

## Definition of Evasive Lane Change

Under the current discussion, Emergency Lane Change is expected to cover both LC during MRM and Evasive Lane Change. Although the definition of LC during MRM is somehow clear, the definition of Evasive Lane Change still seems rather vague.

If the Evasive Lane Change definition remains ambiguous, it leads to permitting the LC, in the name of avoiding collision with the other road users, for passing the vehicle in front even when there is less collision risk using the conditions/requirements applicable to the Evasive Lane Change, and therefore may raise some safety concerns.

For this reason, we believe that Evasive Lane Change and RLC shall be clearly differentiated.

Currently there are 3 proposed options for the definition/concept of Evasive Lane Change:

OP1...Steering manoeuvre when the ALKS vehicle cannot avoid collision by its full braking performance (JPN proposal/UNR157- 5 -14)

OP2...Steering manoeuvre for collision avoidance during EM at Imminent Collision Risk (in the current UNR157) (when the ALKS vehicle cannot avoid collision by its braking performance lower than 5m/s<sup>2</sup>)

OP3...Steering manoeuvre performed for the purpose of collision avoidance without specifying the deceleration value, with modified definitions of Imminent Collision Risk and EM (OICA Proposal/UNR157-05-11)

JPN Position: As mentioned above, we believe that Evasive Lane Change and RLC should be clearly differentiated, and therefore we do not support are against the concept of OP3 which makes the relationship ambiguous. We still recommend OP1, but also can accept proposals like OP2 as long as Evasive Lane Change and RLC are clearly differentiated.