

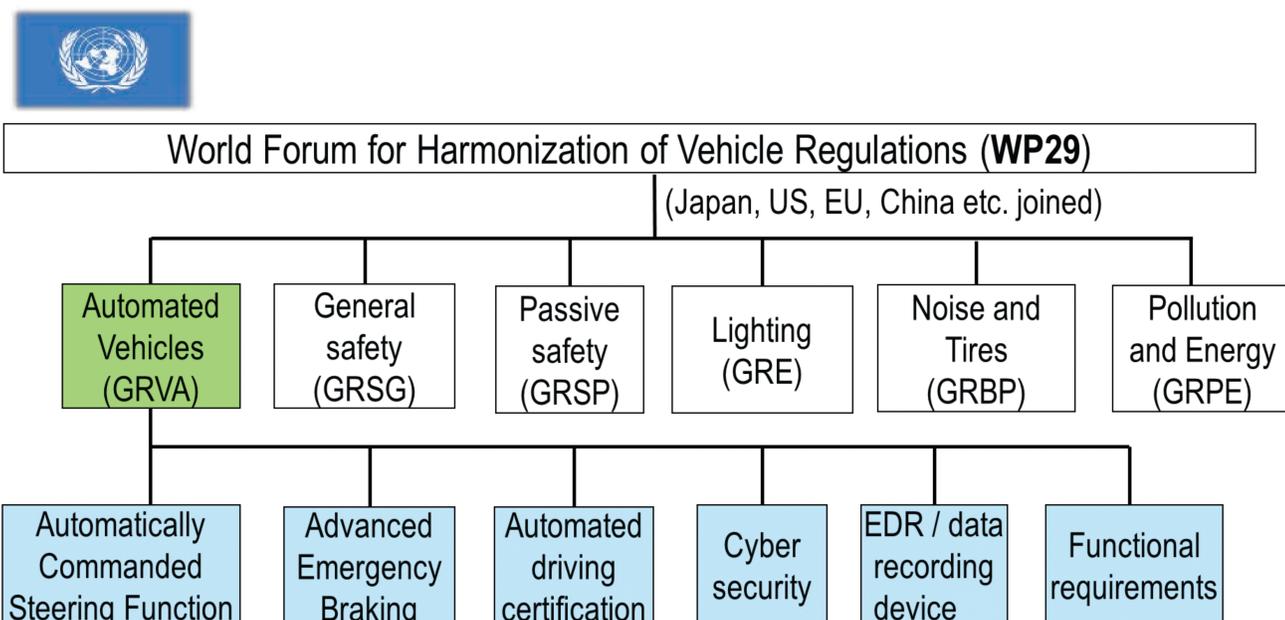


Efforts to Realize Automated Driving by Road Transport Bureau, MLIT (Part1)

International Regulations for Automated & Connected Vehicles

- At the UNECE WP.29, international regulations for automated & connected driving are discussed.
- Regarding automatic steering which comprises the core technology of automated & connected driving, rulemaking work is steadily in progress, with a regulation on lane keeping coming into effect last October and a regulation on lane change passing this March.
- Further, WP.29 goes forward for the establishment of international regulations for automated & connected driving, including a regulation on automatic braking of passenger cars and specific requirements for cyber security measures.

System of deliberation on international regulations for automated & connected driving technology



Examples of international regulations for automated & connected driving

<Regulations already adopted>

Level 2:

- Automatic parking (Remote control parking) <ACSF Category A>
- Automatic steering with hands posed on the wheel (Lane keeping/Lane change) <ACSF Category B1,C>

Automatic parking

From Nissan Motor website From BMW website

Lane keeping (Level 2)

From Honda Motor website From LEXUS website

Lane change

From LEXUS website

<Regulations under examination>

Level 3:

- Automatic steering with hands not posed on the wheel (Lane keeping/Lane change) <ACSF Category B2>
- Monitoring the driver (HMI)

Lane keeping (Level 3)

From LEXUS website

Monitoring the driver

From Hino Motors website

Cyber Security



Common to all levels:

- Cyber Security