

Proposal for establishing a new Task Force on Automated Driving Systems (TF ADS)

I. Background

1. As established in the Framework Document¹, GRVA started in 2018 to develop several legislative elements for vehicle automation:

- 1) Functional Requirements for Automated/Autonomous Vehicles (FRAV)
- 2) Validation Methods for Automated/Autonomous Driving (VMAD)
- 3) Requirement for Cyber Security and Software updates (CS/OTA)
- 4) Requirements for data storage (EDR and DSSAD)

Items 3 and 4 (EDR) have been mostly completed and resulted in harmonised guidelines and UN Regulations. Item 4 (DSSAD) is still in progress. The informal working group on FRAV is close to delivering guidelines for regulatory requirements to be accepted in GRVA and finally in WP29. The informal working group for VMAD had their first deliverable (“Master Document on New Assessment and Test Methods”) endorsed in WP.29 in June 2021 as a reference document. A second iteration was endorsed in WP.29 in June 2022, together with its translation into Guidelines. These Guidelines are an extract of all requirements from the Master Document, leaving out backgrounds and explanations.

2. Currently, the integration of the results from FRAV and VMAD is taking place, leading to the overall ADS requirements and validation document with an expected acceptance in WP.29 in June 2024. FRAV and VMAD mandate will expire in September 2024.

3. Over the last two years, the industry has repeatedly indicated the need for an ADS regulation to be delivered by 2025; the European Commission urged WP.29 and GRVA to update their work programme in that direction. The industry consistently expressed its concern with the lack of progress in addressing such request.

4. In 2022, the European Commission issued rules for the type-approval of ADS of fully automated vehicles, implementing the principles and methodologies developed by the FRAV and VMAD IWGs². At present, also other 1958 agreement CPs started the regulatory work to allow ADS-equipped vehicles on their roads.

5. In 2022, the UK government set out its vision and plan for connected and automated mobility in a policy paper titled 'Connected and automated mobility 2025: realising the benefits of self-driving vehicles'³, building upon a multi-year review of the law relating to self-driving vehicles⁴. Work has begun to establish a legislative framework for the safe and secure roll-out of automated vehicles, for which a harmonised approval regulation for automated driving systems would play an important role.

6. Meanwhile, also the Task Force on ADAS submitted a proposal for the new DCAS Regulation applying the principles and methodologies developed by FRAV and VMAD that demonstrates the maturity and utility of what has been produced.

¹ UN Economic Commission for Europe, Revised Framework document on automated/autonomous vehicles (ECE/TRANS/WP.29/2019/34/Rev.2), last amended March 2023 by ECE/TRANS/WP.29/2023/43

² Commission Implementing Regulation (EU) 2022/1426 of 5 August 2022 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of the automated driving system (ADS) of fully automated vehicles (OJ L 221, 26.8.2022, p. 1–64)

³ UK government, Connected and automated mobility 2025: realising the benefits of self-driving vehicles, 19th August 2022

⁴ Law Commission of England and Wales and the Scottish Law Commission, Automated Vehicles: joint report, 26th January 2022

7. The timely development of a new UN Regulation on ADS, based on the principles and methodologies developed by FRAV and VMAD IWGs, is key to prevent the fragmentation of regulatory approaches and avoid delaying the deployment of new technologies with the potential of improving road safety, promoting cleaner and greener transport, promoting social inclusion, and supporting economic growth.

8. Reference documents: Framework Document for Automated/Autonomous Vehicles, FRAV Master Document GRVA-16-29/Rev.1, VMAD Guidelines GRVA-16-39.

II. Proposal

A. Terms of Reference

1. The Task Force should focus on Automated Driving Systems (TF ADS) and shall develop a new draft UN Regulation focusing on ADS not covered by other UN Regulations.
2. The scope of the new UN Regulation shall aim to cover an ADS deployed in any vehicle category. However, if it is necessary to distinguish between specific provisions by category then priority should be given to M and N category vehicles, including vehicles with or without occupants and with or without controls and seating position for manual driving. Without prejudice to the Consolidated Resolution on the Construction of Vehicles (R.E.3), consideration shall also be given to emerging new vehicle designs (for example, those with limited maximum speed) which may or may not result in the creation of new vehicle categories.
3. The TF ADS shall address the following issues:
 - (a) Consider and implement the functional requirements and validation methods for ADS developed by FRAV and VMAD, irrespective of the ADS that is regulated, and supplement as necessary to support a UN Regulation. If deemed necessary for any particular use-case, consider and propose specific requirements in addition to the generic approach.
 - (b) In developing its proposals, TF ADS should take into account existing data, research, voluntary standards and legislative requirements produced by Contracting Parties, industry and academia.
4. The regulatory text shall, to the fullest extent possible, be performance-based and technology-neutral.
5. TF ADS shall deliver a regulatory text for the new UN Regulation for the review and possible adoption by GRVA aiming at its September 2025 session.

B. Rules of Procedure

1. TF ADS shall report to GRVA and is open to all participants of WP.29.
2. Three Co-Chairs and a Secretary will manage TF ADS.
3. The working language of TF ADS will be English.
4. All documents and/or proposals must be submitted to the TF ADS Secretary in a suitable digital format in advance of one week of the meeting. The group may refuse to discuss any item or proposal submitted later.
5. An agenda and related documents will be communicated to all TF ADS members in advance of all scheduled meetings by the means of publication on the dedicated UNECE website.
6. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
7. The progress of TF ADS will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.

C. Organizational matters

1. The first TF ADS meeting will be scheduled in June 2024.
 2. The TF ADS leadership will start some preparatory work starting February 2024.
 3. The information concerning the first TF ADS meeting will be distributed to all GRVA delegates.
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