

## **Proposal for establishing a new Informal Working Group on Advanced Emergency Braking Systems for Heavy Duty Vehicles (HDV)**

(Note: The terms of reference below are not based on those of the IWG on AEBS/LDWS.)

### **I. Proposal**

#### **A. Terms of Reference**

1. The Informal Working Group (IWG) shall develop a draft regulatory proposal to revise UN-Regulation No. 131 with the aim to adapt the Regulation to the state of the art technology and to align it with new concepts which were developed for Advanced Emergency Braking Systems (AEBS) for M<sub>1</sub> and N<sub>1</sub> vehicles (UN-Regulation No.152).
2. In particular the IWG shall address the following issues:
  - a. Assess the accident situation for heavy duty vehicles in regions where UN Regulation No. 131 is presently applied, looking at the effectiveness of the current performance requirements, differentiated between M<sub>2</sub>/N<sub>2</sub>-vehicles and M<sub>3</sub>/N<sub>3</sub>-vehicles.
  - b. Define state of the art performance requirements, especially for collisions involving stationary vehicles and/or objects, based on the results from the action item above.
  - c. Review the values for the target speed reduction for M<sub>2</sub> and N<sub>2</sub> vehicles (as requested in Annex 3 of UN-Regulation No. 131) before November 2021.
  - d. Incorporate new concepts from UN-Regulation No.152 on AEBS for M<sub>1</sub> and N<sub>1</sub> vehicles (e.g. definition of requirements for a range of parameters), as far as possible.
3. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
4. The IWG should take into account existing data, research and voluntary standards available in the contracting parties in developing its proposals.
5. Text shall, to the fullest extent possible, be performance based and technology neutral.
6. The IWG shall deliver the complete regulatory text for AEBS for heavy duty vehicle requirements as revision of UN-Regulation No. 131 for the February 2022 session of GRVA.

#### **B. Rules of Procedure**

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Two Co-Chairs and a Secretary will manage the IWG.
3. The Co-Chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The

group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.

6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the group shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

## II. Justification

1. Germany has a strong interest in improving road safety in general and especially considers AEBS for heavy duty vehicles making a significant contribution in this regard.
2. Over the past years Germany has therefore conducted extensive national research regarding the effectiveness and performance of AEBS for heavy duty vehicles and evaluated the current state of the technology. The final report of the Federal Highway Research Institute is publically available<sup>1</sup> (currently in German language only).
3. In particular based on the outcomes of the national research project, Germany continues to see a great potential to improve vehicle and road safety by increasing the performance of AEBS for heavy duty vehicles.
4. An initial review of the current technical requirements in UN-Regulation No. 131 was presented by Germany as proposal at GRVA in September 2018 (documents ECE/TRANS/WP.29/GRVA/2018/4, GRVA-01-30 and GRVA-01-31). At the time during the session, several Contracting Parties expressed their general interest to join deeper expert discussions.
5. Germany took the lead in this work stream and invited interested stakeholders to several virtual and physical meetings. Unfortunately, hardly any progress was made within the group, since many interested stakeholders raised the issue of not being able to prioritize this work within their organization or participate in these meetings, due to the status of the group. It was therefore suggested to request GRVA for a clear directive in order to continue activities with an official mandate.
6. Since Germany is furthermore convinced an improvement of the performance requirements of AEBS for heavy duty vehicles (as they are currently requested in UN-Regulation No. 131) is technically possible and an utmost important step to increase road safety in general, Germany proposes to establish a dedicated Informal Working Group with a determined scope of work and time frame. Additionally, Germany also believes the timing is right to enhance the commenced activities, since the gained knowledge and experience from the IWG on AEBS for passenger cars whilst developing UN-Regulation No. 152 regarding new concepts of writing Regulations, could be taken into account to improve the robustness of AEBS for heavy duty vehicles.

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<sup>1</sup> [https://www.bast.de/BASSt\\_2017/DE/Publikationen/Berichte/unterreihe-f/2020-2019/fl33.html](https://www.bast.de/BASSt_2017/DE/Publikationen/Berichte/unterreihe-f/2020-2019/fl33.html)