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REVIEW PAPER

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Review on Various Routing Protocols in VANETS

Er. Jayant Vats
Research Scholar
Shri Venkateshwara University,
Gajraula, India

Dr. Gaurav Tejpal
Professor
Shri Venkateshwara University,
Gajraula, India

Dr. Sonal Sharma
Associate Professor
Dept. of Comp. Applications
Uttaranchal University, Dehradun, India

Abstract: Vehicular Adhoc networks (VANETS) really are an stimulating technology which innovates to allow the communication among vehicles utilizing one side as well as among cars and street area devices on the other side. VANETS provide a large quantity of programs without the help from repaired infrastructure. These programs ahead communicate in a multi-hop fashion. Planning an effective routing method for several VANET programs is extremely hard. In this review on routing protocols based on number of parameters of VANET is an essential topic in vehicle-to- vehicle (V2V) and infrastructure-to- vehicle (IVC) communication. This paper shows the overview of various routing protocols in VANETS as well as main classifications. The protocols are also compared based on their important characteristics and tabulated.

Keywords: Vanets, Link Reliability, Routing Reliability, Routing Protocols

I. INTRODUCTION

Vehicular network could possibly build to become ideal for road path safety along with many industrial applications [1]. Wireless connection system have permitted the majority of the advantages inside our lives, and additionally increased our everyday performance also [2]. With respect to a wireless system, ivc possess various important aspects: reduced latency due to immediate connection, larger protection and having no service charges [4]. Adhoc networks perform without an explained set preserved infrastructure. VANETs dealing with 802.11-structured wlan advancement today acquired substantial interest. For the reason why that cars constructed with Wi-Fi gear signify the mobile nodes (hosts) [5].Internetworking in VANETs has been attaining lots of strength in the last number of years. Its rising value has been identified by big car makers, governmental corporations, as well as the educational community [7]. For example, vehicular system can be utilized to know further about the visitor's jams, giving larger ease along with performance [8]. Yet another place by which there is probability of wireless connection system to produce a great impact could be the place of inter-vehicular communications (ivc) [10]. Intervehicle connection (ivc) is developing substantial interest from the research region as well as the vehicle market, by which it'll helpful in offering intelligent transport system (its) along with drivers in addition to tourists relate services [12]. Vanet is a one of a kind class of Mobile ad hoc network (Manet) to have transmission among the near cars and furthermore between the cars [14]. Vanets are the target for manufacturers to wanting to make cars in to intelligent convenience applications [18]. Applying Wi-Fi products, the rural in-time information (for case situations, visitor obstruction and etc) must be obtained by effectively and frequently multi-hop data distribution [19]. VANETs have caused it to be simpler challenging for layout of numerous safety, comfort and task applications. Collision attentive, street place receptors and readers improvements products the driver crucial information to select the top path in the act to steer clear of the visitors rushes in addition to incidents. [21]. the particular qualities associated with vanets enable the introduction of desirable innovative services.

II. APPLICATIONS OF VANETS

The represented applications in the most related areas are safety and comfort to be followed as [3].

1. Comfort Applications: These kinds of program enhance travelers ease and visitor's effectiveness and/or hike the particular path to some location. Some examples for this class contains: visitor detail system, climatic condition details, gas service place or restaurant location and cost details and entertaining connections for example Internet surfing as well as songs download.
2. Safety Applications: The advantages of this class enhance the security of travelers by the way of interchanging security related details through IVC. The details are either given to the driver or utilized to initialize an actuator associated with a dynamic security system.

III. VEHICULAR COMMUNICATION PARADIGMS

The architecture associated with VANET comes into three types [24]:

A. Inter-vehicle communication: It called as car to car (V2V) communication in addition to true offer Adhoc networking. Within form, the particular cars relate to another without infrastructure support. Almost any important info obtained through detectors on an automobile and communicate by utilizing car can possibly be forwarded to regional cars.

B. Vehicle-to-roadside communication: This type of communication called as vehicle-to-infrastructure (V2I) communication. Cars may act as gateway and portable LAN comfort points for connecting with internet and enable vehicular purposes.

