

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

Agenda item	Major results and action item
2-2 Report of WP.1 subgroup regarding automated driving from Ambassador	<p>Common observation 1:</p> <p>Three agenda items regarding automated driving were discussed at the WP.1 session in September as follows:</p> <p>(1) While it was agreed in principle to allow secondary activities, it was concluded that further clarification is needed. As the Level 3 technologies are expected to be introduced into the market in the near future, it was decided that WP.1's IGEAD would develop a document for CPs to revise their respective national road traffic laws.</p> <p>(2) It was concluded that safety in remote control parking should not be compromised. In particular, it was decided to continue discussions on situations where the driver parks the vehicle by remotely controlling it from outside the vehicle.</p> <p>(3) A plan to create a guidance document regarding Levels 4 and 5 and adopt it in 2018 was decided. It was reported that the IGEAD's preparations of this document for WP.1's special session to be held in December were going well.</p>
3-1 Definition of Automated Driving Technology for developing a UN Regulation Table	<p>Action item 1: To submit the automated driving definition table as a formal document to WP.29, it was proposed to remove the square brackets by adding footnotes to categories B2 and E of ACSF which are classified as Level 2. However, as a further modification was proposed by the EC, it was decided that the conclusion would be postponed to the next session in March.</p>
3-2 Cyber security and data protection	<p>Agreement 1: It was agreed to extend the mandate of the Task Force on Cyber Security and OTA Issues to June 2018.</p> <p>Agreement 2: As for the Recommendation on Cyber Security, it was decided to consider a regulation, in addition to a resolution that can be revised quickly in response to changes of threat. The same approach would be taken for the Recommendation on Software Updates as well.</p>

4 Horizontal regulations for automated vehicles including the definitions	<p>Common observation 2: To address a vast number of driving scenarios in the certification of automated driving, OICA proposed a regulation structure comprised of three elements: classical physical certification test, real-world driving test, and audit (simulation, self-declaration, etc.).</p> <p>The UK stated that scenario-based testing and utilization of simulation are necessary because practical and efficient test procedures are needed as soon as possible towards the market introduction of highly automated driving technologies.</p> <p>Action item 2: To start the discussion on certification of automated driving, the Chair proposed to set up a new working group under the IWG ITS/AD and to present the Chair, structure, etc. of this working group at the next session in March.</p>
5. Other business	Nothing in particular.