Notes on the 13th Session of the Informal Group on "ITS"

GENEVA, 23rd June 2006

(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-13-2 was adopted unchanged.

Agenda item 2 : Adoption of the Notes for the 12th Meeting

The notes in ITS-13-1 were adopted unchanged

Agenda item 3 : Information and discussion

3.1   eSafety Initiative – Status and Outlook
        by André Vits – DG INFOSO – European Commission

        The presentation can be found in ITS-13-07

        Mr. Vits gave a status report on:

        - The eSafety Initiative, started in 2002, to promote the use of Information
        Communication Technologies (ICT) to improve Road Safety.

        - The Intelligent Car Initiative, started in 2005, to promote clean, smarter and safer
        vehicles using ICT.

*/The note was originally taken by CLEPA

Q&A:

Question: New technologies penetrate the market rather slowly. How to accelerate?

Answer: By increasing public awareness of the benefit of these technologies. This is one of the objectives of the Intelligent Car Initiative.

Question: But how to do that? Example of different acronyms for the same system which is confusing the consumers. Also, the new products should be mature: if they do not work correctly, the public will not buy them.

Answer: A survey on safety systems has shown that the customers expect the car is safe, they do not wish to know the details. The acronym should become a "notion". Example EuroNCAP.

Question: More information on what is done to raise public awareness?

Answer: A survey with Eurobarometer is being done, with both qualitative and quantitative sides. Results in September 2006.

Question: In our country it is difficult to decide where to spend our resources to develop ITS. A mechanism seems necessary. How in the EC?

Answer: No specific mechanism. Research is under Framework Programmes with a bottom-up approach. Policy steering is rather made via the eSafety Forum.

Question: Does the EC intend to make ESoP mandatory?

Answer: ESoP (latest version soon available on DG INFOSO web site) are only general principles applying to both permanent and mobile devices. Member States national laws could be more specific.

3.2   ASV-3 final report
        By K. Wani – MLIT – Japan

        The presentation can be found in ITS-13-3
        Mr. Wani gave an outline of the final ASV-3 report. The main technical issues are guidelines for introduction of autonomous ASVs and inter-vehicle communication for collision avoidance. Mr. Wani also gave indication on the ASV-4 programme (2006-2010).

Q&A:

Question: Autonomous braking in crash situation. How to define the time?

Answer : See presentation of last year by JARI. See also pages 15, 16 and 17 of ITS-13-3

Question: Mix of fleets (equipped/non equipped) during certain time. How compatible are they? Problem with cooperative type of systems. How to overcome that?

Answer: ASV programme is evaluating these situations searching for a better way. May be avoiding over-depending of drivers to systems is one of important aspect.

Agenda item 4 : Draft report to WP29

Mr. Wani presented the draft report in ITS-13-6. It will be discussed at the next session in November 2006. Participants were invited to send their comments before the end of September 2006.
Hungary presented their document ITS-13-4 on definitions and categorisation of "Intelligent Systems", as a contribution to the report to WP29.

Agenda item 5 : Others

5.1   13th ITS World Congress and Exhibition.

Scheduled from 8th to 12th October 2006 in London. Further information can be found in ITS-13-5
Official website: www.itsworldcongress.com

5.2   The Fully Networked Car Conference and Exhibition

Scheduled for 6 and 7 March 2007 at the Geneva Motor Show. Organised by ITU, IEC and ISO. Documentation was distributed at the meeting. Information available at: www.itu.int/worksem/ict-auto/200703/index.html

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