Intelligent Transport Systems and <u>Non-compatible</u> Vehicles

For the consideration of WP29 and the ITS Informal Group

Transmitted by:

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Introduction

In submitting this paper the above named parties welcome the consideration being given to Intelligent Transport Systems (ITS) by the UN-ECE's Inland Transport Committee and its Working Groups.

The potential for ITS to make road systems and the vehicles that use them safer is considerable, even if the term itself still needs a generally agreed definition. The preparatory discussions for the proposed ITS Round Table will help define the scope of WP29's work in this crucial area.

The proposed ITS Round Table

We believe that the proposed ITS Round Table has provided a most helpful focus for the consideration of this crucial subject. The Round Table should greatly assist in developing the understanding of ITS, its potential and its definition. It should provide an important opportunity to consider the ways in which ITS applications can be evaluated and the regulations that will cover their use can be developed and applied. The progress that has been made through the ITS Informal Group in preparing for the Round Table and towards these objectives has been significant.

Powered Two-Wheelers and ITS

As representatives of the motorcycling community we believe that a number of developments currently grouped under the general heading of ITS, have potential to significantly improve road safety. Others will benefit all road users by improving the management of road transport systems.

We accept that many ITS applications will encompass all categories of vehicles and, as such, be of benefit to the owners and users of powered two-wheeled vehicles. We also recognise that some ITS applications will need specific development and adaptation to enable them to be utilised by motorcyclists.

Notwithstanding this we believe that the very nature and dynamics of powered two-wheelers will mean that they might not be able to be directly included in a number of ITS applications. For example, motorcycles have small width and mass, they lean when cornering, are single-track vehicles with little space for the addition of additional equipment.

Recognition of "Non-compatibility"

It is obvious that this situation will also apply to other types or categories of vehicles: for example vehicles of any category that were manufactured before future construction and use regulations require the fitting of specific ITS applications.

We would therefore wish to propose that the United Nations' Economic and Social Commission, through the Inland Transport Committee and its appropriate Working Groups, formally recognizes that there will be vehicles that are not and will not be compatible with certain ITS applications.

The right to access all road systems

The recognition that certain types of vehicles will not be compatible with some ITS applications, requires that the rights of the owners and users of such vehicles be considered.

Technical regulations for vehicle are, in principle, not applied retrospectively. It has been accepted that provided a vehicle continues to comply with the technical requirements that were in force at the time of its manufacture, its owner can continue to use it on public roads.

It is also a general principle that regulations applied to one vehicle category should not result in the owner or user of another category of vehicle being disadvantaged.

The parties to this paper therefore request the relevant United Nations bodies formally to recognize the following principle:

> **That where a vehicle or a category of vehicles are not compatible with an ITS application, it is accepted that the vehicles' incompatibility will not result in its being excluded from any part of the road system that the vehicle currently uses and that in future would utilize that ITS application.**

In conclusion

In concluding this paper we believe that if the designers and developers of ITS applications do not consider the needs of non-compatible vehicles at an early stage in the development of the applications, it is very likely that the consequences and costs of subsequently accommodating non-compatible vehicles will be prohibitive.

If, however, the need for ITS applications to be tolerant of non-compatible vehicles, is recognized at the design stage. Then the likelihood of having an application's use frustrated by a group of road users refusing to be excluded, or alternatively to be utilized at the cost of citizens losing their right to use their chosen mode of transport, will be avoided.

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