C. Inter-roadside communication: This type of communication called as cross vehicles-to-roadside communication (VRC). Cars would use infrastructure for giving mutually alongside transform data purchased through infrastructure or from different turbine cars of Adhoc communication. Furthermore, cars may work together between infrastructures in single-hop or multi-hop approach focused immediately for the duration of moving or stationary vehicle. This kind of structure includes V2V indication in addition to present's freedom which raises process efficiency.

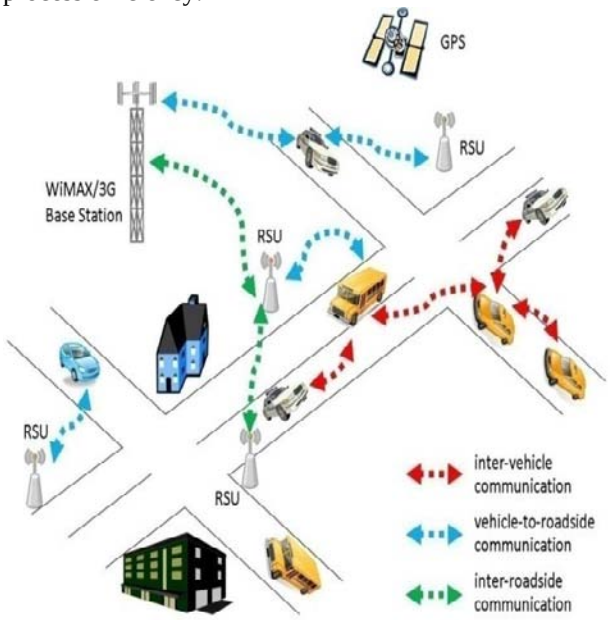

Fig 1: **Vehicular Communication paradigms [24]**

IV. TAXONOMY OF VANETS ROUTING PROTOCOLS

Various routing methods have really produced for VANETS in lots of forms on the basis of the numerous factors i.e. split with many forms such as for instance for example methods homes, strategies applied, routing details, quality of services, network structure, routing methods and so forth [28]. Redirecting methods could be categorized i.e. based on:

1. Techniques: Topology centered, Place centered, Geocast methods, Transmitted methods, and Cluster-based routing methods [28].

2. Network Structures centered Redirecting Methods: Hierarchical, Level and Position-based routing protocols [28].

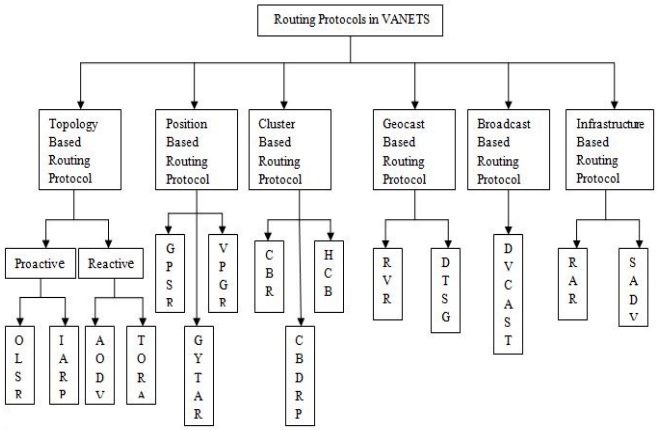

Fig 2: Taxonomy of Routing Protocols in VANETS

V. TOPOLOGY BASED PROTOCOLS

These types of redirecting methods employ transmission links data that is within the system to complete packet forwarding [15]. This type of methods put up the path and keeps a desk in it before the data comes from sender. Topology centered methods were separate into reactive and positive methods [20]

A. Proactive Routing Protocols

These protocols also called as table driven redirecting protocol. This sort practices do runs by continuously interchanging the info of topology between plenty of the nodes of the network. The proactive practices do not posses special course obtaining and endure although; it uses large collection of bandwidth for continuously changes of topology. Hands-on redirecting practices [22] are:

- Optimized link state routing protocol (OLSR)

OLSR is usually useful and will involve frequent small business with information to keep up topology data in the process at each solo node. OLSR certainly a marked improvement around a link state process since reduces the size of data sent in the messages and reduces the total amount of retransmissions. Because of this, the conference involves multipoint transferring way handle successfully and economically floods its get a grip on messages [28]. It provides optimal avenues when quantity of hopes, which are speedily accessible when required. That process is useful and suited to large and solid Adhoc systems.

