Progress report from the Special Interest Group on UN Regulation 157
Meetings of the group

- Fifteen meetings held

Goal: Adopt informal document in 13th GRVA to amend working document at 187th WP.29

All meeting documents of the group can be found here
Remaining items addressed by UN R157 SIG

- Scope and requirement for lane change capability for systems operating above 60km/h
- Provisions for intentional lane crossing and evasive lane crossing
- Additional DSSAD element for lane change
- Transitional provisions
- Final review of testing annex
- Further clarification of text
Systems operating above 60 km/h must have the capability to perform an minimum risk manoeuvre lane change

- This does not mean that it has to always perform an MRM LC just that should have the ability

A regular lane change to be limited to $M_1$ & $N_1$

- Desire to gain experience with light-duty and review requirements with respect to heavy-duty
Provisions for lane crossing

• System can cross lane markings for:
  • Lane change procedure
  • Emergency manoeuvre
  • Forming emergency corridor
  • Driving around obstruction in the lane

• Provisions for evasive lane crossing as drafted

• Avoiding obstructions:
  • No more than 1m
  • <1.0 m/s² lateral acceleration
  • Sufficient distance between other road users and road boundaries
• Lane change procedure only stored when associated with EDR trigger, emergency manoeuvre, and aborted lane change
• Aborted lane change occurrence flag included along with those for lane crossing
Transitional provisions

- From 1 September 2023 approvals shall be to the 01 Series
- Original Series to be accepted until 1 September 2024
• Changes to the boundaries for the traffic conditions (e.g. free flow, light, heavy)
• Reduction in the repetition of the scenario:
  • Lane changing performed by the system -> Merging at lane end -> Heavily congested traffic
• Appendix on “guidance to determine the difficulty of the test” moved to the correct annex.
Other modifications

- Clarification of the expected response for a collision
- Approval marking requirement for systems capable of lane change
- Manual activation of direction indicator to initial transition demand
  - It is allowed to make sure that the driver is in a suitable position to respond to the transition demand
  - Expectation is to improve this provision
- ‘Vehicle’ definition to cover address vehicle combinations
  - This should be taken as appropriate when approving systems
Potential future activities

- Production of interpretation document
- Improvements to the information document
- Clarifications of provisions (e.g. changing control strategy)
- Alignment with developments across GRVA
Thank you for your attention.