

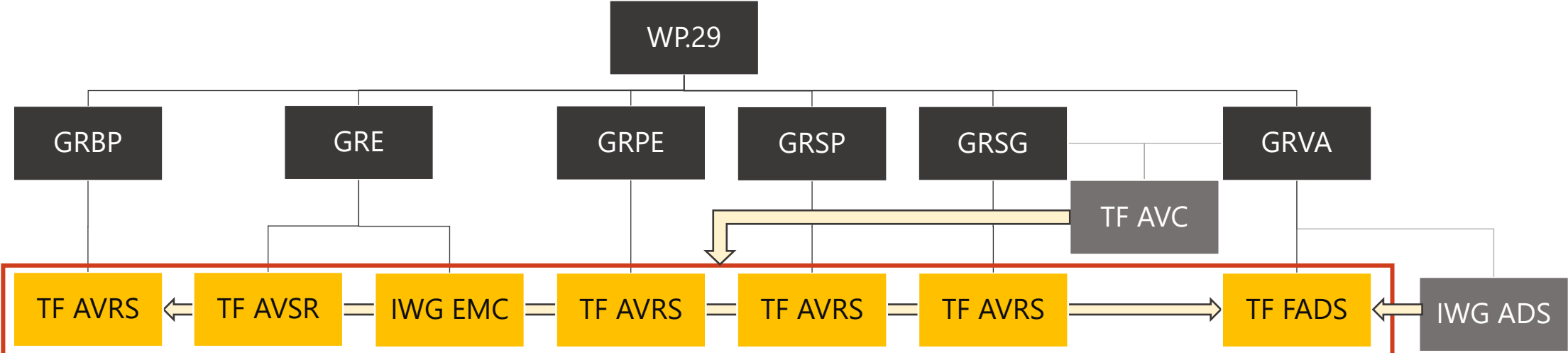
Submitted by the co-chairs of the task force on
regulatory fitness for automated driving systems
(TF FADS)

Informal document **GRVA-20-17**
20th GRVA, 23-27 September 2024
Provisional agenda item 4(e)(i)

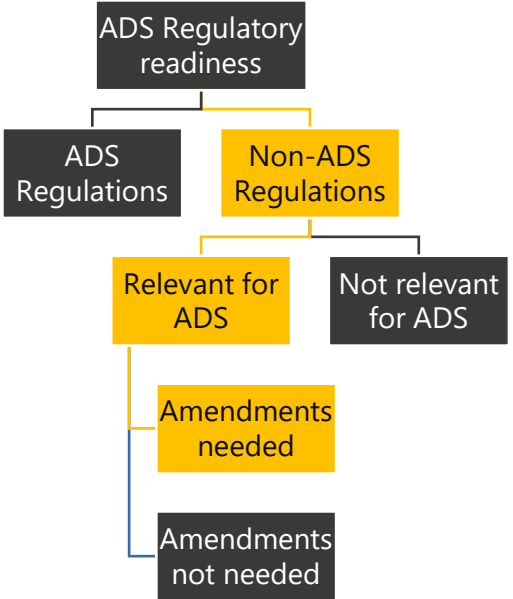
Task Force on regulatory **F**itness for **A**utomated **D**riving **S**ystems

Status report

Context and purpose (1/2)

