

Provisional Minutes of the 22nd Session of the Informal Group on ITS

[9:30–10:30], 14 March 2014
in the Palais des Nations, Geneva

Agenda item 1: Adoption of the Agenda

Agenda item 2: Report on the 21st Meeting

The Secretariat reported on the Design Principles for Control Systems of Advanced Driver Assistance System (ADAS). It was reported that this document was adopted at the WP.29 session in June 2013, was published as Annex 5 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) in January 2014, and is scheduled to be submitted to WP.1 for deliberation.

Agenda item 3: Presentations on automated driving

Document ITS-22-03

A representative of Japan's MLIT explained technological trends in automated driving in Japan as well as the Japanese government's views on the issue and introduced the time schedule, etc.

Agenda item 4: Discussion

Mr. Yarnold, Co-Chair of the Informal Group, asked about the schedule for the next two years regarding night vision systems, which the NCAP will start testing in 2016. The Japanese representative replied that an international evaluation method for night vision systems is currently being studied.

The EU inquired about the progress of the time schedule for introducing automated driving. Japan answered that while the schedule shown in the presentation indicated early introduction, the introduction of fully automated driving would take more time considering its acceptability to society. In addition, Japan stated that individual ADAS technologies should also be discussed at WP.29.

Russia asked whether those systems that are especially effective in preventing accidents within the scope of the Geneva Convention will be evaluated and promoted. Japan replied that it will start with individual systems and then eventually integrate those systems to reduce accidents.

Turkey raised a question on differences in the definition of automated driving between Japan and OICA. The Secretariat proposed discussing this issue first since the definition differs among OICA, NHTSA, and Japan.

Australia stated that the Japanese automated driving requires driver monitoring and asked whether such monitoring is included in the OICA's specification of automated driving levels. The OICA answered that the presentation in this meeting introduced the general concept and did not focus on specific technologies, that nothing was mentioned as to when such automation will be put into practice and there are issues such as

legislation and acceptability to society, and that the necessity for monitoring will decrease as the level of automation increases.

The Netherlands proposed setting the automated driving levels as the first axis and the risk levels as the second axis. It also stated that the issues should be divided into groups and discussed separately (critical issues related to safety, non-critical issues related to the environment, etc., and irrelevant issues) and that it can provide detailed descriptions of these issues.

Russia pointed out that it is important to incorporate the infrastructure element as well since ITS involves various elements.

Mr. Yarnold mentioned his plan to report on the UK's policy regarding the use of driverless cars on public roads in December of this year.

Agenda item 5: Other Business

Nothing in particular

The meeting was closed at 10:30.
