

Participation Rules for advanced PTPS Field Operational Test

These participation rules (hereafter referred to as "these Rules") define rights and obligations related to an advanced PTPS field operational test (hereafter referred to as the "Field Operational Test") among the SIP Large-scale Field Operational Test Operation Executive Secretariat (hereafter referred to as the "Secretariat"), the operational field test contractor (hereafter referred to as the "Contractor"), and a test participant (hereafter referred to as " participant "). Before participating in this Field Operational Test, the participant must read the full text of these Rules and agree to them.

Article 1 Objective

By defining the matters necessary for ensuring mutual cooperation in carrying out the field operational test between the Contractor and the participant, these Rules are intended to ensure that the Field Operational Test is properly and smoothly executed.

Article 2 Mutual Cooperation

The Secretariat, the Contractor, and the participant agree to cooperate with each other in carrying out the Field Operational Test.

Article 3 Administrative Procedure

- 1) If administrative procedures accompanying the installation of instruments, etc., or consultation or negotiation with the managers of other public facilities are necessary in order to carry out the Field Operational Test in accordance with these Rules, such procedures, consultation, and negotiation shall as a rule be carried out by the party that manages said instruments, etc.
- 2) If a procedure requires cooperation from a party other than the party that manages said instruments, etc., this matter shall be negotiated between the Executive Secretariat and the participant in order to obtain the necessary cooperation.

Article 4 Assignment of responsibilities and expense allocation related to the field operational test)

- 1) The participant agrees to develop a vehicle operation plan for the test and operate/manage its test vehicles during testing.
 - 2) The participant agrees to collect data related to vehicle operation and cooperate with the Contractor in its analysis and evaluation.
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- 3) The vehicles and advanced PTPS on-board devices to be used in the Field Operational Test shall be provided at the participant's expense.
 - 4) All expenses related to collecting log data of a roadside unit shall be borne by the Contractor.
 - 5) Additionally, the allocation of detailed expenses shall be in accordance with *Table: Responsibility assignment and expense allocation (role assignment)*. Any expenses not listed in said table shall be allocated upon mutual consultation among the Contractor, and the participant.

Table: Responsibility assignment and expense allocation (role assignment)

Responsibility assignment	Anticipated expenses	Expense allocation		
		Secretariat	Contractor	Participant
Test vehicle and advanced PTPS on-board device preparation	Vehicle and advanced PTPS on-board devices preparation expenses	—	—	✓
Vehicle driver preparation	Driver labor cost	—	—	✓
Vehicle traveling data collection	Test operation expenses (including fuel expenses for vehicles)	—	—	✓
Infrastructure data collection	Expenses for collecting log data of a roadside unit	—	✓	—
Vehicle traveling Data aggregation	Expenses for aggregating collected data	—	—	✓
Infrastructure Data aggregation	Expenses for aggregating collected data	—	✓	—
Test vehicle movement management	Expenses for operating movement management system	✓	—	—
	Expenses for installing movement management system	—	—	✓

Article 5 Description of the Field Operational Test

-) The Field Operational Test is designed to validate the speediness of ART with advanced PTPS.
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Article 6 Test Vehicle Driving Locations

- 1) The test participant will be allowed to drive autonomous vehicles within the specified public road segments in order to validate the matters described in the preceding article.
- 2) The test participant shall drive the vehicles using the method specified in the driving plan that has been submitted to the Secretariat.
- 3) The test participant will not be allowed to drive autonomous vehicles for purposes other than that described in the preceding paragraph.
- 4) The Contractor may specify part of the driving route or how the vehicle should be driven.