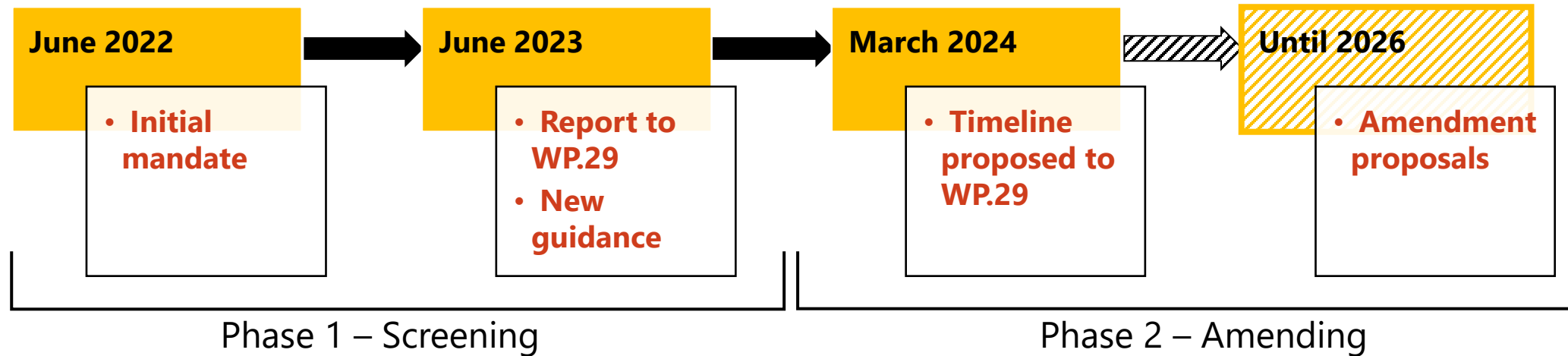


Expert groups on regulatory fitness for ADS



- Contracting Parties and the industry need a regulatory environment for automated vehicles, including non-ADS Regulations
- Which existing Regulations are relevant for automated vehicles? Which ones need to be amended before being applicable to ADS vehicles?
- The WP.29 expert groups on regulatory fitness for ADS are screening and amending these relevant UN Regulations and GTRs

Context and purpose (2/2) – Work of all WP.29 expert groups



Initial mandate

- Scan UN Regulations and GTRs to determine which ones are relevant for automated vehicles, including those with or without manual controls, those without occupants, etc.

Report to WP.29 (WP29/2023/86, updated version WP29-192-18):

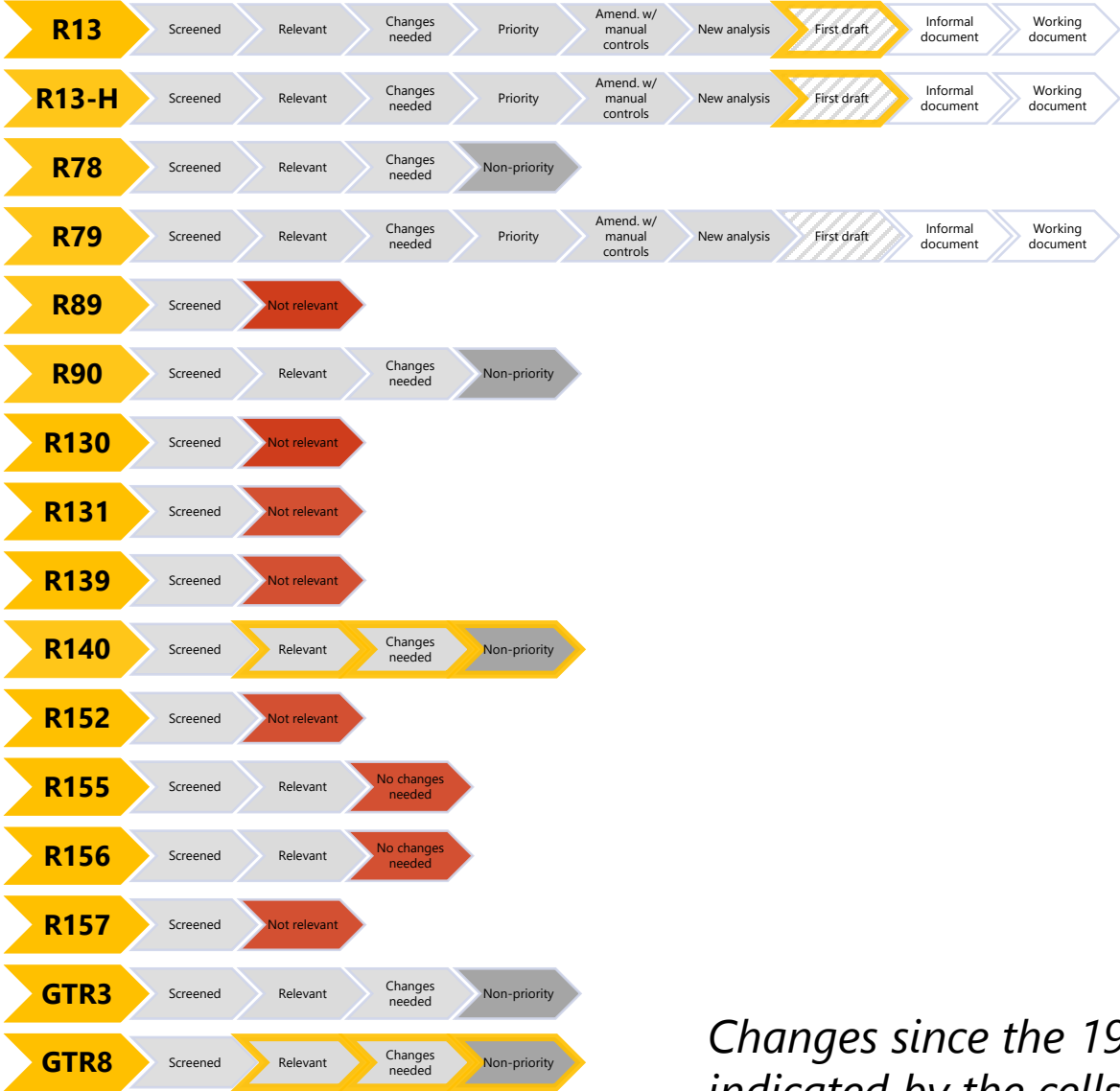
- Contains global results, summary sheets for each screened Regulations
- Has been updated and submitted as an informal document to the 192nd session of WP.29

