

BACK TO A SUSTAINABLE FUTURE



INLAND TRANSPORT COMMITTEE



UNECE

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Agenda item 17

Current activities regarding Automated Driving Systems

Francois E. Guichard
UNECE

Current WP.29 activities regarding Automated Driving Systems

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Framework document for automated vehicles



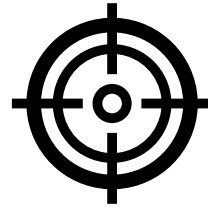
Authors



Adopted in June 2019

Revision tabled for formal adoption on November 2021 by WP.29

See: [ECE/TRANS/WP.29/2021/151](https://www.unece.org/transport/working-papers/2021/151)



Purpose

Guides WP.29's groups

Programme management

(Management tool used by WP.29)



Highlights

Safety vision

Key safety elements

timeline

➔ Input from the GRs concerning potential activities on automated vehicles can be submitted to AC.2

Outline of the Framework document

Safety Vision

“An automated/autonomous vehicle shall not cause any non-tolerable risk”, meaning that automated/autonomous vehicle systems, under their automated mode ([ODD/OD]), shall not cause any traffic accidents resulting in injury or death that are reasonably foreseeable and preventable.

Key issues and principles considered as a priority

A	System Safety
B	Failsafe Response
C	Human Machine Interface (HMI) /Operator information
D	Object Event Detection and Response (OEDR)
E	Operational Design Domain (ODD/OD) (automated mode)
F	Validation for System Safety
G	Cybersecurity
H	Software Updates
I	Event data recorder (EDR) and Data Storage System for Automated Driving vehicles (DSSAD)



Current status of the Framework Document

- Reference document: ECE/TRANS/WP.29/2021/151 – EDR part

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	
	determined first before discussion on detailed data information.						
Event Data Recorder (EDR)	Existing systems - as road safety measure (e.g. accident recoding).	i. EDR/DSSAD	GRSG In coordinati- on with GRVA EDR/DSS AD informal group	Conventional and Automated / Autonomous vehicles	Complete EDR Performance Elements for 1958/1998 Contracting Parties Corrections/ amendments to existing EDR regulation [and ADS data elements for ALKS] ¹	WP29 guidelines on EDR Performance Elements for ADS EDR Step 2: Consideration of additional technical requirements to current UN Regulation regarding trucks and buses	July 2021 [March 2022] November 2022 March 2023

Highlights from the June 2021 session of WP.29

- See ECE/TRANS/WP.29/1159, para. 68

4. Working Party on Automated/Autonomous and Connected Vehicles (GRVA) (Tenth session, 25-28 May 2021) (agenda item 3.6.4)

64. The GRVA Chair reported on the results achieved by GRVA during its special (tenth) session (for details, see the reports of the sessions ECE/TRANS/WP.29/GRVA/10).

