

Transmitted by the representative of  
Japan

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# **Brief Review up to Now**

**November 14, 2008, Geneva**  
**UNECE/WP29/ITS Informal Group**  
**16th Meeting**

**M. Shima and K. Hiramatsu**

# Activities so far :

- ⊙ 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(2005 & 2006) Activities : March 2007

*Summay as follows : . . . .*

# Common Understanding :

- ◎ View from Driver Behavior : Assistance Type according to Human Processing
  - Recognition assistance ⇒ Information
  - Judgement assistance ⇒ Warning
  - Operation assistance ⇒ Control
- ◎ View from Driving Sequence : Assistance Type according to Driving Condition
  - Normal driving ⇒ Information & Control
  - Critical driving ⇒ Warning
  - Pre-Crash(last second) driving ⇒ Control

# 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. ⇒ Now ongoing
- 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 “Driver 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.

# Role of ITS Informal Group :

## ◎ Endurance :

- 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

# **Recent Activity of IHRA-ITS WG:**

- **Progress report was provided at the last WP29/ITS Informal Group Meeting in November, 2007.**
- **On July 16 and 17 in 2008, IHRA-ITS WG Meeting was held in London and discussed for revision.**
- **Draft proposal has been finalized as warning statements of principles.**

**Thank you for your Attention !**