



# Prioritization of DCAS

Comments on timing and issues to seek guidance from GRVA

# Background

- December 14-16, 2020, 8<sup>th</sup> GRVA: Proposal for establishing TF ADAS
  - GRVA-09-15e: “possible adoption by GRVA at the February 2022 session or at the following session.”
- EC suggested a two-phase approach
  - ECE/TRANS/WP.29/GRVA/16: “the first draft UN Regulation on Driver Control Assistance System covering the type approval of “hands on” systems, would be submitted in June 2023 as official document for consideration by GRVA in September 2023”
  - Task Force organized workshops further exploring hands-off systems
- The working document is still not ready for adoption and the two phase approach has not materialized

# Suggestion for prioritization

- We suggest to prioritize the work as follows:
  - A working document shall be ready for adoption for the next GRVA despite limited functionalities
  - More complex features are discussed and incorporated after
- The limited functionality would require less development of specifications
- We analysed the text and these complex features can be added later since they are now separated in section 6.

# Proposal

- First priority
  - Section 5, finalizing general requirements
  - Provisions for driver initiated and confirmed manoeuvres
  - Driver monitoring with both motoric and visual disengagement
  - In-service reporting (only)
  - Further workshops on the more complex functions
- Second priority
  - Provisions for system initiated manoeuvres
  - Driver monitoring based purely on visual disengagement
  - In-service monitoring

# Seeking guidance from GRVA

- Simple L2 systems are ready for market introduction therefore the timely adoption of the regulation is important
- Prioritization does not slow down the adoption of the more complex features
- **Decision for GRVA:** shall the TF ADAS priorities features so as to have a greater chance of submitting a working document in January?

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