AGENDA

2nd meeting of the Data Storage System for Automated Vehicle (DSSAD) ALKS Drafting Subgroup

28 January 2020,
Tokyo (JASIC offices)

Time:

Tuesday 28 January   9:30 – 17:30

Venue: Venue: Torakyo Hall, Yotsuya-sannchome 3rd   Floor, Zennihon Truck Sogo Kaikan Building
Address: 3rd floor, Zennihon Truck Sogo Kaikan., 3-2-5 Yotsuya, Shinjuku-ku, Tokyo 160-0004
https ://www.jasic.org/e/03_location/location.htm

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Chairpersons:
                Japan: Mr. Tetsuya Niikuni
                USA: Mrs. Jane Doherty

Secretariat: OICA   Mr. Scott Schmidt

1.   **General:**

    1.1. Welcome and Introduction

    1.2. Anti-trust rules

    Industry specific anti-trust compliance guidance was presented

    1.3. Approval of the agenda

     Document: SG-DSSAD-02-01 Agenda for 2nd DSSAD SG meeting-rev 3

    The agenda was adopted as presented.

2. **Review and finalize DSSAD drafting subgroup performance elements for ALKS**

        Document: EDR-DSSAD-03-16 (Co-Chairs) DSSAD ALKS text
                SG-DSSAD-02-02 (CITA EVU) Proposed amendments for DSSAD ALKS text

CITA/EVU presented their proposed revisions for subgroup (SG) consideration. Specifically:

- Addition of data elements covering:
    - Addition of specific "reason" categories for timestamped transition demands

- o Timestamped emergency manoeuvres
- o Timestamped driver input that is reduced or suppressed
- Provision for storage of additional elements as required by national or regional law.
- Addition of an annex to guide technical service approval for storage, retrievability and anti-tampering provisions.
- System recognition of complete data transmissions.
- Deletion of "commercially available tool" and inclusion of "manufacturer specific method to the data retrievability section.
- Requirement for manufacturer to make available information containing information about how the timestamped data can be retrieved and interpreted.
- Requirement that direct access to data be granted to entities entrusted to that information by national or reginal legislation.

SG-DSSAD-02-03 (ICA) Proposed amendments for DSSAD ALKS text
SG-DSSAD-02-04 (ICA) Proposed amendments for DSSAD ALKS text – companion table

Since no representatives from ICA were present, their proposed amendments were not verbally detailed but were considered by the SG as part of the contribution record.

SG-DSSAD-02-05 (China) Proposal for DSSAD for ALKS

China presented their proposed revisions for SG consideration. Specifically:

- Addition of "ALKS" after DSSAD in specifications section.
- Presented a table clarifying their desire to capture ODD exit information/conditions and system deactivations due to driver inattention.
- Event trigger event data for minimum risk manoeuvre, emergency manoeuvre, transition demand, driver control, system deactivation, system failure, crash/near crash. For these trigger events, they also want to a data set containing general info, vehicle status, sensor data, algorithm data, and actuator data.
- In the data format section:
  - o Recommended the removal of "by the manufacturer".
  - o Replace "time stamp" with "Running log data shall enable to determine when and where the interaction occurred,   and the status of ALKS. Event trigger data shall enable to reconstruct the scenario and analyse the reason of the event."
- In the data retrieval section:
  - o Replace "commercially available" with "appropriate".
  - o Removed "timestamped" and added "for LKS" after DSSAD.

SG-DSSAD-02-06 (Germany) Proposed DSSAD for ALKS text

Germany presented their proposed revisions for SG consideration. Specifically:

- Recast elements in terms of event triggers to potentially include the following data elements:
  - o Time stamps
  - o GNSS position
  - o [VIN]
  - o Mode/causing factor
  - o Error codes
- Recommended event triggers are:
  - o Activation/deactivation of the ALKS
  - o Start and end of transition phase
  - o Start and end of minimum risk manoeuvre
  - o Start and end of emergency manoeuvre

- o Driver override
- o [start and end] of driver availability recognition system
- o Failures
- Data format – addition of "date" to time stamp.
- Data storage – added section/revisions:
  - o Specifying that recorded data must not be automatically deleted within a period of 180 days. If storage limits of DSSAD are reached and the aforementioned period not undercut, data storage may be created by erasing data, following the first in first out procedure.
  - o making OTA permissive (may) instead of prescriptive and adding "secured" before "access to the (OTA) interface".
- Data retrievability
  - o added "for authorities" after "The data shall be retrievable",
  - o added "If the main on-board" before "vehicle power supply is not available", and
  - o added reference to UN R94, UN R95 to bracketed "test procedures to be named"
- Recommended the addition of a new section for System diagnosis requiring that the DSSAD store time stamp information regarding:
  - o malfunctions/fault diagnosis,
  - o successful data transmission, and
  - o reasons for unsuccessful data transmissions.
- Proposed definitions for:
  - o *Data Storage for Automated Driving (DSSAD)*
  - o *DSSAD Operational*

SG-DSSAD-02-07 (Japan) Proposed DSSAD for ALKS text

Japan presented their proposed revisions for SG consideration. Specifically:

- Data Elements
  - o Proposed language indicating that a single time stamp may be allowed for multiple events recorded simultaneously.
  - o Added the identification of whether the transition demand is requested by a planned or unplanned event.
  - o Deleted reference to other elements/additional elements including those that might be required at national level.
- Data Format
  - o Removed reference to standardized format
  - o Added a minimum resolution of at least one second.
- Data Storage
  - o Proposed that DSSAD shall store at least [2500 timestamped interactions or 6 months] period of use, whichever comes first.
  - o Removed reference to data storage according to national or regional law.
  - o Specification that DSSAD "shall" be fitted with an embedded hardware, allowing authentication and access to the over the air (OTA) interface.
- Data retrievability
  - o Removed brackets from "commercially available tool or electronic communication interface".
  - o Added "R94/95 or equivalent test procedure" in place of "test procedures to be named".
- Protection against manipulation
  - o Recommended deletion of this section if cybersecurity requirements are incorporated into ALKS.
- Information to the driver
  - o Removed brackets from title of this section
  - o Added "or regional" to the section referencing national law

SG-DSSAD-02-08 (Japan) DSSAD data recording scenario and storage capacity

Japan presented their technical analysis supporting their "2500 timestamped interactions or 6 months" minimum data storage recommendation.

3.   Summary of WG progress/List of action items

Based on the above presentations and text recommendations the SG developed a marked up draft document posted as: EDR-DSSAD-03-16 (Co-Chairs) DSSAD ALKS text SG modified.docx

A copy of this same document with tracked changes accepted and put into UNECE format is posted as EDR-DSSAD-03-16 (Co-Chairs) DSSAD ALKS text SG modified (clean version).docx

These documents were forwarded to the EDR-DSSAD IWG for review and further consideration.