs.

- Performance Management: this interface assists on the retrieval of performance information (measurement results collection and notifications) related to MSCSs.

The connectivity services themselves are expressed through a number of attributes, including bandwidth (for egress and ingress directions), QoS metrics, directionality (i.e., unidirectional or bidirectional service), MTU, connectivity type (e.g., multi-point) and protection scheme (e.g., 1;1, 1+1, etc.), among others. All those attributes will assist on the characterization of the connectivity slice to be deployed, and thus, are relevant for the definition of a transport slice supporting such connectivity.

Author's note: Detail on attributes will be provided in a forthcoming version.

4.3. Network sharing

To be done.

5. Security Considerations

This draft does not include any security considerations.

6. IANA Considerations

This draft does not include any IANA considerations

7. References

7.1. Normative References

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