

**Major results and action items of the eleventh meeting of Informal Group
on "ITS/Automated Driving"**

Agenda item	Major results and action item
2-1 Report of WP.1 subgroup from ambassador	<p>Common observation 1: WP.1 has been discussing the necessity of clarifying the interpretations of the Conventions regarding Levels 2 and 4 of automated driving. While the Vienna Convention requires that every driver ensure safety, the definition of this driver and other related concepts differ between Levels 2 and 4. As these were scheduled to be discussed further at the WP.1 session in March, the ambassador will report the results of the latest discussion at the next IWG meeting.</p>
3-1-1 Cyber security and data protection	<p>Common observation 2: The TF-CS/OTA secretary's status report on its activities was presented (ITS/AD-11-04). For cyber security, the TF is working to define principles and objectives to mitigate risks through identifying key risks and analyzing related threats. As for data protection, it was decided to exclude legal aspects such as personal information protection from the scope of the TF and to address technical issues within general threat assessment for cyber security. Issues on software updates, including Over-the-Air (OTA) issues, are to be discussed by focusing on type approval aspects, i.e., by considering pre- and post-registration software update issues. The final results are scheduled to be compiled as guidance/recommendations for ITS/AD IWG.</p> <p>Action item 1: It was decided to develop the TOR of the TF so that it can be agreed at the IWG meeting in June.</p>
3-2 Definition of Automated Driving Technology for developing a UN regulation	<p>Common observation 3: The document ITS/AD-11-06 was submitted as the result of the ad-hoc meeting held in Brussels. Discussions made good progress, resulting in redundancies between Levels 2 and 3. The discussion on determination of levels for ACSF categories E and B2 is yet to reach a conclusion and will continue. It is necessary to study the compatibility between automated driving technologies and traffic law so as to be able to obtain common understanding on the driver's tasks at WP.1 as well.</p>

	Action item 2: It was decided that each country would check the table of definitions by the next IWG meeting and that any interested countries would propose amendments to it as necessary.
3-3 Proposal for amendment of related documents from Germany	Agreement 1: Germany proposed to add a description on Level 3 to the guidance to GRs (ITS/AD-11-07). In response to this proposal, ITS/AD IWG agreed to include not only Level 3 but also Level 4 in their discussion.
3-4 Horizontal regulation for automation	Common observation 4: The EC explained the status of automated driving levels/categories based on a newly submitted document (ITS/AD-11-10). For automated driving, the EC proposed that, in addition to UN R79, we need a more inclusive, horizontal regulation. Several issues exist, including amendment of the Annex relating to complex electronic (CEL) systems. GRRF had already started discussing this issue and was scheduled to hold a meeting in London in May.
4. Other business	Action item 3: The co-chair from the UK proposed to run a brainstorming session at the next IWG meeting for the purpose of discussing the social availability of automated driving not only for M1/N1 vehicles but also for heavy-duty vehicles and shuttles. Regarding the brainstorming on future automated driving, the Chair of WP.29 indicated the policy to discuss the issue after establishing an appropriate agenda at the next WP.29 session.