New guidance from WP.29 in June 2023

- All groups may start **drafting amendments** to proposed “priority Regulations”
- **Coordination** between groups shall continue for common definitions, translations and solutions to cross-GR issues

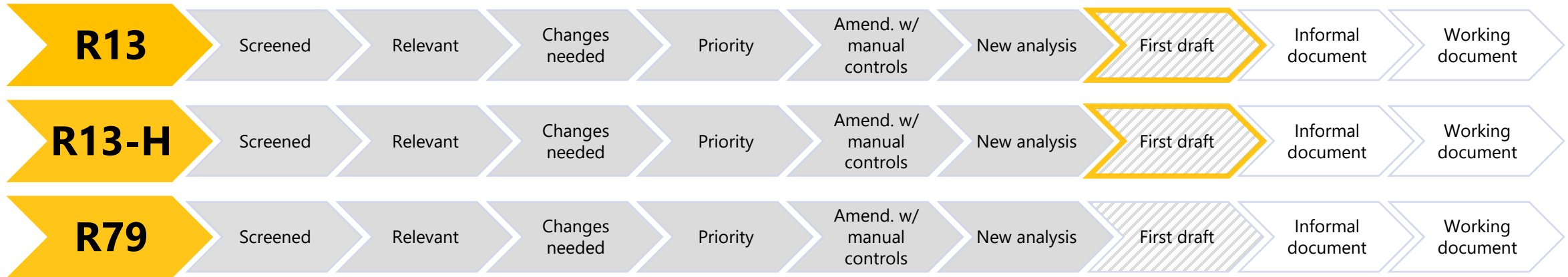
In March 2024, the expert groups proposed a harmonised timeline to WP.29 (WP29-192-17)

Status of GRVA Regulations (overview)



Changes since the 19th GRVA session are indicated by the cells with yellow borders

Status of GRVA Regulations (Regulations with active tasks)

