

Draft Minutes for the 23rd Session of the Informal Group on ITS

9:30–10:30, 27 June 2014
Salle VII in the Palais des Nations, Geneva

Agenda item 1: Adoption of the Agenda

The Secretariat explained the agenda and documents for the meeting. Approval was obtained.

Agenda item 2: Report of the 22nd Meeting

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. The issue was then discussed.

Agenda item 3: Report from WP.1

WP.1's secretariat reported that a draft revision of the Vienna Convention was adopted at the WP.1 meeting in March. To comply with the provisions of paragraph 5 of Article 8 and paragraph 1 of Article 13 which state that every driver shall at all times and in all circumstances be able to control his vehicle, the proposed revision added a supplemental provision regarding the conditions that should be met by the vehicle systems that affect driving. This draft revision is scheduled to be officially published after undergoing technical checks and voting by the Contracting Parties.

Agenda item 4: Presentation on automated driving from WP.29

Based on the document ITS 23-03, WP.29's secretariat presented how automated driving technologies are being addressed by the relevant parties as well as how WP.29 will work on the challenges in the future.

Agenda item 5: Discussion

The Chair (Japan) reported that his proposal to refocus the ITS Informal Group on automated driving was agreed by WP.29 at its latest session.

OICA stressed the importance of discussing not only the technological aspects of automated driving but also its market demand and acceptability to society.

ITU pointed out that the definition of automation levels differs among the relevant organizations and called for collaboration in jointly developing a uniform definition.

Australia proposed that each Contracting Party carry out an analysis and work efficiently so that the risks would not be left out.

The UK mentioned the social responsibility for automated driving technology. In addition, since this technology contains issues that exceed the scope of WP.29, they emphasized the need to put resources into important issues and develop standards by 2020 in collaboration with related organizations outside of the automotive industry as well.

Germany called for a definition of automation technology and for making such definition uniform internationally. They also proposed developing international standards for automated parking systems.

With regard to refocusing the ITS Informal Group on automated driving, Japan declared that it would amend the ToR and create a work plan for the Informal Group so as to be able to choose its future course.

Agenda item 6: Other Business
 Nothing in particular

The meeting was closed at 10:38.