

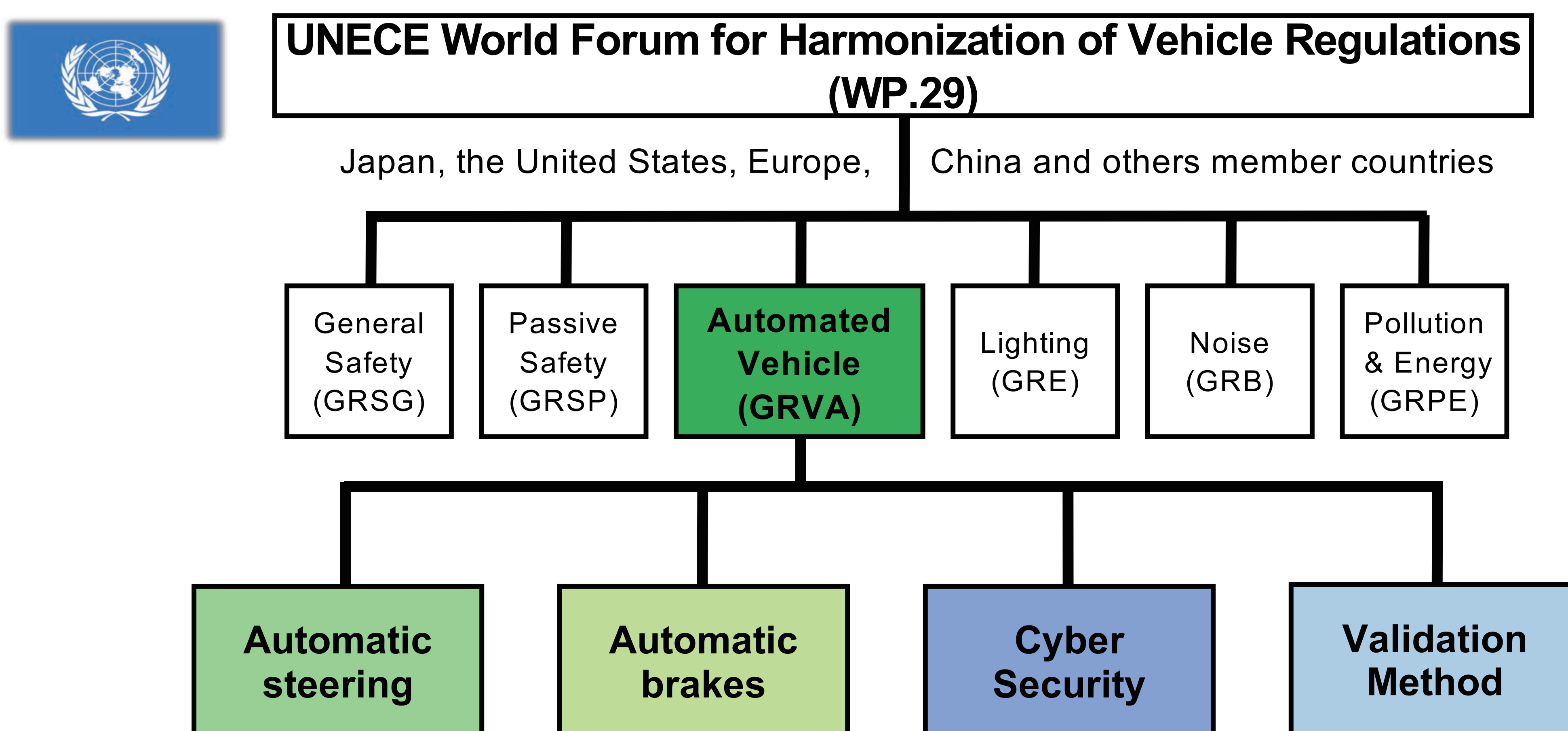
Contribution of International Regulations for Automated & Connected Vehicles by MLIT