Article 7 Test vehicles

- 1) Test vehicles must meet the safety standards for road vehicles (1951 Ministerial Ordinance No. 67 from the Ministry of Transport). (Includes vehicles that are approved as special exemptions by the director of the Regional Transport Bureau as specified in Section 1, Article 55 of said ordinance or by the Minister of Land, Infrastructure, Transport and Tourism as specified in Section 4, Article 56.)
- 2) Since this test is intended to validate the speediness of ART with advanced PTPS , test vehicles must be buses. The automated driving level of the participating vehicles is not relevant.
- 3) The vehicle must have a license plate and be allowed to travel on public roads.
- 4) If a vehicle equipped with a new automated-driving system is to be used for this test, the participant must in advance test the vehicle on a facility such as a proving ground to ensure that it can be driven safely.
- 5) The test vehicle must clearly indicate system switching, such as issuing an alarm when automated driving is starting or ending.
- 6) If it is detected that the automated driving system has reached or is about to reach its functional limit, or if a system failure is detected, the system must ask the driver to take control of vehicle operation with a sufficiently advance warning. If the driver does not or cannot transfer the driving operation, the system must bring the vehicle safely to a stop.

Article 8 Test vehicle drivers

- 1) Test vehicles shall be driven only by drivers who have been provided by the participant.
 - 2) The test drivers described in the preceding paragraph shall follow the *Guidelines for Testing Automated Driving Systems on Public Roads* (hereafter referred to as the "Guidelines") and, regardless of whether the automated driving functions of the test vehicle will be used and regardless of the automated driving level that will be used, must agree to the content of the Guidelines and notes related to testing.
 - 3) The test drivers shall satisfy conditions listed below:
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- Drivers must have a driver's license for operating ordinary motor vehicles and have at least three years driving experience.
 - Drivers must thoroughly understand the framework and characteristics of the automated driving system of the test vehicle and be proficient in taking emergency actions for the test vehicle. (Education and training must be provided, as needed.)
 - Drivers must be able to cooperate in questionnaire-based surveys, etc., following field operational tests.
 - Drivers must be capable of fulfilling the legal obligations of drivers and always be aware of the responsibilities of driver should a traffic accident, etc. occur.
- 4) Drivers must be capable of reliably taking the necessary actions following an accident or during an emergency, such as giving the highest priority to aiding the victims and afterward, notifying the police, etc. of the situation.
 - 5) Additionally, drivers must be capable of fulfilling their obligations as drivers, including taking the necessary actions following an accident and abiding by traffic regulations.

Article 9 Safe Management of Test Vehicles

- 1) The participant must safely manage its test vehicles and strive to prevent traffic accidents, etc.
 - 2) The Executive Secretariat shall assume no responsibility whatsoever for any traffic accidents, etc. caused by the participant during the Field Operational Test.
 - 3) Test vehicles must record and save the various types of data according to the Guidelines in order to enable a follow-up examination of any traffic accidents or traffic violations that may occur during testing.
 - 4) The various types of data collected by sensors related to the test vehicle and the sensors' operational states must be recorded and saved for use in post-accident analysis, etc. if necessary.
 - 5) When conducting a field operational test in the automated driving mode, test participants must endeavor to ensure safety by following the *Guidelines for Testing Automated Driving Systems on Public Roads* issued by the National Police Agency.
 - 7) The Contractor shall monitor test vehicles intended to safe management, using the cloud-based movement management system. The participant agrees to register its test vehicles in said system and allow them to be monitored.
 - 8) Appropriate safety measures, such as driving another vehicle alongside the test vehicle, must be implemented.
 - 9) A drive recorder, event recorder, etc., that will record the conditions surrounding the test vehicle and its status, must be installed in the test vehicle. (It is desirable to record not only the conditions ahead of the vehicle, but also those behind and inside the vehicle.)
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- 10) During a field operational test, the test vehicle must have two occupants, one of whom is responsible for monitoring the system status. As a safety measure during actual field operational tests, two people (the driver and a system monitor) will ride in the vehicle, and a structure must be used that enables the system monitor to monitor the system status and carry out the necessary operations, should an emergency situation occur.
 - 11) The driver must be seated in the driver's seat so that s/he can constantly monitor the surrounding road conditions and take the necessary action should an emergency situation occur.
 - 12) Issues with which all parties involved must be familiar, such as procedures for handling emergency situations, communication structure, etc., must be documented and made known to all.
 - 13) In addition to mandatory vehicle liability insurance, the participant must take out voluntary automobile insurance that satisfies the various items and insured value described in the appendix. Note that the cost of automobile insurance shall be borne by the participant.

