

Role and Position (Draft)

ITS Informal Group
November 2003

1. Role

- 1) Short term; Preparation of the Round Table
- 2) Middle term; Study on how to deal with ITS at WP29, including how the organization should be.

2. Understandings for the scope

- 1) At WP29, In-vehicle Intelligent Transport Systems (ITS) are discussed and definition of such systems are on-board systems for safety that utilize information that is received from direct sensing and/or telecommunications via the road infrastructure or other source.
- 2) It is important to emphasize that certain ITS applications use advanced technologies to provide in-vehicle support for reducing the number of crashes and attendant injuries and deaths. Other ITS applications provide in-vehicle information for purposes other than improved safety. Whatever the primary function, both types of ITS applications can have important unintentional influences on safety (positive and negative.)
- 3) Certain areas of systems are expected to be discussed primarily for enhancing safety of the vehicles. They include systems that use advanced technologies for enhancing safety, and that advise/warn, assist, and/or substitute [advise/warn, and/or assist] the driver with the purpose of vehicle functions and performance in driving

3. Position

- 1) The introduction of ITS into market shall not be hindered as far as there are no clear problems on safety.
- 2) For encouraging introduction of ITS, role of governments in the area of safety should be further studied. Such role of governments may include followings.
 - a) If current regulations that are holding back ITS from market, countermeasures should be studied.
 - b) To develop and apply methodologies for assessing the safety impact, estimation of effectiveness and potential safety degradation

- 3) In studying the role of governments, role of industries and other means than regulations on vehicle construction should be considered (ex. civil law, industry's guidelines)
- 4) In particular, it's important to deal with the issues from a view point of HMI.
- 5) An aspect of the driver's responsibility is duly taken into account.
- 6) It is preferable to get a common understanding on the above-mentioned role of governments among contracting parties.
- 7) In the current framework of GRs, some technical issues on ITS can be dealt by more than one GR or cannot be discussed at any of the existing GRs.