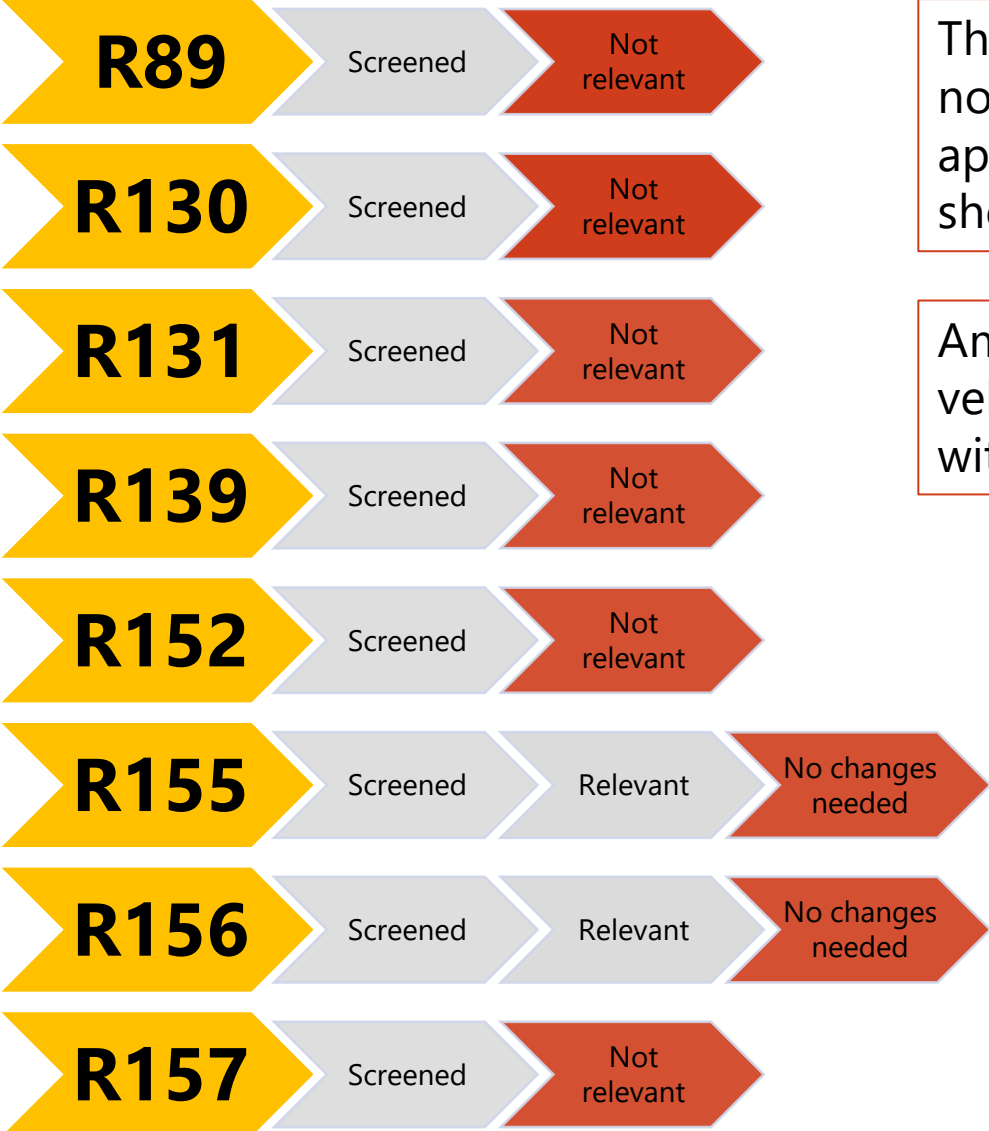


R13, R13-H and R79 are the top priorities of FADS.

Active work is ongoing towards the production of first amendment proposals in January 2025.

In September, the work on R13 and R13-H has progressed and their new analysis was fully reviewed by FADS.

