Transmitted by the representative of Japan

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agenda item 2.3.

(DRAFT)

Notes on the 15th Session of the Informal Group on "ITS"

GENEVA, 16th November 2007

(Transmitted by the representative from Japan*)

The meeting was chaired by Mr I. Yarnold (UK) and M. Shima (Japan).

Agenda item 1 : Adoption of the Agenda

The Agenda in ITS-15-01 was adopted unchanged.

Agenda item 2 : Election of the Chairman

Mr. Shima was approved to co-chair the group based upon the proposal from Mr. Yarnold.

Agenda item 3 : Adoption of the Notes for the 14th Meeting

The notes in ITS-15-08 were adopted unchanged.

Agenda item 4 : Report of the Special Session of "International Harmonization of Safety Regulation on In-Vehicle ITS" in 14th ITS World Congress

Mr. Shima reported with ITS-15-02 the contribution made by the delegation from WP.29 to In-Vehicle Session of the Congress and stated that it had been good opportunity to introduce the activities of WP.29 and the group in such a widely recognized world congress. In addition, referring to the fact that some ITS technologies were already in the market, he emphasized the importance of making progress in international harmonization in terms of in-vehicle ITS through UNECE process.

Agenda item 5 : Progress Report on Draft Warning Guidelines

5.1 Brief review of activities of WP.29/ITS informal group

*/The note was originally taken by Japan.

Dr. Hiramatsu of JARI made a presentation in ITS-15-08 to review the activities of the group since established, for the purpose of facilitating the understanding of the participants the following presentation by Mr. Burns. The presentation recalled the baseline idea and the common understanding on the ITS technologies which had been summarized by the group.

Comments made by participants:

OICA stated that the goal of the primary-safety and secondary-safety was same and thus, both were important for vehicle manufacturers, recognizing that the trends of the ITS technologies were shifting to the primary-safety.

Belgium and Hungary emphasized the importance of linkage between in-vehicle technologies and infrastructures in discussing the ITS, which was followed by the comments of Switzerland stating that the scope of the group was restricted in in-vehicle ITS by its TOR.

Hungary also mentioned that, when discussing the ITS, it should be bearing in mind that the responsibility of a driver should be transferred to systems in the pre-crash situation. OICA and CLEPA gave their views against Hungary's opinion that it was difficult to give general idea as systems were different by vehicle types.

EC stated that they were paying close attention to the work of WP29 in this field and gave information on the package of the safety measures under development by EC, in which the ITS was regarded as one of the important elements for the vehicle safety. The group was informed that the outline of the package of the measures was published in October and seen on the website of EC.

5.2 Progress report on draft Warning Guidelines

Mr. Burns of Canada, a chairman of IHRA-ITS Working Group, gave a presentation on the basic concept of the warning system and the outline of the draft guidelines which was under development in the Working Group.

Q&A

Question: Is it possible for warning systems to change the signals such as pitches, frequency, colors of lamps, etc., if a driver does not respond quickly enough upon warning?

Answer: It is certainly possible. The time scale we are looking at is the last opportunity to avoid crash, so it is needed to go all out and get driver's attention. Prior to that, however, warnings can be started by lower in sound, frequency, or intensity of the lights, and then intensified as the situation becomes more critical.

Question: Is it possible for the systems to combine with such pre-safe systems as breaking, safety-belt activation?

Answer: Yes, it is effective ways so that drivers can respond quickly, which can lower the risk.

Question: Can the head-up display on a windscreen shown in the presentation be an obstacle to drivers' frontal vision?

Answer: It is important point as any warning should not interfere with drivers' ability to avoid crash. Regarding the head-up display shown as an example, drivers can see through it and it is projected to lower position on the windscreen, so it does not obscure the vision.

Question: What is the timeline for the development of the warning guideline?

Answer: Hopefully having the draft report around March.

Question: There are many different situations on traffic, as normal traffic, dense traffic, traffic on a highway, or traffic on narrow lanes, etc. How are those situations addressed?

Answer: The situations crucial for the performance of the warning systems were already identified. What is important is, when the performance of the system is evaluated, to look at all the situations in which speeds, road types, weather conditions, etc. are different.

Agenda item 6 : Planning for the European ITS Congress in Geneva: June 2008

Mr. Yarnold recalled that he and Mr. Wani were invited to make contact with the organization undertaking the necessary arrangements and to hold the session of WP.29's activities and informed that he had already made contact with vehicle manufacturers and component suppliers who would provide speakers for the session. He also mentioned that he would have opportunity to report the summary of activities under WP.29.

Agenda item 7 : Schedule and other business

Mr. Yarnold expressed his intention to hold the next session in March primarily concerning the planning for the European ITS Congress in June.
Mr. Shima informed that at the next session, the group would consider how to deal with the warning guidelines and its connection to the GR activities.

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