

**Submitted by the Chairs of the
Task Force on Automated Vehicle
Categorisation (TF-AVC)**

Informal document GRVA-19-46
19th GRVA, 25 June 2024
(For review at the
Troy meeting 20-24 May 2024
Agenda item 4 (g) (ii))

TASK FORCE ON AUTOMATED VEHICLE CATEGORISATION (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 [Wikipage](#).

TF-AVC future look

- Monthly meetings continue, planned until Dec 2024
- Next meeting: hybrid in London, UK (11th & 12th 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:

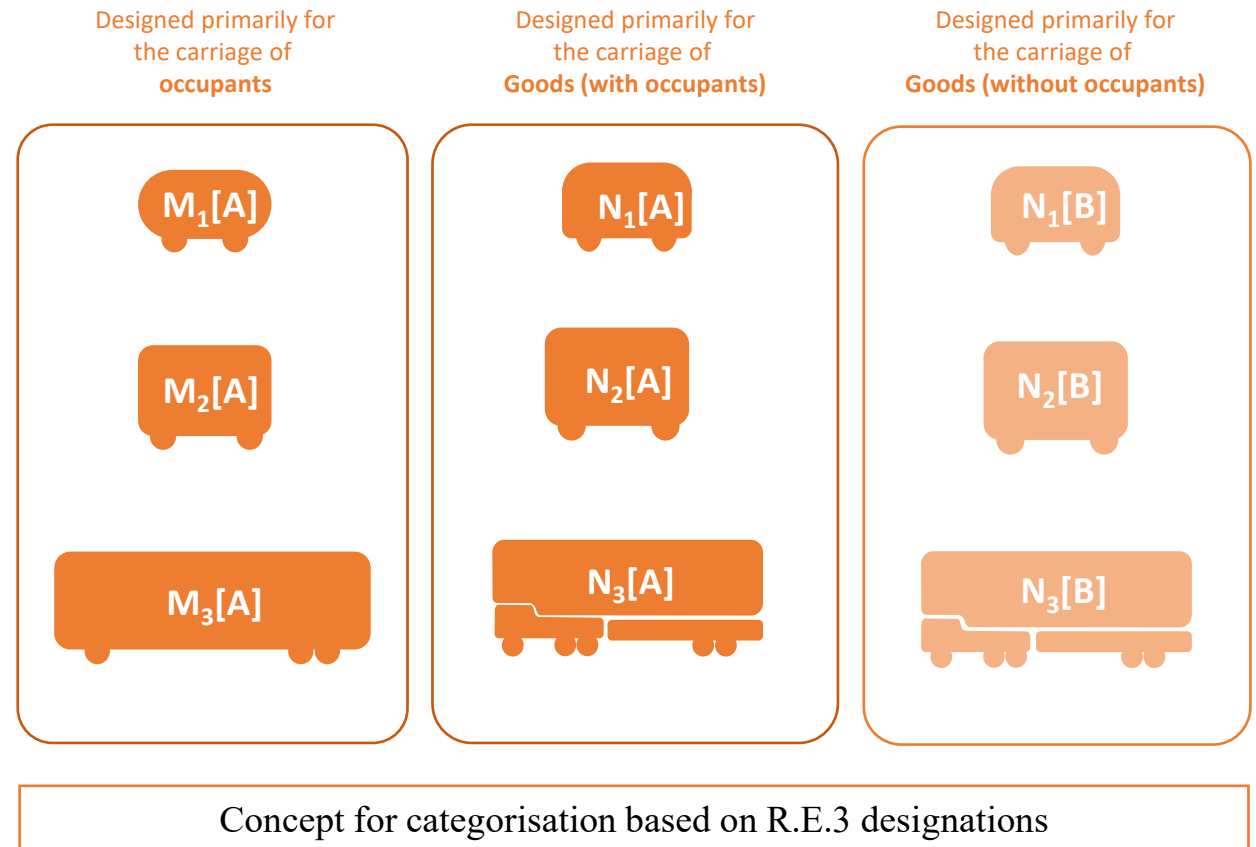
- **Category [A]**
- **Category [B]**

...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?

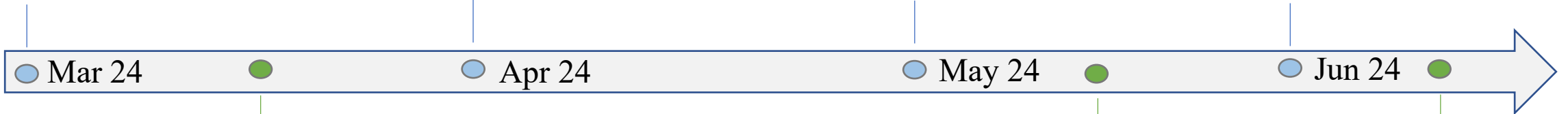
Confirmed Meeting Schedule / Deliverables: Jan - June 2024

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

Provisional Meeting Schedule / Deliverables: July - Dec 2024

Text in red indicates dates to be agreed

