



Efforts of Road Transport Bureau, MLIT For the Realization of Automated Driving

Development of System

Overview of International Regulations Consideration System

Japan is leading discussions on each item under consideration as Co-Chair or Vice-Chair.

World Forum for Harmonization of Vehicle Regulations (WP29)

Automated Vehicle

- Advanced Emergency Braking Systems
- Validation Methods for Automated Driving
- Cyber security / OTA
- EDR / DSSAD
- Functional Requirements for Automated Vehicles

Partial amendment of the Road Transport Vehicle Act

Amendment from "system that assumes driving by driver" to "system that assumes driving by system".

- Automated driving systems were added to devices covered by the safety standards (enforced in April 2020).
- A system for licensing the wireless update of relevant software was established (enforced in November 2020).

Automated Driving Vehicle (level3) Approval

Private Vehicles

In November 2020, the world's first model designation was implemented as a Level 3 Automated Driving Vehicle.



- camera
- radar
- LIDAR



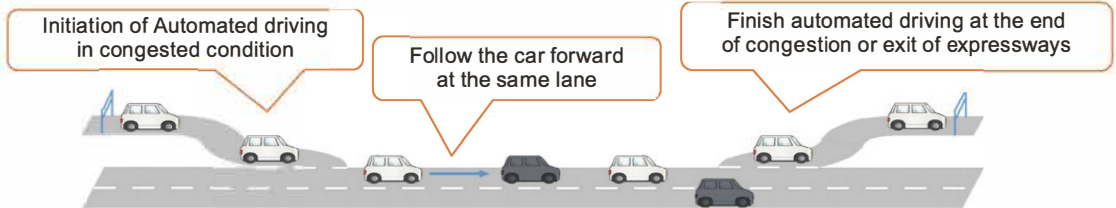
[Major Operating Design Domain]

- National expressways, urban expressways.
- The speed must be less than 30 km/h before the automatic driving device starts to operate and about 50 km/h or less after it starts to operate.

International standards related to automated driving technology

Standards developed in June 2020

Lane keep on expressways under 60 km/h (Level 3, passenger vehicles only)



Revised in November 2021

Expansion of applicable vehicle models : Passenger vehicles only

⇒ applicable all passenger vehicles, buses and trucks



Summary of amendments agreed in June 2022

- ① Expansion of limited speed
Under 60 km/h ⇒ **Under 130km/h**
 - ② Addition of lane change function
Lane keep only
- ⇒ **Lane change available**
(only passenger vehicles, etc.)