

Summary of SIP-adus Project (FY2016)

Name of the Project

Field Operational Tests toward Achieving Level 3/4 and Investigation toward Commercialization

Responsible Organization

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Object of the Project

There are five deeply interrelated issues from the perspective of achieving automated driving systems. They are (1) Dynamic map, (2) Human Machine Interface (HMI), (3) Information security, (4) Reduction of pedestrian-vehicle collisions, and (5) Next-generation urban transport. Each of these goals must be materialized, and organization must be completed for commercial feasibility and validation-related issues, details such as which items to validate and the scale of the validations, and any necessary preparations. In light of these issues, actual field test locations must be selected, field test stakeholders must be identified, and a field test schedule including preparations must be established. Scheduled announcements about the field operational tests must also be planned to improve social acceptability and promote international coordination.

Project Summary

1. Materialization of goals for the five validation areas, and organization of issues related to commercial feasibility and validations
Outlines were prepared for the existing SIP organization and each initiative, and goals and issues were established through consultation with each of the 5 area leaders.
2. Organization of validation details and necessary preparations
The roles of each organization were clarified ahead of field test implementation and operation, and tasks were organized for completion by field operational test implementers in each validation area, and for completion by the test executive secretariat managing the overall tests.
3. Selection of field test locations
Locations for the field operational tests were selected based on the second opinion summary report and third investigation review of the large field operational test planning taskforce, existing SIP-related findings from the past, and outcomes from consultations with relevant government ministries and agencies.
4. Identification of field operational test stakeholders
Stakeholders were identified and sorted into either "ordinary roads" or "highways" for each validation area based on the selected locations, and the positioning and other status of those stakeholders were organized.
5. Establishment of field operational test schedule
In light of the above, an overall schedule and field operational test schedules for each validation area were developed. Since of these five areas, the dynamic map, HMI and information security areas require participants, documents were created for participant recruitment requirements and participant applications.
6. Establishment of field operational test announcement schedule
A schedule of advertising and announcements required for each validation area were developed based on the actual field operational tests in each validation area and the overall schedule. In addition to the field operational test advertising and announcements, a schedule of events was developed to improve social acceptability.

Future Plan

- Due to delays in coordinating with relevant authorities, the implementation schedules have not been finalized for the three validation areas of dynamic map, HMI and next-generation urban transport. These schedules must be finalized prior to deciding the field operational test assignees for next fiscal year.
- We can assume that prior to implementation, consultations and coordination may be required with local governments and other relevant authorities along the routes.