

Draft Proposal of Terms of Reference of the Informal
Working Group on ITS (IWG on ITS)

I Introduction

- In response to the rapid progress of advanced technologies such as intelligent and connected road vehicles, the Informal Working Group on Intelligent Transport Systems (ITS-IWG) was established under WP.29 in 2002 as a forum to discuss the influence of these technologies on road vehicle regulation. In the first phase from 2002 to 2013, the group mainly focused on driver assistance technologies, hosted roundtable discussions to deepen common understanding, and studied such issues as:
 - Driver in-the-loop,
 - Guidelines on high priority/safety critical warnings, and
 - Guidelines on ADAS.
- As the market for driver assistance technologies developed, the main concern shifted to automated driving. In response, ITS-IWG was reorganized into ITS/AD-IWG to assist WP.29 with its thinking on related issues. In this second phase from 2014 to 2018, the group:
 - Established Security guidelines,
 - Defined the main concepts of automated driving, and
 - Established the Cyber and Software security Task Force.
- However, following agreement in WP.29 concerning the transition of GRRF and the establishing of GRVA in 2018, the ITS/AD-IWG was dissolved.
- Nonetheless, recognising that ITS involves a wide spectrum of technologies including information and communication, ITS is anticipated to continue to form an integral part of road vehicles moving forward. It is necessary, therefore, to monitor carefully the influence of ITS on road vehicles and for WP.29 to retain a forum to exchange opinions and discuss issues, not least so as to be able to demonstrate to other UNECE bodies that WP.29 is engaged in the subject. In this context, an agreement was reached at the 176th session of WP.29 in November 2018 to resume the ITS-IWG activities as an informal group (Phase 3: 2018 and later).

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- Based on the above, the definition (role) and scope of ITS-IWG will be as follows in the future.

II. Definition (role) of this IWG

- WP.29 is the World Forum for the harmonization of road vehicle technical regulation on safety and environmental protection. However, advanced technologies such as information and telecommunications have progressed dramatically in recent years, and the environmental issues surrounding road vehicles have greatly expanded. Accordingly, it is becoming increasingly important for all automotive stakeholders to collaborate and coordinate with the new and emerging areas of expertise in diverse fields such as ICT, telecommunication, advanced software and infrastructure to address the strategic issues affecting road transport.
- The ITS-IWG role is to support WP.29 in ensuring that in-vehicle technologies and future ITS are progressed as an integral element of road vehicle technology. The IWG will track the progress of ITS going forward and create the discussion forum within WP.29 to exchange opinions, taking into account how road vehicle ITS relates to traffic law, while also considering the potential links to other UNECE fora.
- It is anticipated that regulations on in-vehicle ITS technologies will involve many technical fields and, in turn, a number of GRs within the WP.29 structure. For this reason, the ITS-IWG will consider providing guidance to each GR on cross-cutting issues as necessary, in conjunction with WP.29.

III. Scope

- As road vehicle and user needs for information and telecommunication technologies increases so their relationships with other vehicles (VtoV), infrastructure (VtoI), pedestrians and other road users (VtoX) becomes increasingly important. Accordingly, WP.29, through the ITS-IWG, will exchange opinions externally and promote a society in which road vehicles are connected through communication networks.
- Recognizing that information and communication technologies are affecting countless fields across communities, the exchange of opinions and discussion should take into account emerging concepts such as MaaS (Mobility as a Service), and promote the effective coordination between different transport

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modes such as railway, maritime and aviation so as to ensure that the development of vehicle regulations is consistent with the emerging trend towards smart cities.

- It is desirable to seek a common understanding between the governments and other stakeholders on connectivity between means of transport, by exchanging opinions, etc.

IV. Timeline

- Approval process
 - / March 2019 Submission of draft ToR to WP.29 177th Session
 - / June 2019 Formal approval of ToR and future plan
- Exchange of views : Information from ITU and IRF
 - / March 2020 Information from ITU
 - / June 2020 Information from IRF
- Timeline/schedule will be further developed as 2019 progresses and confirmed in November 2019.

V. Rules of procedure

- The following rules of procedure describe the functioning principles of the informal working group.
 - (a) Following the Rules of Procedure of WP.29. Chapter 1, Rule 1, the IWG is open to all experts from any country or organization of WP.29 and its subsidiary bodies.
 - (b) Two Co-Chairs (Japan and United Kingdom) will manage the IWG.
 - (c) The working language of the IWG will be English.
 - (d) All documents and/or proposals shall be submitted to the Co-Chairs of the Group in a suitable electronic format, preferably in line with the UNECE guidelines, in advance of the meetings. The Group may refuse to discuss any item or proposal which has not been circulated five working days in advance of the scheduled meetings.
 - (e) The IWG shall meet at least once a year in conjunction with the WP.29 sessions, presuming the availability of meeting rooms. Additional meetings will be organised on demand.
 - (f) An agenda and related documents will be circulated to all members of the informal working group in advance of all scheduled meetings.
 - (g) The work process will be developed by consensus. When consensus

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cannot be reached, the Co-Chairs of the informal group shall present the different points of view to WP.29. The Co-Chairs may seek guidance from WP.29 as appropriate.

- (h) The progress of the informal group will be routinely reported to WP.29 orally or with an informal document by the Co-Chairs.
- (i) All documents shall be distributed in digital format. The UNECE website shall be used for this purpose.

VI. References

- Terms of Reference of WP.29/ITS Informal Group: Annex B in Informal document No. ITS-13-6 (13th session of ITS, 23 June 2006).
- Guidelines on establishing requirements for high-priority warning signals: Annex III in Reports of World Forum for Harmonization of Vehicle Regulations on its 154th session (July 2011).
- Design Principles for Control Systems of Advanced Driver Assistance System (ADAS): Annex 5 in Consolidated Resolution on the Construction of Vehicles (R.E.3) (January 2014).
- Terms of Reference of the informal working group on ITS/Automated Driving (IWG on ITS/AD): Annex III in Reports of World Forum for Harmonization of Vehicle Regulations on its 165th session (March 2015).
- Guideline on cybersecurity and data protection: Annex 6 in Consolidated Resolution on the Construction of Vehicles (R.E.3) (June 2017).
- Reference document with definitions of Automated Driving under WP.29 and the General Principles for developing a UN Regulation on automated vehicles: ECE/TRANS/WP.29/1140 (April 2018).