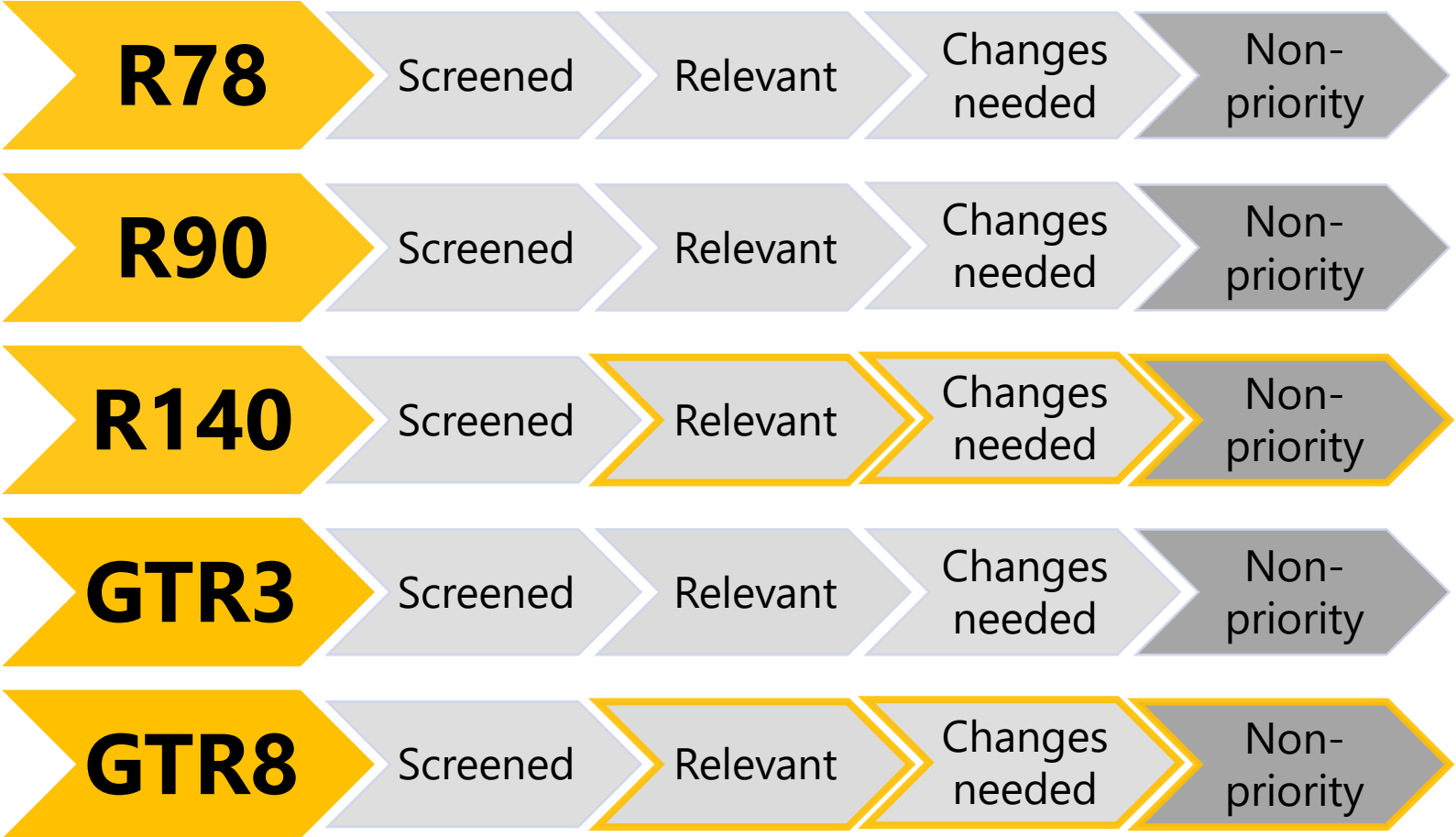
Status of GRVA Regulations (Regulations no longer considered)



These Regulations are no longer considered because they are not relevant for automated vehicles, because they are already applicable to automated vehicles, or because these functions should be covered by complying with the ADS Regulation.

Amendments may still be necessary to exclude automated vehicles from their scope, to insert requirements specific to ADS with transitions of control, etc.

Status of GRVA Regulations (Regulations on hold)



Non-priority Regulations will be amended in 2025 and 2026 depending on the priorities given by GRVA.

R140/GTR8 (ESC) were previously classified as “not relevant” (performance fulfilled by the ADS), **but have since been re-evaluated as “relevant”** due to new research showing the interest of approving ESC as standalone systems, even in fully automated vehicles.

Recent meetings

- June 2024: **16th FADS meeting** in Bristol, United Kingdom (hosted by UK)
- June 2024: **Joint meeting** of the WP.29 ADS regulatory fitness expert groups in London, United Kingdom (hosted by UK)
- July 2024: **17th FADS meeting** online
- September 2024: **18th FADS meeting** in Brussels, Belgium (hosted by EC)

Planned activities Q4 2024

Amendments to GRVA Regulations:

- **October 2024:** 19th FADS meeting (online) dedicated to R79.
- **November 2024:** 20th FADS meeting in Shanghai, China (hosted by CN) for a first review of complete amendment proposals.

Harmonisation and support to other GRs:

- Proposed date of **next update of the expert groups to WP.29:** 194th session in November 2024
 - Main deliverable: guidelines on technical translations
 - **Joint meeting** of the WP.29 ADS regulatory fitness expert groups scheduled on 24 September 2024
- Other current topics: non-DDT tasks of the driver, HMI considerations, response to trailer signals, etc.