Workshop “Autonomous shipping and inland navigation”
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Automation and ITS
- With examples taken from the broad automotive sector -

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• Background document
• Strategic note
• Road map

⇒ Adopted in 2012
Automated Driving vehicles are expected to contribute to the solutions needed to address the transport related issues:
- Congestion
- Pollution
- CO₂ emissions
- Road safety crisis
Vision – convergence of ADVs and CVs

In the context of the mega trends
- Urbanization: 54% of the world’s population lives in cities. +66% by 2050 (UN DESA)
- Road safety: 1.2 Mio fatalities per year on roads
- Aging population: the number of people older than 60 would surpass one billion within a decade (UN, 2012)
- Digitalization
The challenges

• Autonomous vehicles do not really exist yet - only prototypes and trials, but no mass market product

• The regulatory work is preempting the technology
  ➔ The regulator has to be *moderately proactive* to enable innovation: not too quick, not too slow.

• The subject is highly visible in the media (Communication versus Reality)
  ➔ An « *autopilot* » is actually an « *assistance* » [Technically] and not an « *automation* » [marketing]

Goal:
- Integrate the technologies into the existing transport system,
- ensuring that the benefits of these new technologies can be captured
- We do so without compromising:
  safety and achievements so far (e.g. international transport, trade, interoperability and environmental performance)
Automation - new products and new concepts

This car is a passenger car. May be automated.

Is this a passenger car? or a bus? (less than 9 seats)
Not designed for a driver!
How to assess it for safety?

This is a light duty/goods vehicle.
It does not have a driver
It probably has a remote operator
Does it meet regs. requirements?

This is not really a passenger car
This is not really a quadricycle
How to assess it for safety?

Clarity is needed:
• the technical requirements – especially for safety
• the driver/user interaction and interface design,
• defining the level of technology/autonomous capability.

Solving these issues is crucial for manufacturers, governments and users.
Conventions on Road traffic safety (WP.1)

• The 1968 Vienna Convention was amended. EIF on March 2016.
• The 1949 Geneva Convention could not be amended.

Some more work is ongoing in order to:

(i) Create a “document” containing a set of basic recommendations addressing most pressing issues with regard to the integration of highly and fully automated vehicles in road traffic;

(ii) Commit to continuing development of this document by expanding its scope; and

(iii) First focus the work on elements such as interactions of fully automated vehicle systems with driving environment and with other road users and interactions of the fully automated vehicle systems with their users.
UNECE and Automated Driving – Achievements

• WP.29/GRRF - Active safety

Mandate:
• Review 10 km/h ACSF limitation ✓
• Develop the ACSF requirements ✓
• Interurban journey ✓
• HMI ✓
• Can be overridden ✓
• Can be deactivated ✓
• Also address PTI ✓

Timeline:
• Package 1 (CSF, ACSF Cats A and B1) Completed in 09/2016
• Package 2 (ACSF Cat C and ESF) Completion by 12/2017

Former POTUS said:
«… and if you talk to Larry Page and others their general attitude, understandably, is, “The last thing we want is a bunch of bureaucrats slowing us down as we chase the unicorn out there.”»
Still some work to do on ACSF…

- 5 new Categories of ACSF ✓
- Minimum Sensor Performance (Radar, Lidar, Camera etc.)
- Longitudinal control and protective deceleration ✓ L2
- Minimal Risk Maneuvre ❌
- Driver availability recognition system ❌
- Human Machine Interaction (HMI) ✓ L2
- Transition from manual steering to automatic steering and vice versa ❌
- Data Storage system ❌
- Periodic Technical Inspection (PTI) ❌
- Test requirements for ACSF ✓ L2

☑: Completed, in force
✓: L2, partially / not in force
❌: Not in force
Slower than expected?

After peak hype, self-driving cars enter the disillusionment phase

(According to the Gartner hype cycle)

Other industrial priorities

Level 2+ in the pipeline, according to Intel/Mobileye
(L2+ = L2 + HD maps)

Source: Wired

Source: youtube channel Mobileye
Level 3-5: Ideas currently discussed

- Certification system compatible with existing TA or Self Certification – maybe little / no impact on registration
- Real world test drive
- High workload – high number of scenarios \(\Rightarrow\) simulation (validation?)
Cyber security

Advocacy groups presented the following cases to WP.29

They also raised the concern of data protection

- Malicious or fraudulent activities
- Fully legal activities but not in the interest of the consumers
- (Related to privacy, which is mentioned in the Universal Declaration of Human Rights)
First outcome:
Guideline on Cyber Security and Data Protection

Guideline adopted by WP.29 in March 2017

It contains:

– Definitions

– Data protection requirements, e.g.:
  • Everyone’s right for privacy and communications shall be respected
  • Privacy «by design» and «by default»

– Cyber Security and Safety requirements, e.g.
  • Avoid fraudulent manipulation
  • Detect fraudulent manipulation by a cyber-attack, inform driver
  • Secure software updates

– Verifiable through independent authorized audit.
The Task Force on Cyber Security and OTA

- Initiated in November 2016, by WP.29,
- Reporting to the IWG on ITS/AD,
- The group includes trade bodies, industry and governments

The aims of the group are to:
- Define requirements for addressing cyber threats
- Define requirements for software update management with respect to safety type approval
- Define guidance or measures for how to achieve this
- Address the effect of OTA on cyber security and the overall Type Approval system (Potential challenge for administration of vehicle “in use”)

- Aim to deliver these in 2018 to WP.29
  - The output may then be adopted as a UN Regulation possible linked to a Resolution (dynamic)

- Recommendations are being drafted on Cyber security and on OTA issues
THANK YOU VERY MUCH
FOR YOUR ATTENTION

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