Proposal for amendments to the Annex in ECE/TRANS/WP.29/2019/34/Rev.2

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

| *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 safetyb. Failsafe Responsec. HMI /Operator informationd. OEDR (Functional Requirements)e. Operational Design Domain | GRVA/FRAV informal group | Automated / Autonomous vehicles | Identification and definition of high-level performance requirements for ADSHigh-level definition of safety of ADS and mandatory manufacturer description of ADS | Specification of common functional requirements for Level 3 and Level 4 motorway application (1958 and 1998 Agreements)Specification of common functional requirements for Level 3 and Level 4 urban application (1958 and 1998 Agreements) | March 2021March 2021September 2021September 2022 |
| New assessment / Test method | Multi-pillar concept: Audit, simulation, electronic system compliance, digital identity, test track, real world driving evaluation., in-use monitoring, use of scenarios. | d. OEDR (Assessment Method) f. Validation for System Safety (including CEL) | GRVA/VMAD informal group | Automated / Autonomous vehicles | Description of New assessment /Test method (NATM) process/procedures for the assessment of an ADS | Description of NATM for Level 3 and Level 4 motorway application (1958 and 1998 Agreements)Description of NATM for Level 3 and Level 4 urban application (1958 and 1998 Agreements) | March 2021September 2021 September 2022 |
| Cyber security and (Over-the-Air) Software updates  | Work of Task Force on Cyber Security and (OTA) software updates (TF CS/OTA) ongoing.Draft recommendations on the approach (based on draft technical requirements). | g. Cybersecurityh. Software Updates | GRVACyber/software update informal group  | Conventional and Automated / Autonomous vehicles | Review and definition of draft set of technical requirements for 1998 CPs | Any future activities? | November 2021  |
| 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)EDR/DSSAD informal group | Automated / Autonomous vehicles | Review of the existing national / regional activities and a proposed way forward for DSSAD | Common functional DSSAD requirements for Level 3 and Level 4 applications (1958 and 1998 Agreements) | November 2021 June 2022 |
| Event Data Recorder (EDR) | Existing systems - as road safety measure (e.g. accident recoding). | i. EDR/DSSAD | GRSGEDR/DSSAD informal group | Conventional and Automated / Autonomous vehicles | Technical requirements on EDR (New UN-Regulation for Contracting Parties to the 1958 Agreement) | Review of the existing national /regional activities and a proposed way forward for EDR (1958 and 1998 Agreements) | March 2021 March 2023  |