

**Note of WP29-ITS Informal Group.
19 November 2004.
Palais Des Nations, Geneva.**

The group's Chairman, Mr Wani, welcomed delegates to the 8th meeting and reported on progress since the last meeting in June. He explained that comments on the draft Terms-of-Reference were received from UK, USA and Canada and these had been included within the final version that would be adopted during this meeting. The key aspects were;

- Information exchange on in-vehicle ITS
- Provide information to WP29 on ITS technologies and in-vehicle systems
- Advise WP29 and the Groups of Experts on issues for further consideration at a technical level.

He explained that a very successful joint meeting had been held with the IHRA – ITS group during the ITS world Congress in Nagoya on 22 October. The meeting had focused on joint initiatives and how to work more closely. He also mentioned the role of ISO and that TC204 was an equally important group with which WP29 should forge close ties.

Mr Hiramatsu, representing IHRA, explained to the informal group the issues affecting Human-Machine Interaction and provided statistics from Japanese studies demonstrating the effect that Human factors can have on fatal and serious injuries. He showed a structure of how drivers can be assisted in the driving task: level 1 - information presentation; level 2 - warning; level 3 - control.

He demonstrated by means of block diagrams how these fit together and how information overload needs to be considered as part of the development programme. A hierarchical system of warning was needed and should be integrated with the timing and type of system/warning. For vehicles control, then issues such as convenience and severity reduction were important.

He concluded by setting out IHRA's suggested approach for information exchange.

- Comparison of the EU statement of Principles, AAM Guidelines and JAMA requirements: – for Europe.
- Reporting on Driver distraction research: – for North America
- Driver in the loop concept: – For Japan.

Canada mentioned research which showed that while drivers can adapt to advanced systems, the reaction is not always in the way that system designers expect. For this reason, it is important to ensure proper evaluation of systems and more investigation is needed to develop suitable models upon which basic HMI assumptions can be made.

ISO commented that it was important to understand what is needed and how to warn drivers - and to take account of their response to the warning. ISO is thinking about the possible evaluation of joint highway/vehicle technology solutions. This fitted closely with India's question relating to ITS in countries with developing transport infrastructures. In responding to these points, the Chairman confirmed that the WP29 focus should be with vehicle technology.

Mr Gorzkowski (GRE chairman) suggested that other technology aspects needed careful consideration for HMI – such as, for example, automatic dipping headlamps. He also felt that the range of technologies was increasing and in order to ensure that HMI was properly considered in the regulatory process, then GRs needed guidance on what to consider and how to undertake the assessments.

Turning to institutional issues, Switzerland asked how the legal aspect of in-vehicle systems would be dealt with – especially autonomous vehicle control. IHRA felt that this was one of the key issues to be resolved but that more investigation was needed. The group also learned that the European Commission had research activity underway to consider this in greater detail. The project was known as RESPONSE and it was suggested that a report to the ITS group would help to explain current knowledge and to assist WP29's consideration of issues that arise.

ISO reported on progress with a joint ISO/ITU session to be held at the 2005 Geneva Motor Show from 2-4 March 2005. 11 separate sessions are intended covering issues such as eSafety, eCall, diagnostics, HMI, mobile office, standards, networks, voice recognition. The workshop will include a two hour press conference and conclude with a round table forum.

The group agreed the terms of reference as proposed by the Chairman.

For the next session it was confirmed that a more detailed consideration of Lane Departure Warning systems would be undertaken. The main area of interest was to understand how drivers interpret the signals and to ensure that the road safety benefits were delivered in practice. OICA agreed to consider presenting information on the system recently introduced to Europe at the March session.

For future meetings, the following topics were suggested:

- European initiatives such as eSafety, PREVENT and RESPONSE;
- The ASV programme from Japan; and
- The UK Cooperative vehicle/highway research.

In closing it was reported that Mr Gauvin, currently co-chairman to the informal group, would be standing down. A successor would be proposed at the next meeting following consideration by WP29/AC2. The Chairman thanked Mr Gauvin for his contribution to the group and ITC round table.