

JOINT STATEMENT OF THE EXPERT GROUPS ON REGULATORY FITNESS FOR AUTOMATED DRIVING SYSTEMS

REGARDING THE

ESTABLISHMENT OF A TASK FORCE ON CATEGORIES FOR AUTOMATED VEHICLES

THE EXPERT GROUPS ON REGULATORY FITNESS FOR AUTOMATED DRIVING SYSTEMS (GRBP SIG AVRS, GRE IWG EMC, GRE TF AVSR, GRPE TF AVRS, GRSG TF AVRS, GRSP TF AVRS, GRVA TF FADS),

after convening in Paris on 16 and 17 October 2023 and acknowledging the reports from the subsidiary Working Parties on general safety (GRSG) and automated and connected vehicles (GRVA) of the World Forum,

understanding that a task force regarding the definition of categories for automated vehicles is to be established as a collaborative effort between GRSG and GRVA, and will be co-led by a representative from either subsidiary Working Party,

striving to contribute to the integration of automated vehicles into the regulatory framework of WP.29 and

concerned that although the International Organisation of Vehicle Manufacturers (OICA) has offered their services as secretary of this future task force, no Contracting Party to the 1958 Agreement or to the 1998 Agreement has come forward to lead this important group,

REQUEST ALL CONTRACTING PARTIES TO SHOW THEIR COMMITMENT TO THIS UPCOMING WORK AND TO CONSIDER THE FOLLOWING PRINCIPLES.

1. Vehicle categories classify vehicles according to their typical usage and common characteristics, allowing their inclusion in (or exclusion from) the scope of individual UN Regulations, Global Technical Regulations, and specific requirements within these Regulations. WP.29 recognised the urgency to consider automated vehicles and their classification before March 2024.
2. Categories for automated vehicles are also needed for administrative considerations such as vehicle registration, traffic rules and their enforcement, taxation, and road traffic safety statistics.

3. Given the complexity that vehicle categories represent, the number of stakeholders involved across disciplines, and their implications for both the 1958 and the 1998 Agreement, the expert groups believe that work should begin immediately with a first meeting in January 2024, with a first report to WP.29 in March 2024
4. The co-chairs of the task force should represent GRSG and GRVA respectively, and the 1958 and 1998 Agreements should both be equally represented in its leadership.
5. Understanding how categories of vehicles can affect national and regional laws, the expert groups invite stakeholders from all affected Contracting Parties—including Regional Economic Integration Organisations—to strongly contribute to this work. Other stakeholders from international organisations and the industry should also be consulted.
6. Categories of vehicles are relevant to international and national activities beyond the World Forum. The task force should therefore gather not only experts with a strong technical expertise, but all stakeholders with a direct interest in the evolution of vehicle categories.
7. The redefinition or addition of categories should be as simple as possible and limited to what is necessary. Furthermore, new subcategories represent a lower administrative impact than new categories. Finally, maintaining existing categories is less complex than a complete redefinition of all categories.
8. The updated categories should be technologically neutral and tackle all relevant use cases for automated vehicles transporting passengers, goods, a combination of both, or neither. This includes vehicles also equipped with manual controls, those which are not designed to carry human occupants and those which are also designed for off-road operation.

THE EXPERT GROUPS ON REGULATORY FITNESS FOR AUTOMATED DRIVING SYSTEMS, CLOSELY INVOLVED WITH THE TECHNICAL IMPACT OF CATEGORIES ON UN REGULATIONS AND GTRS, PLEDGE TO OFFER THEIR SUPPORT TO THE UPCOMING TASK FORCE.