- Intra-Zone Routing Protocol (IARP)

These protocols could be called as zone region routing protocol (ZRP). It applies as a standalone mode. IARP keep on diverting delicate things for those nodes which are the leading region of particular node. IARP approaches to a part of an area place which called as redirecting zone. Additionally a node redirecting region which is represented as a receiver of nodes. Observe that each and every center maintains up a certainly one of a distinctive routing zone [28].

B. Reactive Routing Protocols

These protocols are also called as on-demand routing protocols because these protocols continually update redirecting desk, at whatsoever position small knowledge can there be to convey. But these standards assist flooding method for way obtaining, that that subsequently allows moreover routing cost price and might knowledge problems with the unique way finding technique, which will get this to inappropriate for safety applications in VANET [20].

- Adhoc on demand distance vector (AODV)

AODV just a reactive redirecting method for strong Wi-Fi network. It is definitely on demand method, which start route finding function just every time a source node should provide understanding package to the place node. The road obtaining function is done by signs Class Demand package i.e. RREQ to their neighbors [11]. Each node send broadcast-id which regularly procedures for new RREQ message. Every time a RREQ message comes at a node, it sent identification which is smaller or equivalent to the early information this might eliminate the packet.

- Temporally-ordered routing algorithm (TORA)

In TORA each node grows an advised new cyclic knowledge by sending the issue packets. When problem occurs, the node provides the solutions method of the particular area in which node has to move, otherwise it decreases the packet. After that a node on finding reply package will update their measurement only once the size of offer is paid off than in comparison with different response deals [25]

C. Position Based Protocols

Such methods employ geographical placing information to decide on different giving trips therefore number of ways on the list of sender and recipient must be produced in addition to also updated [23].

- Greedy perimeter stateless routing (GPSR)

Each node frequently reveals beacon data to be able to their neighbors which has personally located. If any node don't gets any false data from a neighbor node for a certain time course, then GPSR product thinks the neighbor node is missing as well as from collection, and reduces the neighbor node from their table. It takes greedy alternatives employ facts regarding quick neighbors in the network. Any node if a greedy alternative doesn't search probable then it uses part of the positioning strategy to acquire the nearing offering hop. These circumstances selfish offering a normally confined quick problems between the nodes mightn't happen due to the constraints like structures and trees. Transforming plan topology directly into information the minute greedy alternative is hard it might eventually damage the performance related to redirecting [25].

- Vertex-Based predictive Greedy Routing (VPGR)

VPGR is a multi-hop car-to-building redirecting task regarding town environment. It calculate some type of routine with right path from the sender node to the programmed trained platform and then, transfer knowledge towards the encoded trained platform through the specific path. This routing protocol uses spot, charge and tracking of connected cars for choosing each routine of right junctions along with covetous sending. With finding the route of right junctions, the sender node decides the right path among themselves [20]. The sender node gets many paths which is present in infrastructure along with precise related level of junctions so that it randomly decides simple route between them. That uses expecting on the web insatiable redirecting to provide knowledge through sender node to the best fixed framework.

- Greedy traffic aware routing (GYTAR)

GYTAR is a process for Vehicular Adhoc in city atmosphere. It consist two parts:

Selection of nodes which forwards data between two hubs. A data package can move across hubs to achieve their destination. In cluster selection approach is directed at each junction by assessing the traffic depth between the current cluster and another selection cluster along with complete variety towards the location. This specific cluster that has ideal value is appropriate to be selected regarding supply sending.

In second every vehicle maintains a table which include place and method of each and every friend car as well as the way table is revised regularly. Thus whenever a supply is probably be acquired, the providing vehicles numbers the most up-to-date expected section of each and every friend utilizing the way table and next wants another get buddy that's sooner towards the specified junction which can produce deals in the regional most useful [23]. To conquer that issue GYTAR engages additionally with produce methods.

