

Report of Two Years Activities in WP29/ITS Informal Group


**UNECE/WP29/ITS Informal Group
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Outline :

- **Activities up to now**
- **Information & exchange of views**
 - **Reports from IHRA-ITS WG**
 - **Reports from OICA, ASV, CLEPA, eSafety**
- **Aspects for treating In-Vehicle ITS for common understandings**
- **Proposal to WP29**
 - **Treatment of In-Vehicle ITS technologies**
 - **Role of ITS Informal Group**
 - **Involving the Groups of Experts (GRs)**

Activities up to now :

- **Background :**
 - Rapid growth of In-Vehicle ITS technologies
 - Necessity of appropriate consideration of safety for proper development and deployment
 - **Established : June 2002**
 - **ITC Round Table : February 2004**
 - Agreed upon continuation of activity
 - **Approval of TOR : November 2004**
 - To develop common understanding of driver assistance systems
 - To exchange information on technology trend
 - To review activity in the second year to WP29
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Information & exchange of views :

• Reports from IHRA-ITS WG :

<Information presentation>

Self-commitment basis guidelines for information presentation systems are seen in ESoP in Europe, AAM Guideline in North America, and JAMA Guideline in Japan.

<Warning>

No rules or guidelines are seen for warning at the moment, and proposal to guide warning systems is expected.

<Control>

In normal driving condition, idea of “Driver in the Loop” can be a good base for common understanding.

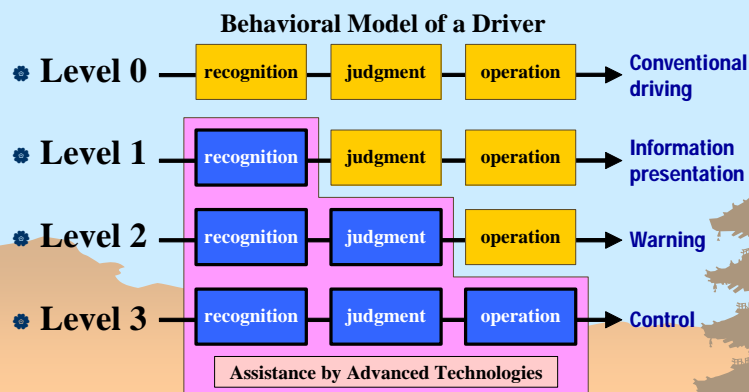


Information & exchange of views :

- Reports from OICA, ASV, CLEPA, eSafety :
 - Through Lane Departure Warning System as an example, necessity of harmonization for warning system was implied.
 - Effectiveness of CMBS and advanced air-bag system in pre-crash driving condition based on new sensing systems were illustrated.
 - Development and deployment of in-vehicle ITS systems and impediment of its penetration was discussed.
 - Collision Mitigation Braking System in pre-crash driving condition was explained.

Aspects for treating In-Vehicle ITS for common understandings :

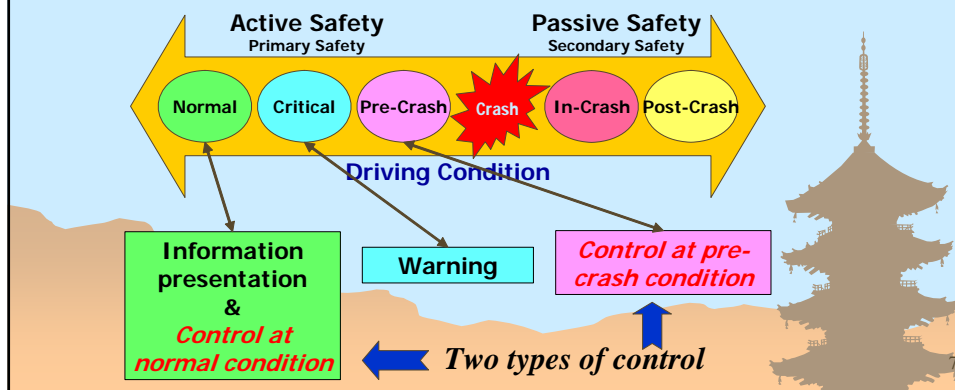
- 1st Aspect : Driver Behavior
 - Recognition assistance ⇒ **Information presentation**
 - Judgment assistance ⇒ **Warning**
 - Operation assistance ⇒ **Control**



Aspects for treatment In-Vehicle ITS for common understandings :

• 2nd Aspect : Sequence of Driving Condition

- Normal driving condition ⇒ **Information presentation & Control**
- Critical driving condition ⇒ **Warning**
- Pre-crash driving condition ⇒ **Control**



< Proposal to WP29 >

Treatment of In-Vehicle ITS technologies:

• **Information presentation :**

- To keep monitoring the situation of self-commitment basis guidelines in each region for a time being

• **Warning :**

- To maintain its cooperation with IHRA-ITS WG for getting the way to treat warning systems including HMI aspect.
- To explore one mechanism for assessing regulatory requirements by involving GRs.

Control :

To have following understanding as a base for future consideration

- Systems should be designed in which driver is always held responsible for his/her driving. For this purpose followings are effective.
 - Installation of auditory or visual announcement devices providing information on the system functioning
- Control systems activated under normal driving condition should be designed based on “Driving in the loop”, where driver should be involved in driving in a way or other. For this purpose followings are effective.
 - Announcement is made when the driving initiative is transferred from system to driver.
 - Driver is kept involved in driving operation. For example, starting initiative should not be given to system.
 - System allows switching on or off by driver
 - System allows overriding by driver
- As for Control systems to reduce collision speed activated under pre-crash condition where collision is no longer avoidable, there is no room for necessity of overriding and driver is not very likely to depend on system.

< Proposal to WP29 >

Role of ITS Informal Group

Endurance :

- It is preferable to maintain ITS Informal Group and to conduct its meeting about once a year, in particular studies on HMI through cooperation with IHRA-ITS WG.

Tasks in the future :

- For fields not covering by existing GRs or on subjects requiring strategic examination
- For deem at WP29 or GRs, or items across GRs for overall management
- For citation of rule making by member country of WP29

< Proposal to WP29 >

Involving Groups of Experts for “Warning”

- One mechanism to avoid difficulties in the future will be to confirm that all new regulatory requirements are assessed against ECE regulation [No121 dealing with Controls and Displays] and the respective best practice guidance on HMI .**
- Chairmen of the working groups may also consider it good practice to submit draft regulatory proposals to the Group of experts on General Safety for a validation check prior to formal submission for voting at WP29. Alternatively, WP29 might ask the chairmen to confirm that texts comply with the regulation.**