Article 10 (Items to be Submitted in Advance)

- 1) The required items must be entered in the driving plan form provided by the Contractor, and the filled-out form must then be submitted to the Contractor by the specified date.
- 2) If the content of the driving plan changes after its submission, the participant must promptly submit the details of the change to the Contractor.

Article 11 Test Reporting

- 1) Unless there are special reasons to the contrary, the participant agrees to submit a test report and data by the date specified by the Operation Executive Secretariat, in accordance with details to be specified separately.
- 2) The report should also describe any data problems discovered during the test.
- 3) The Executive Secretariat may send questionnaire-based surveys to the participant and its drivers or inquire about the test results. The participant agrees to respond such requests unless there are special reasons to the contrary.

Article 12 Provision of Test Data to Third Parties

In order to evaluate test results, the Contractor may disclose the driving data from tests and other investigation results to companies subcontracted to perform analysis work or related organizations.

Article 13 Public Disclosure or Distribution of Results

- 1) The Secretarist and the Contractor shall be permitted to statistically process the collected test data, in a manner that does not identify individual vehicles or individual participants, and to publicly disclose or distribute the processed results as the results of the Field Operational Test.
- 3) The participant must obtain a permission by the Contractor when disclosing the test data or outcomes publicly.

Article 14 Patent Application

If the Contractor and the participant develop an invention based on the results of the Field Operational Test and wish to apply for a patent for said invention, all parties shall negotiate the details in good faith.

Article 15 Compensation for Damage and Loss

- 1) Any loss incurred by the Contractor or the participant as a result of implementing the Field Operational Test shall be ameliorated by the participant, except when the Contractor is responsible for said loss. If loss is incurred by a third party due to a cause attributable to the participant, the test participant shall at its sole expense take a necessary measure, such as compensating for the loss.
- 2) Should a complaint be received from a third party in relation to the implementation of the Field Operational Test, the Contractor and the participant shall consult each other and the participant shall, as a rule, take the necessary measure, except in urgent cases. The expense incurred for taking the measure shall be borne by the participant, except when the Contractor is responsible for the complaint.
- 3) If a test instrument, etc. is damaged in an accident caused by a third party, a demand for restitution shall be issued to the third party by the party managing said instrument, etc.

Article 16 Asset Ownership

Assets, such as testing instruments, etc., that have been installed in accordance with these Rules, shall belong to the party that purchased them.

Article 17 Field Operational Test Period

Period of the field operational test should be one week which should be finalized by the end of November, in year 2018.

Article 18 Suspension of Participation in the Field Operational Test

- 1) If the participant wishes to suspend its participation in the Field Operational Test, it may do so based on negotiation with the Contractor. Once suspended, the participant cannot resume participation in the Field Operational Test.
- 2) During implementation of the field operational test, if any of the conditions listed below becomes applicable to the participant, the Contractor may ask the participant to immediately suspend the test.
 - (1) All or some of the items described in the application form turn out to be false.
 - (2) The test participant no longer satisfies the requirements for participating in the Field Operational Test.
 - (3) The test participant turns out to have a relationship with antisocial forces.
 - (4) The Operation Executive Secretariat determines for any reason that participation in the Field Operational Test by the test participant is no longer appropriate.

Article 19 Changes to the Rules

If it becomes necessary to change the details of these Rules, the Executive Secretariat shall change them and obtain the participant's agreement on the changed rules.

Article 20 Cooperation

- 1) As a rule, the participant must attend various meetings to be held as needed by the Secretariat or the Contractor, such as participant briefings, progress report meetings, and information-sharing sessions.
- 2) The Contractor and the participant agree to cooperate in the filming of PR images for the field operational tests.

Article 21 Confidentiality

- 1) The Contractor must not disclose any information learned while evaluating the vehicles owned by the participant to outsiders, except for the purpose of evaluating test results.
- 2) The participant must not disclose any secondary information it may obtain, other than test results, etc., to outsiders.

Article 22 Other

Any matter not stipulated in these Rules or any dispute arising with respect to any provision of these Rules shall be set forth or resolved upon mutual consultation among the Executive Secretariat, the Contractor, and the participant.