D. Geocast Based Protocols

These protocols are mainly used for sending data to every vehicle within a described local area [24].

- Robust vehicular routing (RVR)

It could be a successful local multicast challenge where get a grasp on boxes are broadcasted in the device and the data boxes are unicast. That challenge is usually useful for giving knowledge all the vehicles inside this Area of Relevance (ZOR). The ZOR might be known as new rectangle form arranged inside their position coordinates. Knowledge is influenced by that triplet [A, Jordan, Z] that signifies distinctive strategy, knowledge along with validate of a place respectively. Every time the vehicles gets knowledge, then requires the info if it is within the ZOR.That gift suggestions an Area of Forwarding (ZOF) which includes like the source and ZOR. Really nearly the vehicles within the ZOF are used in the redirecting approach [25]. That works together a reactive way obtaining approach in an exceedingly ZOR. That challenge produces wide choice of unrequited knowledge in the device that advantages in traffic jam and ideal delay in data sending.

- Dynamic time stable Geocast routing (DTSG)

The key purpose of the method should be to conduct despite having small depth networks. It right pieces the method in terms of the system depth and the vehicles rates made for better performance. That discovers different stages: pre-stable and secure period. Pre-stable time allows that substance being disseminated within the place and stable-period right node utilizes and save yourself along with provide technique for discussed times in the area. Moreover that work for balance among supply sending charge and program cost [25].

E. Cluster based protocols

In cluster-based redirecting standards vehicles shut together produce a new cluster. Every group has simple cluster-head that subsequently may be accountable for intra and inter-cluster function functions. Intra-cluster nodes speak each other applying quick indication method; in case there is inter-cluster indication may be achieved through group headers. In group centered redirecting standards the growth of clusters combined with selection of the cluster-head is an essential problem. Within VANET on consideration of big flexibility effective group growth is a huge process.

- Cluster based routing (CBR)

For the reason that local position is split up into sq grids. Every node determines many quickly of use pal collection header to control to provide knowledge to another leap by

utilizing local data. The redirecting fees are decreased overall that it doesn't involve to obtain journey along with maintain in redirecting table. In the road position the grid may behave as a lot header. Any time once the header is departing the grid that broadcast LEAVE information including their grid location. The amateur node keeps till a latest chaos head will truly reselected [20].

- Cluster-based directional routing protocol (CBDRP)

It splits the cars into clusters alongside these cars which can be preparing to check out a same path to sort a cluster. The sender moves information to the cluster header and more it moves the info to header which will be integrated with related lot with the locations. Finally the precise spot header moves information towards the location. That cluster header selection and storage could be particular as CBR none the less they search at charge and means of vehicle [20].

- Hierarchical cluster routing protocol (HCB)

It reveals a hierarchical chaos routing process made for huge flexibility adhoc networks. HCB is two-layer connection architecture. Layer-1 largely nodes posses certain place individual and additionally they join together through multi-hop route. The amount of nodes has an added plan along huge indication range known as outstanding an node that is within often on layer-1or level 2. Best nodes have the ability to talk with each other through the beds bottom Invest layer-2. Bunch brains altering factor facts frequently enabling inter-clusters redirecting [22].

- Broadcast based protocols

Broadcast is just a generally applied redirecting method in VANETS, for instance distributing guests, weather, journey situation between vehicles, and giving ads along with declaration. Transmitted may also be utilized in Unicast redirecting standards (redirecting obtaining phase) to find out a very efficient road to this location. When the data needed to be circulated towards the vehicles following the shifting selection, multi-hop is used. The simplest process is to use a transmitted company is racing in that every node rebroadcasts data to any one of their neighbors apart from those that acquired these details through. Racing promises the data may eventually appear at nearly all nodes in the device. [25]

- Distributed vehicular broadcast protocol (DVCAST)

It utilizes regional topology facts by utilizing the standard hi notices for shifting the data. Every vehicle depends on a flag parameter for analyzing sometimes the package is useless or not. This sort of project breaks the vehicles in a number of methods in relation to the regional contacts and stays attached, sparsely attached, fully switched off neighborhood. In fully switched off region vehicles are applied to help keep send data in order that different vehicle adopts conversation selection, otherwise if the time scale stops it'll dump the packet. That protocol results in large control overhead and conclusion to get rid of wait in data sending.

