

# Brief Review of Activities of WP29/ITS Informal Group

November 16, 2007, Geneva  
UNECE/WP29/ITS Informal Group  
15th Meeting

K. Hiramatsu & M. Shima, Japan

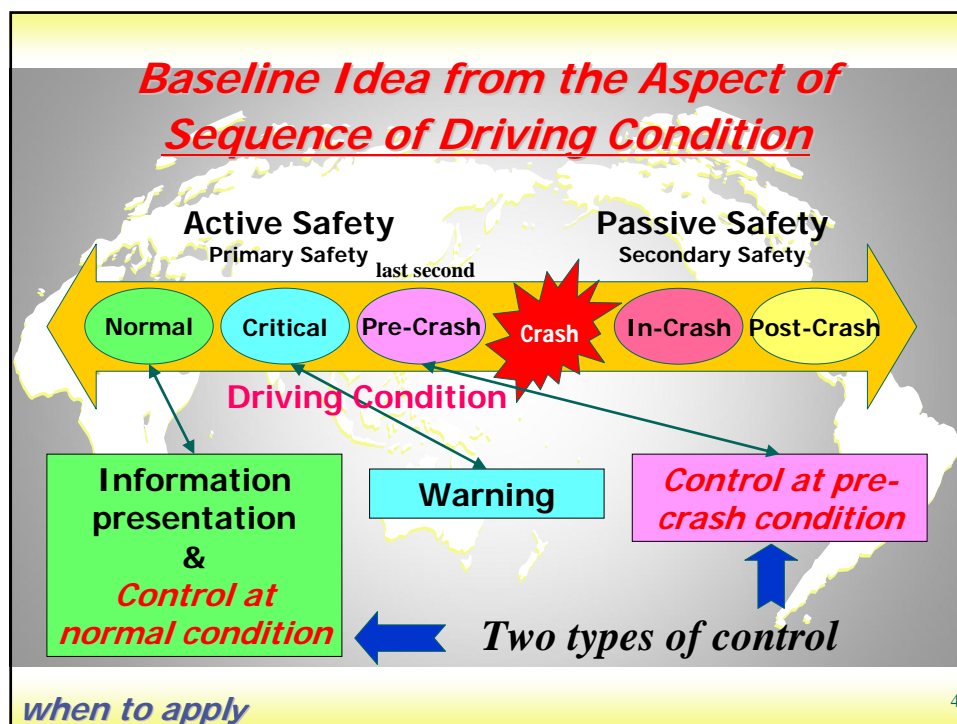
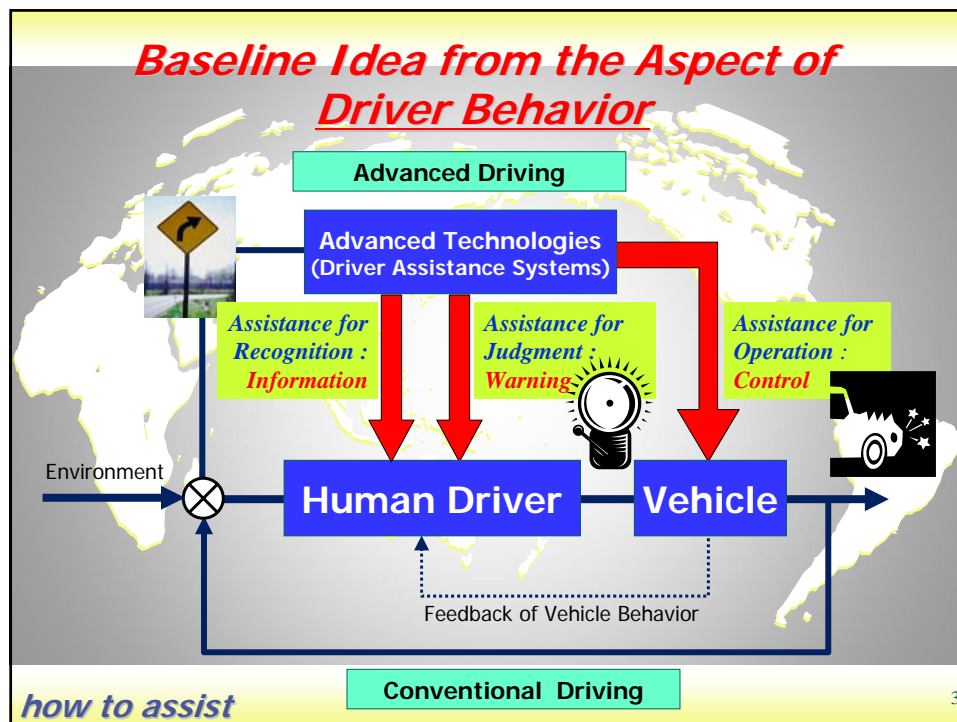
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## Activities up to now :

- 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 of information on technology trend
  - To review activity in the second year to WP29
- Approval of Report of Two Years Activities : March 2007

*what were approved . . .*

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## ***Common Understanding through Exchange of Views :***

Through exchange of views among IHRA-ITS WG, OICA, CLEPA, EU, ASV, we have reached ;

- **<Information>**  
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 are expected.
- **<Control>**  
In normal driving condition, idea of “Driver in the Loop” can be a good base for common understanding.

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## **Treatment of In-Vehicle ITS Technologies :**

- **Information :**
  - 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.

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## ● **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.

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## **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

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## Involving Groups of Experts for "Warning":

- **Compatibility :**

- 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 .

- **Mechanism :**

- 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 WP29. Alternatively, WP29 might ask the chairmen to confirm that texts comply with the regulation.

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***Continued to report from  
IHRA-ITS WG***

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