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| ITU Logo | INTERNATIONAL TELECOMMUNICATION UNION**TELECOMMUNICATIONSTANDARDIZATION SECTOR**STUDY PERIOD 2017-2020 | FGAI4AD-O-005R1 |
| **Focus Group on AI for Autonomous and Assisted driving** |
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| **OUTPUT DOCUMENT** |
| **Source:** | Chairman FG-AI4AD |
| **Title:** | Initial agreed work programme (deliverables) of FG-AI4AD |
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| **Keywords** | FG-AI4AD; Technical Report |
| **Abstract:** | This document provides an updated list of initial deliverables to be developed by FG-AI4AD`, as agreed during its third meeting (e-meeting, 16-17 September 2020). |

This document provides the updated list of initial deliverables to be developed by FG‑AI4AD as agreed during its third meeting (e-meeting, 16-17 September 2020) and published as [FGAI4AD-I-056](https://extranet.itu.int/sites/itu-t/focusgroups/ai4ad/_layouts/15/WopiFrame.aspx?sourcedoc=%7B4D36E448-8626-4AFF-9AF8-5D3AC2C3FA9B%7D&file=FGAI4AD-I-056.docx&action=default).

The titles were updated to improve their consistency, as follows:

*TR01: “Automated driving safety data protocol – Specification”*

*TR02: “Automated driving safety data protocol – Public safety benefits of continual monitoring”*

*TR03: “Automated driving safety data protocol – Practical demonstrators”*

The titles and scoped are found in the table below:

| **#** | **Title** | **Scope** |
| --- | --- | --- |
| **1** | **TR01:** “Draft Technical Report on automated driving safety data protocol – Specification”**Editor**: (TBD) | The scope of the document covers the definition of the minimum data required from the autonomous or assisted driving system for the purposes of a safety evaluation of behavioural performance.It will describe the data model and communication protocol to be implemented by the automated driving software to publish key performance metrics in a standardised format. The subscriber of the data will be a safety evaluation software module that will use these metrics within a standardised behavioural performance algorithm.The technical report will describe the implementation of the protocol within different software and hardware environments as well as communication across local, private and public networks.The algorithms of the safety evaluation software module are out of scope and will be covered by a separate technical report. |
| **2** | **TR02:** “Draft Technical Report on automated driving safety data protocol – Public safety benefits of continual monitoring”.**Editor**: Ms Nynke Vellinga (University of Groningen) | The scope of this Technical Report covers the public safety benefits of Automated Driving Safety Data Protocol and the specific approach to the continual monitoring of driving behaviour exhibited by autonomous and assisted driving systems in the real-world.It will describe the public’s justified expectations of performance of these systems, the benefits of risk-based evaluation and the expected impact on public liability. |
| **3** | **TR03:** “Draft Technical Report on automated driving safety data protocol – Practical demonstrators”.**Editor**: Mr Matthew O'Kelly (trustworthy ai) | The scope of the document covers the practical application of Automated Driving Safety Data Protocol.It will describe the demonstrator architectures, system configurations and results of practical testing in both physical and virtual environments.It will highlight any performance limitations when processing locally onboard the vehicle.It will highlight any performance limitations when communicating data remotely for edge or cloud processing.It will include reference to the algorithms of the safety evaluation software module used within the practical demonstrator. However, the detail of the algorithms of the safety evaluation software module are out of scope and will be covered by a separate technical report. |

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