

Submitted by the European Commission

Informal document **WP.29-182-18**
182nd WP.29 10-12 November 2020
Agenda item 2.3

Proposal for amendments to the Framework Document on Automated/ autonomous Vehicles (Revision 2)

The World Forum for Harmonization of Vehicle Regulations (WP.29) adopted ECE/TRANS/WP.29/2019/34/Rev.2 at its 179th session.

The Administrative Committee for the Coordination of Work (AC.2) met informally and virtually on 28 May 2020 and reviewed the progress made on the project listed in the Revision 2 of the Framework Document on Automated/autonomous Vehicles (FDVA).

The table below reflects the comments send by the Informal Working Group on Event Data Recorder / Data Storage System for Automated Driving prior to the meeting as well as the assessment provided by AC.2 during that meeting on the activities listed in the Annex in FDAV.

Table 1
Detailed WP.29 work priorities related to automated/autonomous vehicles **for 2021**

Title	Description of work / ECE/TRANS/WP.29/2019/2	Corresponding principles/elements	Allocation to	Main targets	Activities		Deliverable/ Deadline for submission to WP29
					Current activities	Future Activities	
Functional Requirements for automated/ autonomous vehicles)	This work item should cover the functional requirements for the combination of the different functions for driving: longitudinal control (acceleration, braking and road speed), lateral control (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. This work item should also cover the requirements for Functional Safety.	a. System safety b. Failsafe Response c. HMI /Operator information d. OEDR (Functional Requirements)	GRVA/ ACSF informal group New group?	Automated / Autonomous vehicles	ACSF /ALKS Functional requirements for Lane Keeping systems of SAE levels 3/4 (New UN Regulation for contracting parties to the 1958 Agreement)	Functional requirements for AD Motorway applications (amendment to include higher speed and lane change in the UN Regulation on Automated Lane Keeping Systems currently limited to 60 km/h)	March-June 2020 Done 2021 March 2020 Survey - done Details - ongoing. <u>When do we get the common functional requirements? March 2021?</u> Identification of high-level performance requirements for ADS ? Identification of mandatory manufacturer descriptions of ADS?
New assessment /	Multi-pillar concept: Audit, simulation, electronic	<u>a. System safety (including CEL)</u>	GRVA/	Automated / Autonomous		<u>The test and assessment method -for Motorway</u>	<u>June 2021</u> March 2020

Based on ECE/TRANS/WP.29/2019/34/Rev.2

Commented [LA(1)]: We are late on the schedule. We should receive a clear target from FRV on what to expect and when.

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					Current activities	Future Activities	
Data Storage System for Automated Driving vehicles (DSSAD)	DSSAD are for autonomous vehicles (e.g. accident recoding). This work item should take into consideration of the discussion at GRVA and its Informal Working Group on Automatically Commended Steering Function (IWG on ACSF). Clear objectives, deadline and the identification of differences with EDR to be determined first before discussion on detailed data information.	i. EDR/DSSAD	First: GRVA Later: GRSG (in coordination with GRVA) New EDR/DSSAD informal group	Automated / Autonomous vehicles		<p>Clear objectives, deadline and the identification of differences with EDR</p> <p>DSSAD requirements for Lane Keeping systems of SAE levels 3/4 as New UN Regulation for contracting parties to the 1958 Agreement</p> <p>Review of the existing national / regional activities and a proposed way forward for DSSAD</p> <p>DSSAD requirements for AD Motorway applications (as part of the ALKS regulation)</p>	<p>November 2019 Done</p> <p>March 2020 Done</p> <p>March 2020 Overview of existing activities and of the positions of the CP's on a proposed way forward submitted. An agreed proposal on a way forward on behalf of the IWG expected June 2021. June 2021</p> <p>June 2021</p>
Event Data Recorder (EDR)	Existing systems - as road safety measure (e.g. accident recoding).	i. EDR/DSSAD	GRSG New EDR/DSSAD informal group	Conventional and Automated / Autonomous vehicles		<p>Clear objectives, deadline and the identification of differences with DSSAD</p> <p>Review of the existing national / regional activities and a proposed way forward for EDR</p> <p>Technical requirements on</p>	<p>November 2019 Done</p> <p>March 2020 Overview of the existing activities and of the positions of the CP's on a proposed way forward submitted. An agreed proposal on a way forward on behalf of the IWG expected June 2021.</p>

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						<p>EDR <u>for conventional vehicles-</u></p> <p><u>Technical requirements on EDR for AD Motorway applications</u></p>	<p>November-March 2021-2020</p> <p>Still aiming to submit a proposal to GRSG July session to be forwarded to WP.29 November 2020 session. (In addition, an informal doc. will be developed Q3 to remove brackets and slightly amend the original document).</p> <p><u>June 2021</u></p>