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>

<Regulations under examination>

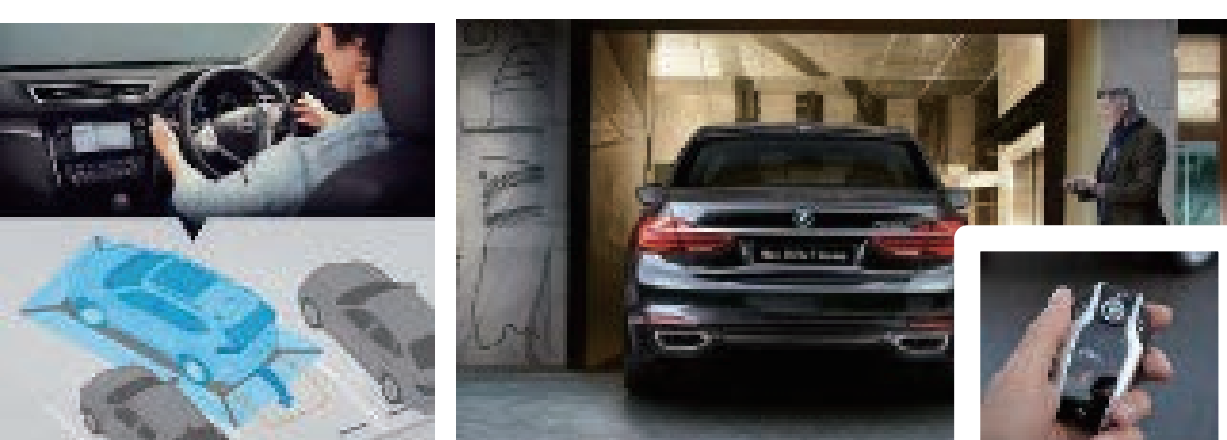
Level 3:

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

Common to all levels:

