

Submitted by the Chair of GRVA  
Based upon Document WP.29/175/29  
of the EU and Japan

Identified priority topics for  
automated /connected vehicles  
only

Title	Activity	Allocation to	Time horizon for starting work	Proposed timing in the EU and Japan	Main target
Functional Requirements for automated/autonomous vehicles	new	GRVA	Nov-18	【Japan】 take into consideration of the discussion at GRVA September 【EU】 in September 2018	Automated/autonomous vehicles (with levels of automation 3, 4 and 5)
New assessment/test method	new	GRVA	Nov-18		
Cyber security	new	GRVA	Nov-18	【Japan】 in 2018 【EU】 in 2018	Conventional & automated/autonomous vehicles
Over-the-Air updates	new	GRVA	Nov-18	【Japan】 tbd 【EU】 tbd	Conventional & automated/autonomous vehicles
Event Data Recorders (EDR)	existing	GRSG	pursue	【Japan】 tbd 【EU】 tbd	Conventional & automated/autonomous
Data Storage System for AD (DSSAD)	new	GRSG	Mar-19	【Japan】 tbd 【EU】 in 2018 - take into consideration of the discussion at ACSF IWG	Automated/autonomous (with levels of automation 3, 4 and 5)
Longitudinal control (ACC, preventive braking)*	new	GRVA	Mar-19	<del>【Japan】 tbd</del> <del>【EU】 take into consideration of the discussion at ACSF IWG</del>	<del>Automated/autonomous vehicles (with levels of automation 3, 4 and 5)</del>
Driver availability recognition*	new	GRVA	Mar-19	<del>【Japan】 in 2018</del> <del>【EU】 in 2018</del>	<del>Automated/autonomous vehicles (with levels of automation 3, 4 and 5)</del>
Advanced Emergency Braking Systems (AEBS)	existing	GRVA	pursue	<del>【Japan】 after adoption of the new UN Regulation</del> <del>【EU】 possibly in parallel with the UN regulation</del>	<del>Conventional vehicles</del>

Lane Keeping Assist Systems (LKAS)	existing	GRVA	pursue	<del>{Japan} tbd</del> <del>{EU} tbd</del>	Conventional vehicles
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Comments

Should cover the functional requirements for the combination of the different functions for driving: longitudinal control (**acceleration, braking, road speed**), lateral control (**lane discipline**), environment monitoring (**headway, side, rear**), **minimum risk manoeuvre, transition demand, HMI (internal and external)** and driver monitoring.

Separate testing (i.e. by system/component)? Whole vehicle testing?  
Virtual or real testing?

**Multi-pillar concept: Audit/simulation/electronic system compliance/digital identity, test track, real world driving evaluation**

Work of Task Force on Cyber Security (CS) ongoing

Draft recommendations on legislative approach & Draft Regulation provided to GRVA - September 18.

Work of Task Force on Over-the-Air (OTA) updates ongoing

Draft recommendations on legislative approach & Draft Regulation delivered to GRVA - September 2018

Existing systems - as road safety measure (e.g. accident recoding)

Systems to be developed for autonomous vehicles (e.g. accident recoding)  
take into consideration of the discussion at GRRF/ACSF IWG

~~Not regulated for conventional vehicles, except for Heavy Duty Vehicles (HDV).~~

~~Potentially also of interest for conventional vehicles in the future?  
take into consideration of the discussion at GRRF/ACSF IWG~~

~~take into consideration of the discussion at GRRF/ACSF IWG~~

~~Some work done on truck & bus collisions against moving and stationary obstacles (see UN Reg 131). Activity~~

~~WP29 already adopted an amendment to UN Regulation 79 in March 2017.~~

~~Possibility to transform into GTR, if other CPs intend regulating too~~