F. Infrastructure based protocols

In this protocols are usually infrastructure dependent for the reason that they pass on predetermined infrastructure for their routing [24].

- Roadside-aided routing (RAR)

It is really software for successful redirecting all through vehicles numerous systems in place of a certain redirecting protocol. Their trails are divided in two parts applying block region products, along with the trail contains vehicles and block area region devices. This sort of practices isn't successful for big method scenarios since they want repaired node or RSU [25].

- Static Node Assisted Adaptive Routing (SADV)

It is really a set node offered variable data circulation method for vehicular networks. That operates on set nodes at junctions to be able to offers a packet. It employs to help keep along with deliver process in the set nodes till a vehicles adopts sending selection or most readily useful path can be acquired [20].

VI. RELATED WORK

Xue yang et al. [1] represented a vehicle-to-vehicle transmission protocol regarding supportive collision warning. One major technical challenge addressed in this is to achieve low-latency in delivering emergency warnings in various road situations. Lars, Wischhof et al. [3] proposed a technique for scalable information dissemination in highly mobile adhoc networks, it presents method oriented data abstraction and dissemination (S0DAD) with this method one application is presented i.e. self-organizing traffic-information system (SOTIS). Tarik, Taleb et al. [6] represents that it reduces the overall traffic in highly mobile VANET networks. The frequency of flood requests is reduced by elongating the link duration of the selected paths. The detailed on vehicles movement information to know a possible link breakage. The scheme used behind is to send only particular and well known packets called as best packets. R. Meraihi et al. [7] proposed an inter-vehicle ad-hoc routing protocol called GYTAR (improved greedy traffic aware routing protocol) suitable for city environments. GYTAR consists of two modules: (i) dynamic selection of the junctions through which a packet must pass to reach its destination, and (ii) an improved greedy strategy used to forward packets between two junctions. Zhao Zing et al. [8] shows the various vehicle-assisted data delivery (VADD) protocols to be able for sending the packet towards the finest route together with the smallest information-delivery delay. Yun Zhou et al. [9] Survey on two well knows algorithms: Ad hoc On-Demand Distance Vector Protocol (AODV) and Optimized Link State Routing Protocol (OLSR), and the performances of AODV and OLSR are analyzed and compared. It is necessary to have an effectual protocol to suit the removal of the main body and to provide possible route for the data transmission. Fethi Filali et al. [11] proposed guideline for the era of vehicular flexibility models. Then, we demonstrate the various techniques opted for by the city for the growth of vehicular flexibility designs and their connections with system simulators. The goal is to supply visitors with a guideline to simply realize and fairly assess the various designs, and ultimately recognize the main one needed because of their demands. R.K. Moh et al. [13] represents a multihop vehicle-to-infrastructure routing protocol named Vertex-Based Predictive Greedy Routing (VPGR), which predicts a sequence of valid vertices (or junctions) from a source vehicle to fixed infrastructure (or a roadside unit) in the area of interest and, then, forwards data to the fixed infrastructure through the sequence of vertices in urban environments. Bandanjot Kaur et al. [15] discussed the advantages and disadvantages of these routing protocols, it explores the motivation behind the designed and trace the evolution of these routing protocols. Wuxiong Zhan et al.

