

Expansion of consideration target of ITS-AD IWG
 (Draft Image of category mapping based on use case (Operational design domain))

	Vehicle Category		
	Advanced passenger vehicle	Shuttle, Pod	Platoon for Trucks
Objective	<ul style="list-style-type: none"> To provide a more comfortable driving environment To improve safety 	<ul style="list-style-type: none"> Alternative of public transport 	<ul style="list-style-type: none"> CO2 reduction in truck transport Improvement of working environment
Use case (Operational design domain)	<ul style="list-style-type: none"> Alternate driving or driving support <ul style="list-style-type: none"> for traffic congestion at low velocity on motorway at high velocity on urban road (driver must exist) 	<ul style="list-style-type: none"> Mobility services within a fixed (limited) area such as geo-fence No Driver is necessary at the final stage 	<ul style="list-style-type: none"> Platoon running on motorway Keeping the lane as much as possible after selecting a specific lane No driver is necessary on the following vehicles at the final stage
Examples of concrete approach	<ul style="list-style-type: none"> To establish the regulation for level 3 technology under human driver <ul style="list-style-type: none"> 1st step: for traffic congestion at low velocity [30/60km/h or less] 2nd step: on motorway at high velocity 3rd step: on urban road 	<ul style="list-style-type: none"> Considering that type of vehicles to be used and how to use them are different in each country, minimum guidelines should be issued assuming usage conditions. Considering the consistency with Vienna and Geneva Convention <ul style="list-style-type: none"> 1st step: On vehicle supervisor or remote control 2nd step: Unmanned system 	<ul style="list-style-type: none"> Considering the difference in traffic rules such as safe distance regulation in each country, minimum guidelines should be issued. <ul style="list-style-type: none"> 1st step: With drivers on the following vehicles 2nd step: Without drivers on the following vehicle
Possible major safety requirements	<ul style="list-style-type: none"> Driver monitoring Minimal risk maneuver Data storage Transition process 	<ul style="list-style-type: none"> (1st step : On vehicle supervisor or remote control) <ul style="list-style-type: none"> Clarification of geo-fenced driving environments (as French proposal) Requirements for emergency brake Cyber security Maximum velocity (2nd step: Unmanned system) <ul style="list-style-type: none"> Maximum velocity Minimal risk maneuver Data storage 	<ul style="list-style-type: none"> (1st step : With drivers on the following vehicles) <ul style="list-style-type: none"> Referring the technical requirement for ACC and CACC (2nd step: Without drivers on the following vehicles) <ul style="list-style-type: none"> Minimal risk maneuver Data storage Safety requirements for electronic combination