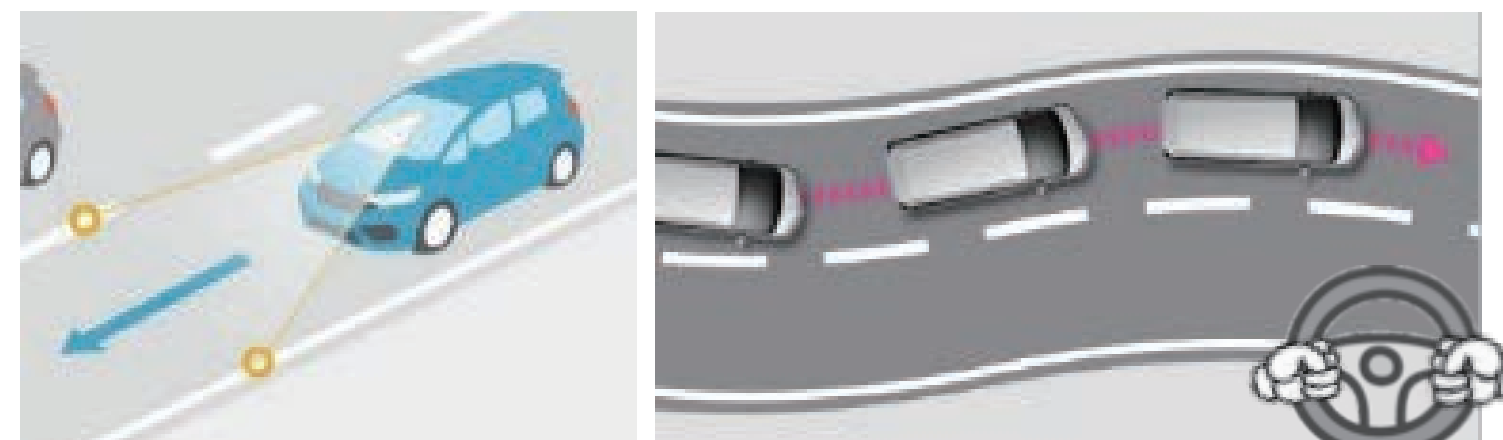
- Cyber Security

Automatic parking



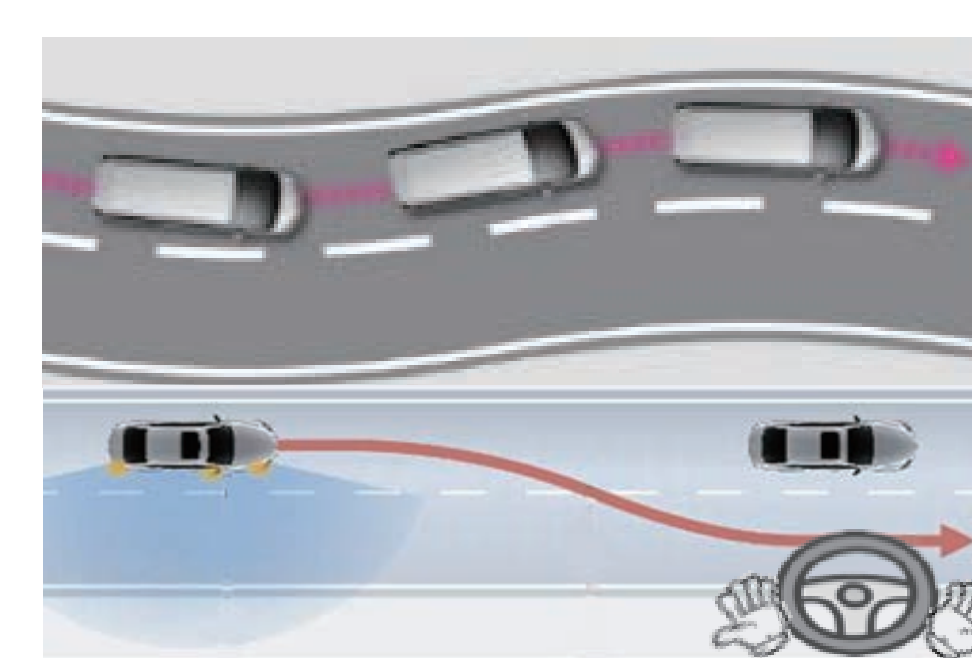
From Nissan Motor website From BMW website

Lane keeping (Hands on)



From Honda Motor website From LEXUS website

Lane keeping (Hands off)



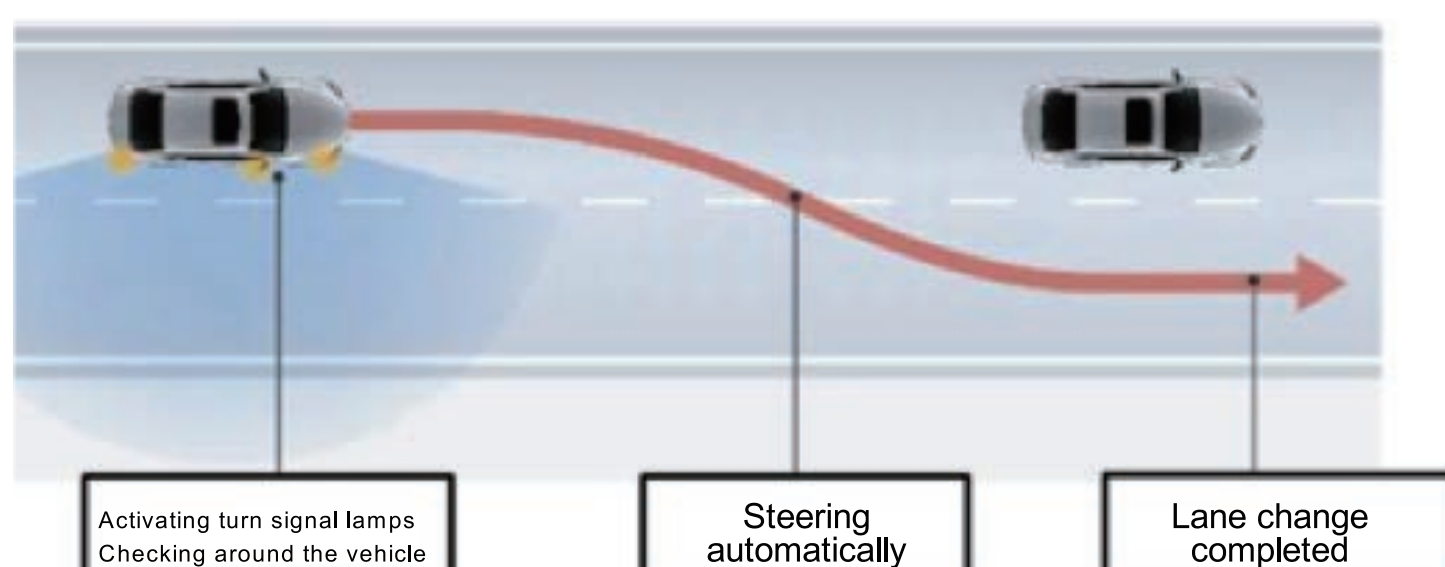
From LEXUS website

Monitoring the driver



From Hino Motors website

Lane change



From LEXUS website

Cyber Security