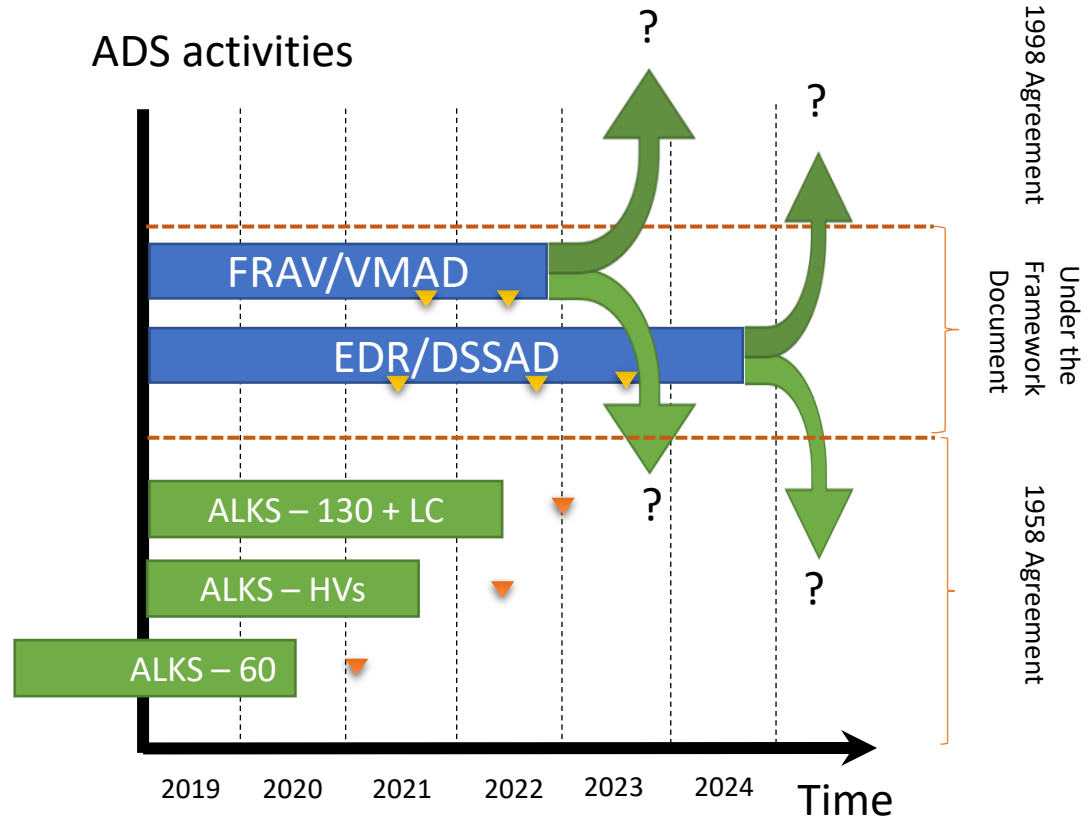
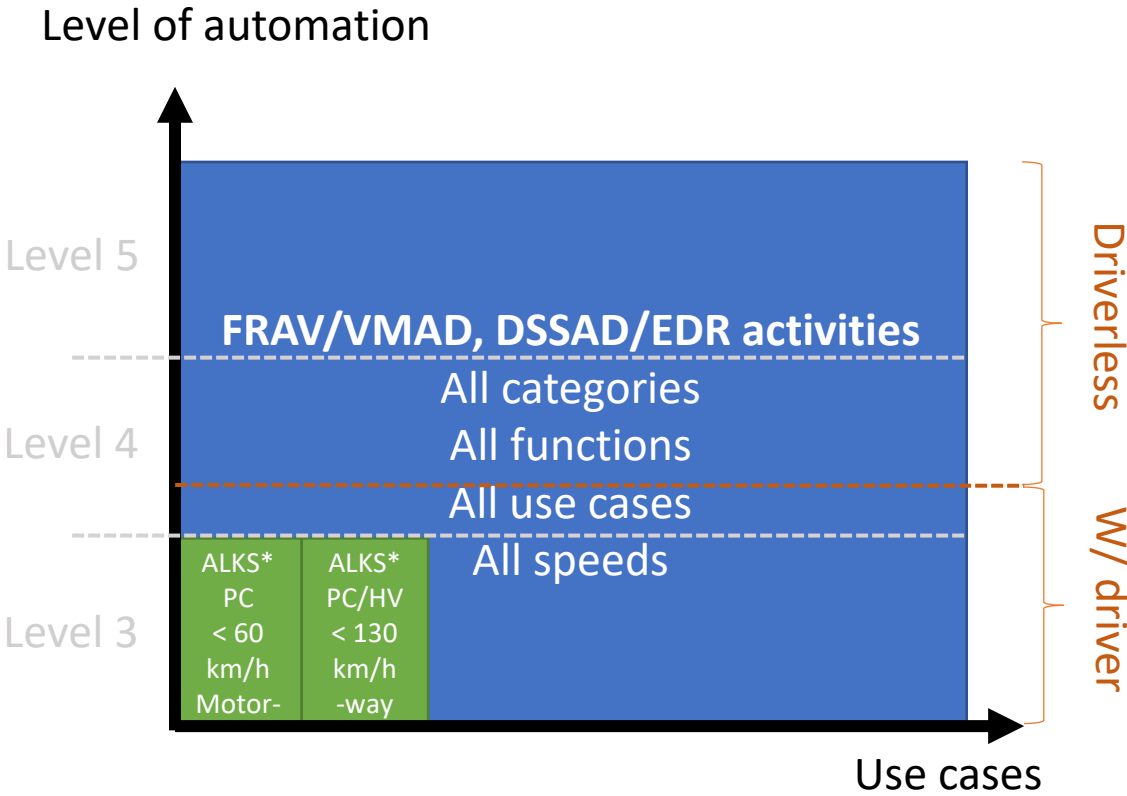
65. He reported on the progress of the GRVA working groups on automation with the objective to submit proposals for guidelines for automated/autonomous vehicles in 2022.

66. The representative of OICA explained that some contracting parties were initiating regulatory activities having relevance for automated driverless shuttles and that others were launching regulatory activities on Artificial Intelligence. He proposed that WP.29 reflects on the harmonization of these matters.

67. The representative of France made a distinction between activities related to the performance of automated driving addressed by the IWG on FRAV and activities related to the vehicle category to reflect such shuttles.

68. The Chair of GRSG recalled that GRSG already exchanged views on the definition of a vehicle category for shuttles.

Scope and timeline estimation



* ALKS is a Level 3 ADS with a very narrow ODD