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Document No. ITS-21-02
(21st ITS, 15 March 2013, agenda item 2)

20th Session of the Informal Group on “ITS”

9:30-11:00, 16 March 2012

(Transmitted by the representative from Japan)

The meeting was chaired by Mr I. Yarnold (UK) and Mr. T. Onoda.

Agenda item 1: Adoption of the Agenda

- The Agenda in ITS-20-01 was adopted unchanged.

Agenda item 2: Report on the 20th Meeting

- The notes in ITS-21-02 were adopted unchanged.
- It was reported that high-priority warning guideline was adopted at the meeting of WP.29 held in June 2012.
- The final draft of high-priority warning guideline reflected the opinions of Russia, GR SP and UK. EU expressed its gratitude for its opinion having been taken into account.

Agenda item 3: Summary of Activities Up to Now

- The Secretariat gave a brief on the Group's activities up to now based on ITS-20-04.
- The meeting confirmed that the control principle was not 100%-automatic control.
- As related information, it was reported that NHTSA published a distraction guideline concerning information provision in February.

Agenda item 4: Design Principles for Control Systems of ADAS

- Mr. Burns, chairperson of IHRA-ITS WG, explained the outline of the control principles based on ITS-20-05.
- Switzerland asked a question about risk compensation. Mr. Burns expressed his opinion that risk compensation is a kind of adaptive response from the driver and that the driver should be held in the loop. Further, Dr. Hiramatsu emphasized the necessity of keep monitoring this issue on the market, while studying conditions under which it takes place. Mr. Yarnold expressed his intention to focus on the total gain by the support system while paying attention to the issue of risk compensation.
- With regard to override in item 1, Mr. Yarnold presented what Canada pointed out at GRRF. Mr. Burns expressed his view that overriding was necessary in normal situation, while emergency braking was not a normal situation.

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- Mr. Yarnold asked the U.S. and Canada as to the effect of weather in a critical driving situation in item 4. The U.S. answered that, on two-wheeled vehicles and sports cars, the driver may have disabled the ESC system, so the system should be designed so that it is automatically activated when the ignition is turned on.
- With regard to item 12, OICA found it reasonable to turn on the stop lamps when controlling deceleration, but pointed out the necessity of giving specific instructions (e.g. turn on the brake lamps when using brakes in front and rear control). OICA also pointed out that display upon activation of systems other than brake system should be considered on a case-by-case basis. Mr. Burns agreed to amend the draft to that effect.
- As to the system-initiated transfer of control in item 8, Mr. Yarnold wondered specifically how the transfer will be communicated to the driver. Mr. Burns answered that, when the system is active controlling the speed, etc., the communication to the driver will be done in such a way not to embarrass the driver. Meanwhile, Mr. Onoda pointed out that, as symbols in item 8, the standard symbols of R121 should be used.
- OICA pointed out that it was necessary to match the scope of the guideline with the orientation of WP.1 and, for that purpose, check not only technical issues but also legal issues.
- Mr. Yarnold expressed his intention to work on the problem of consistency with legal issues at EU and WP.1, amend the current draft as technologies advance on the market, consult expert meetings after getting approval from WP.29 to reflect reasonable suggestions, finalize discussions by the end of 2012 and adopt the draft at WP.29 of 2013.

Agenda item 5: Wrap up

- Mr. Onoda said that the Group would go on working along the line suggested by Mr. Yarnold.

Agenda item 6: Other Business

- OICA proposed that the name of the Informal Group be changed from ITS to IVS (Intelligent Vehicle System). Mr. Yarnold commented that the term ITS doesn't mean vehicles technologies alone but vehicle-to-vehicle and vehicle-to-road communications as well, and that, so, he found it better not to conclude immediately but continue cautiously discuss the question at future meeting of WP.29.