TASK FORCE ON AUTOMATED VEHICLE CATEGORYSATION (TF-AVC)

GRVA STATUS REPORT 1
TF-AVC progress

- Established by WP.29 in November 2023 in their 191st session.
- Meeting 1: Jan 2024 (online)
- Meeting 2: Feb 2024 (online)
- Meeting 3: March 2024 (hybrid)
  ➢ GRSG status report 1 presentation
- Meeting 4: April 2024 (online)
- Meeting 5: May 2024 (online)
  ➢ GRVA status report 1 presentation

All relevant documents can be found on the TF-AVC UNECE Wiki page.
TF-AVC future look

- Monthly meetings continue, planned until Dec 2024
- Next meeting: hybrid in London, UK (11\textsuperscript{th} & 12\textsuperscript{th} June 2024)
- First outcomes to WP.29 in June 2024 (informal document)
Phase 1 & Phase 2 approach

**Phase 1 (current phase)**

- Prioritisation -> align to existing vehicle categories
- Agree new categories
- Map to S.R.1
- Agree amendments to R.E.3 and S.R.1
- Proposal as formal document to:
  - 128th session of GRSG (October 2024)
  - 21st session of GRVA (January 2025)
  - 194th session of WP.29 (March 2025)

**Phase 2 (June 2024 onwards)**

- Agreement of whether to categorise vehicles that are capable of being driven manually (under nominal conditions)
- Consideration of more novel vehicle designs
- TF-AVC approach is to categorise vehicles based on viable and likely use cases to be developed for vehicles with an ADS
Previous meetings

• **Meeting 1**: scope and objectives discussed
  - Guidance document: AVC-01-02, [here](#)

• **Meeting 2**: proposals presented and discussion

• **Meeting 3**: proposals presented; progress made on phase 1 categorisation

• **Meeting 4**: proposals for R.E.3 amendments and discussion

• **Meeting 5**: progress made on phase 1 categorisation…
R.E.3 concept for categorisation (Phase 1)

The creation of:
- Category [A]
- Category [B]

...meeting all of the following conditions:
(a) They are equipped with an ADS
(b) They are not capable of being driven manually at speeds exceeding [6] km/h
(c) They are designed to carry occupants*

* For Category B vehicles, this reads: ‘They are not designed to carry occupants’

The category titles, applicability and definitions are still to be agreed.
S.R.1 concept for categorisation (Phase 1)

Category [A] vehicles
Category [A] vehicles are vehicles of category 1 or 2 [or 3] which:

i. are equipped with an ADS and

ii. are not capable of being driven manually at speeds exceeding [6] km/h and

iii. they are designed to carry occupants

Category [B] vehicles
Category [B] vehicles are vehicles of category 2 [or 3] which:

i. are equipped with an ADS and

ii. are not capable of being driven manually at speeds exceeding [6] km/h and

iii. they are not designed to carry occupants

The category titles, applicability and definitions are still to be agreed and will match with the agreed proposal for R.E.3.
Discussion points for 6th session (June 2024)

Phase 1

• Agreement on titles and definitions for Category [A] and [B]
  • Option 1: Category A
  • Option 2: Category A- ADS driverless vehicle

• Agreement on application of category [A] and [B] to L and T category vehicles
  • Option 1: L5, L6, L7 and M and N
  • Option 2: L, M, N and T

• Agreement on application of Category A and [B] to S.R.1

• Amendments to R.E.3 and S.R.1

Phase 2

• Agreement on whether to categorise vehicles that are capable of being driven manually
  • Options may be presented to GRVA if a consensus cannot be reached

• Agreement on what other (if any) vehicle designs to be considered for categorisation
Discussion from GRSG - 15th – 19th April

- Low speed robots/remote driving definitions, not to create a new category necessarily, propose definitions not requirements
- Dual-mode, could have a separate sub-category for traffic surveillance
- For GRSP it is crucial to know whether there are controls inside the vehicle or not – implication on definitions
- Sub-categories should also be considered in conjunction with L and T category vehicles
- Need to think about timelines and how TF-AVC, screening group TFs/IWG-ADS all fit together
- TF-AVC should be ahead of the other groups to set the scene for amendments etc
- Consideration of small shuttle buses
- GRVA to interact with WP.1 on the work of TF-AVC
Thank you, any questions?
Confirmed Meeting Schedule / Deliverables: Jan - June 2024

3rd Meeting
18th & 19th March
(Hybrid | Paris)

4th Meeting
30th April
(Online only)

5th Meeting
15th May
(Online only)

6th Meeting
11th & 12th June
(Hybrid | London)

TF-AVC Status Report to GRSG
15th – 19th April

TF-AVC Status Report to GRVA
20th – 24th May

TF-AVC Report to WP.29
25th – 28th June

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Provisional Meeting Schedule / Deliverables: July - Dec 2024

Text in red indicates dates to be agreed

- 7th Meeting [2nd July] (Online only)
- 8th Meeting [19th – 20th September] (Hybrid | Bonn)
- 9th Meeting [1st & 2nd October] (Online only)
- 10th Meeting [20th & 21st November] (Online only)
- 11th Meeting [2nd December] (online)

- Formal document to GRSG (128th session)
- Status Report to GRVA 23rd – 27th September
- Status Report and formal document presentation to GRSG 7th – 11th October
- Formal document to GRVA (21st session)
- Formal document to WP.29 (194th session)