Role and Position (Draft)

ITS Informal Group
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1. Role
   1) Short term; Preparation of the Round Table
   2) Middle term; Study on how to deal with ITS at WP29, including how the organization should be.

2. Understandings for the scope
   1) At WP29, In-vehicle Intelligent Transport Systems (ITS) are discussed and definition of such systems are on-board systems for safety that utilize information that is received from direct sensing and/or telecommunications via the road infrastructure or other source.
   
   2) It is important to emphasize that certain ITS applications use advanced technologies to provide in-vehicle support for reducing the number of crashes and attendant injuries and deaths. Other ITS applications provide in-vehicle information for purposes other than improved safety. Whatever the primary function, both types of ITS applications can have important unintentional influences on safety (positive and negative.)
   
   3) Certain areas of systems are expected to be discussed primarily for enhancing safety of the vehicles. They include systems that use advanced technologies for enhancing safety, and that advise/warn, assist, and/or substitute [advise/warn, and/or assist] the driver with the purpose of vehicle functions and performance in driving

3. Position
   1) The introduction of ITS into market shall not be hindered as far as there are no clear problems on safety.
   2) For encouraging introduction of ITS, role of governments in the area of safety should be further studied. Such role of governments may include followings.
      a) If current regulations that are holding back ITS from market, countermeasures should be studied.
      b) To develop and apply methodologies for assessing the safety impact, estimation of effectiveness and potential safety degradation
3) In studying the role of governments, role of industries and other means than regulations on vehicle construction should be considered (ex. civil law, industry's guidelines)
4) In particular, it's important to deal with the issues from a viewpoint of HMI.
5) An aspect of the driver's responsibility is duly taken into account.
6) It is preferable to get a common understanding on the above-mentioned role of governments among contracting parties.
7) In the current framework of GRs, some technical issues on ITS can be dealt by more than one GR or cannot be discussed at any of the existing GRs.