

Japan proposed evaluation for some candidates as overall requirement (performance requirement) by using FRAV-05-04.

There were some request about clarification about each criteria that evaluate the four candidates. Therefore, we prepared further and detailed clarification for each criteria.

We will welcome any feedback about this discussion.

<Concept for each criteria>

Improve road safety (individual): Please explain the anticipated effect of setting performance limits using this approach in reducing, mitigating, or eliminating causes of traffic crashes, injuries, and deaths with regards to a vehicle.

Improve road safety (fleet): Please explain the anticipated effect of setting performance limits using this approach in reducing, mitigating, or eliminating causes of traffic crashes, injuries, and deaths considering the number of vehicle sold .

Performance-based: Please explain how this approach results in performance specifications applicable across ADS and ADS vehicles regardless of their design.

Technology-neutral: Please explain how this approach can be applied across all ADS regardless of the configuration, features, or means used to achieve the desired performance outcomes.

Measurable: Please explain how this approach can result in quantifiable assessments of ADS performance.

Social acceptance: Please explain how performance limits established under this approach would result in ADS performance that will not cause social criticism against ADS.

Feasibility: Please explain how this method can produce performance limits that are feasible for assessment under the NATM assessment methods.