[16] developed an analytical model with a generic radio channel model to fully characterize the access probability and connectivity probability performance in a vehicular relay network considering both one-hop (direct access) and two-hop (via a relay) communications between a vehicle and the infrastructure. Kim JH, et al. [17] proposed a routing protocol to spot more trusted routes by predicting the living of prospect exchange nodes when the web link termination time (LET) passes. If the automobile can't recognize a prospect exchange node (that is, when it understands that the routing opening happened on the present link), then a knowledge is rerouted to another block. Simulation benefits reveal that the planned routing protocol decreases the volume of way problems and knowledge reduction while sustaining reduced routing overhead. Hassan Artail et al. [18] introduced that it exploits the infrastructure of roadside items (RSUs) to effectively and easily option boxes in VANETS. It runs by utilizing cars to transport and ahead communications from the supply car to a regional RSU, and then if required, option these communications through the RSU system, and eventually deliver them from an RSU to the location vehicle. Ming Liu et al. [19] proposed a novel routing scheme, called Buffer and Switch (BAS). In BAS, each street buffers the information packets with numerous clones' propagation to be able to give more options for package converting at intersections. Distinctive from mainstream methods in VANETs, the propagation of clones in BAS is bidirectional across the routing path. S. Siva Sathya et al. [20] provides great amount of purposes without the help from set infrastructure. These purposes a head communications in a multi-hop style along with offer a quick summary of various redirecting formulas in VANET alongside important classifications. Dr Saurabh Mukherjee et. al. [22] have shown the present exhaustive study of several redirecting standards and continuing study in VANET using their merits & disadvantages, which may be useful for more development of active process or growth of new successful and more trusted standards for all of the purposes in VANET. Jiqiang Liu et al. [23] proposed to enhance the security performances of position-based routing protocols. The difference to most of other existed solutions is that an evaluation mechanism is proposed, which can detect malicious nodes that drop or tamper routing data. Qiang Ni et al. [25] proposed a new vehicular reliability model to facilitate the reliable routing in VANETs. The link reliability is defined as the probability that a direct communication link between two vehicles will stay continuously available over a specified time period. Rajesh Kumar et al. [26] Focused on routing tree is framed from wellness work that gives very improved and fault tolerant routing. We likewise make the directing tree from spreading over tree for simple insertion cancellation of the node and observe throughput, PDA and packet loss for AODV and MAODV protocol. S. Sivasathya et al. [27] it examines the performance of topology centered redirecting practices with two exclusive task scenarios in VANET. Based on the performance of practices, we regarded a percentage of the QOS variables like Normal Throughput, End-to-End Wait, Package Supply Proportion and Normal ratio. That report regarded the various topologies centered redirecting practices including OLSR, IARP, AODV, DYMO and ZRP. Here OLSR, IARP are practical practices, AODV, DYMO are reactive practices, and ZRP is just a half type protocol. The performance of the practices has been reviewed and presented using QualNet Simulation 5.0.2

VII. COMPARISON OF VARIOUS ROUTING PROTOCOLS

Routing Protocols	Proactive Topology Based Protocols	Reactive Topology Based Protocols	Position Based Routing Protocols	Cluster Based Routing Protocols	Geocast Based Routing Protocols	Broadcast Based Routing Protocols	Infrastructure Based Routing Protocols
Prior Forwarding Method	Wireless Multihop Forwarding	Wireless Multihop Forwarding	Heuristic Method	Wireless Multihop Forwarding	Wireless Multihop Forwarding	Wireless Multihop Forwarding	Multihop Forwarding
Digital Map Requirement	No	No	No	Yes	No	No	Yes
Virtual Infrastructure Requirement	No	No	No	Yes	No	No	Yes
Realistic Traffic Flow	Yes	Yes	Yes	No	Yes	Yes	Yes
Recovery Strategy	Multihop Forwarding	Carry & Forward	Carry & Forward	Carry & Forward	Flooding	Carry & Forward	Carry & Forward
Scenario	Urban	Urban	Urban	Urban	Highway	Highway	Urban

VIII. CONCLUSION

Routing is a significant part in vehicle-to-vehicle (V2V) and infrastructure-to-vehicle (I2V) communication. That report examines numerous redirecting standards of VANET. Developing an effective redirecting method for several VANET purposes is quite hard. Hence study of various VANET standards, researching the different characteristics is totally important to develop new proposals for VANET. The efficiency of VANET routing protocols be determined by numerous variables like Prior forwarding method, digital map requirement, virtual infrastructure requirement, realistic traffic flow, recovery strategy and scenario. in this paper represents the study and contrast of various routing protocols in VANETS.

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