

**Notes on the 11th Session of the Informal Group on "ITS"**

**GENEVA, 18th December 2005**

(Transmitted by the representative from Japan\*/)

The meeting was chaired by Mr K. Wani (Japan).

**Agenda item 1: Adoption of the Agenda**

The Agenda in ITS-11-1 was adopted, with change in the order of the presentations.

**Agenda item 2: Adoption of the Notes for the 10th Meeting**

The notes in ITS-11-2 were adopted unchanged

**Agenda item 3: Information and discussion**

1) **CLEPA: "Integrated Safety by pre-crash triggering"**

Dr Yngve Haland of AUTOLIV gave the slide presentation in ITS-11-5.

His presentation was under the title of "Integrated Safety by pre-crash triggering" and mainly covered the use of sensors for active and passive safety during the pre-crash phase. He underlined that sensor reliability is one of the key issue.

**Q&A:**

**Question:** "Is there any Experience in the market place on HMI on "false positive"?"

**Answer** – There is Some experience. But, it Does not seem to be so shocking. For example triggering of pre-tensioner is fully accepted. But it should be carefully evaluated.

**Question:** "Is hard braking assumed to activate in non-reversible situation?"

**Answer-** For us, a crash is a non-reversible situation.

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\*/The note was originally taken by CLEPA

Question. “Mitigation braking as pre-crash equipment. The basic idea is automatic activation to mitigate crash severity and it looks very similar to systems presented by Japan in a former meeting?”

Answer- Yes, it is similar.

## 2) **CANADA: "ITS warnings: Design and performance considerations"**

Mr Peter C. Burns- TRANSPORT CANADA-gave the slide presentation in ITS-11-4

His presentation was under the title of “ITS warnings: Design and performance considerations” and he gave examples of ITS warnings under study. He underlined that the interface design is crucial for ITS warning system effectiveness and that research is still needed to gain a better understanding of warning parameters.

Q&A:

Question: “With regard to the perception response time test, were tests done with other types of obstacles?”

Answer- No

Question: “ In the CAMP programme, is it examples of displays, or these displays are common to several manufacturers?”

Answer- It is just examples.

## **Agenda item 4: Future Schedule**

The Chairman reviewed the draft schedule in ITS-11-3 and, in the absence of any discussion, reminded delegates that the group is always open to suggestions for additional subject presentations.

He also asked for suggestions on how WP29 should act in this area.

M. Yarnold- UK- suggested that issues should also be discussed in GRSP and GRRF, on how avoiding risks for drivers and other road users, without annoying Industry in developing ITS systems. He expects Industry to make presentations and proposals in these two Working Parties.

The Chairman indicated that works of the ITS group will be reported to WP29 at its session of November 2006.

**Agenda item 5: Others**

M. Hyatt- OICA- informed the group that the next ITS World Congress will be held in the UK from 8 to 12 October 2006, at ExCel conference center London.

The annual conference is managed by I T S America, I T S Japan and ERTICO for Europe.

The UK conference is organized for ERTICO by the Dept for Transport, Dept trade and industry, I T S UK, Transport for London and Industry via SMMT.

Call for papers and special sessions are based on the following subjects:

**Metropolitan Mobility**

**Inter-Urban Traffic Management**

- **Integrated (Urban) Traffic Management**
- **Traveler Convenience**
- **Sustainable Logistics**
- **Road User Charging**
- **Motor Sports**

The web site for the conference is: <http://www.itsworldcongress.com/>

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