

## Annex III

### Revised Terms of Reference of the Task Force on Advanced Driver Assistance System

#### A. Terms of Reference

1. The Task Force (TF) should focus on Advanced Driver Assistance Systems (ADAS), it shall address the simplification of UN Regulation No. 79 and if needed, develop a new ADAS UN Regulation with a focus on ADAS systems up to level 2<sup>1</sup>.
2. The scope of the new UN Regulation shall in principle aim to cover vehicles of Categories M, N and O. It is recognised that technical limitations may require vehicle category or system-specific requirements.
3. The TF on ADAS shall develop a definition of ADAS clarifying the difference of ADAS to automated driving or conventional technologies. The TF on ADAS will consider existing definitions outlined in legislation (e.g. UN Regulation No. 79), standards and informal documents.
4. The TF on ADAS shall address the following issues:
  - a. Outline the use-cases that are expected to be available for the market now and in the next years.
  - b. Consider the definition, classification and scope of functions of ADAS,
  - c. Ensure that use-cases and functions are considered subject to a safety evaluation aimed at ensuring, maintaining and if possible improving traffic safety.
  - d. Review and solve current issues on ADAS systems in UN Regulation No. 79 and other relevant regulations, in particular taking into consideration existing proposals for Automatically Commanded Steering Function (ACSF) of Category A (Remote Controlled Parking), Category B1 (lane keeping) and Category C (lane changes and Risk Mitigation Function).
  - e. Consider and develop generic safety performance and assessment requirements for ADAS, as well as combinations of multiple ADAS, for which a manufacturer is applying for an approval.<sup>2</sup> General principles to identify differences and help distinguish between assistance systems and automated driving functions may be considered as a basis to derive generic requirements. Based on the outlined use-cases and on the review of current issues in Regulation No. 79, consider and propose specific requirements that may be relevant for specific use-cases in addition to the generic approach.
  - f. As for ADAS, the TF will pay special attention to the shared driving task between the driver and vehicle which puts specific demand on:
    - Human Machine Interface (HMI) (e.g. harmonization, saliency, unambiguity, responsibilities);
    - Human Factor (HF) issues (e.g. out-of-loop phenomena, driver engagement and vigilance, confusion, calibration of trust, ergonomics, misuse and overreliance);
    - Information to the user (e.g. system functioning, capabilities and limitations)
5. Based on the findings from item 3, the TF on ADAS shall consider if the development of a new draft UN Regulation focusing on ADAS systems for vehicle longitudinal and

---

<sup>1</sup> As defined in ECE/TRANS/WP.29/1140 on pages 3 up to 1

<sup>2</sup> Similar approach to what is being developed by FRAV/VMAD for automated vehicles (from SAE level 3).

lateral control and/or an amendment to UN Regulation No. 79 is appropriate, taking into account existing ADAS provisions from UN Regulation No. 79.

6. In developing its proposals, the TF on ADAS shall take into account existing data, research results, legislation and voluntary standards available.
7. TF ADAS shall take full account of developments and work in full cooperation with other informal working groups of GRVA, such as FRAV and VMAD.
8. The regulatory text shall, to the fullest extent possible, be performance-based and technology-neutral. The technical specification will attempt to be developed in a neutral manner to the compliance assessment system: type approval and self-certification.

## **B. Rules of Procedure**

1. The TF on ADAS shall report to GRVA and is open to all participants of WP.29.
2. Two Co-Chairs and a Secretary will manage the TF.
3. The working language of the TF will be English.
4. All documents and/or proposals must be submitted to the TF Secretary in a suitable digital format in advance of one week of the meeting. The group may refuse to discuss any item or proposal submitted later.
5. An agenda and related documents will be communicated to all TF members in advance of all scheduled meetings by the means of publication on the dedicated UNECE website.
6. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.
7. The progress of TF will be reported routinely to GRVA – wherever possible as an informal document and presented by the Co-Chairs.

## **C. Deliverables and Timings**

1. As a first phase of activities, the TF on ADAS shall deliver regulatory texts intended to:
  - a. Finalize pending proposals to UN Regulation No. 79 taking into account existing proposals, for consideration and potential adoption by GRVA at the September 2021 session;
  - b. In parallel, consider and develop a first proposal for generic safety performance and assessment requirements for ADAS in the form of a new UN Regulation and/or amendments to UN Regulation No. 79, which will be submitted for consideration by GRVA at the May 2023 session and at the latest in September 2023, and;
  - c. Subject to GRVA agreement, finalize the new UN Regulation and/or amendments to UN Regulation No. 79 for review and possible adoption by GRVA at the January 2024 session or at the following session.
2. As a second phase, if desired by the Contracting Parties of the 1998 Agreement, the TF on ADAS could develop a Global Technical Regulation compatible with the 1998 Agreement for consideration and possible adoption by GRVA at the September 2023 session. The scope of activities of TF on ADAS may be extended as requested through endorsement by GRVA.