

# Japan input for FRAV

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## **[Question]**

What are the functions required to operate vehicle in traffic (DDT)?

## **[Comments from Japan]**

Japan considers that the minimum requirement for ADS safety is to drive as safely as a competent and careful human driver. (i.e. “Unreasonable ADS-specific risks” in FRAV concept\* include “accidents that are caused by ADS which would not occur if competent and careful human driver would operate the vehicle”.)

\*Agreed FRAV concept : “ADS performance should be consistent with safe human driving behaviors while avoiding recognition, decision, and performance errors and the introduction of unreasonable ADS-specific risks.”

## **[Reference]**

FRAV-07-07-Rev.1 (procedure for discussing ADS level of safety)

FRAV-07-10 (Competent and careful human driver model)

## **[Question]**

Who are the “users” across the different levels of automation and ADS configurations?

Who are the “road users” ADS would interact with?

## **[Comments from Japan]**

The definition of terms should be aligned with existing documents (e.g. ISO, SAE).

## **[Comments from Japan]**

Signaling requirements are important from mainly 2 aspects.

1. Showing the ADS status of vehicles to other road users (especially pedestrians) that the vehicles are not controlled by the person behind the steering wheel (may be doing secondary activity) but are automatically controlled by the system.
2. Police needs to know whether the vehicles are driven by the system or the driver. (Under the traffic rule in Japan, the permission to gaze at the display depends upon whether the vehicle is under ADS operation or not.)

Especially for “2.” above, discussion with/within WP1 is important.