

Special Interest Group on UN-R 157

- Date and time: Tuesday, 16 February 2021, 12.00-14.30 (CET/ Geneva time)
- Attendance: Leadership (EC, UK, DE), Group attendees (~66)

Summary:

- Provisional agenda approved by the group without changes.
- Organizational matters: Documents available on UNECE wiki page (<https://wiki.unece.org/display/trans/SIG+on+UN+Regulation+No.+157>); Upcoming meeting dates inserted in GRVA calendar for overview and coordination between groups (<https://wiki.unece.org/pages/viewpage.action?pageId=6331052>)
- Consideration of amendments clarifying current UN-R157:
 - a. Priority vehicles & other road users

OICA/CLEPA summarised workshop (held on 29th Jan) and recalled discussions to create common understanding within group, presents new proposal UNR157-02-09; EC asked what “support driver in his duty” meant? UK supported this question (wording is open for interpretation; propose to delete). DE questioned if wording “limited to emergency vehicles” intended to limit to the vehicle or if also humans, e.g. enforcement officers, are meant by this. Industry explained intention is not to exclude enforcement officers, phrasing might need to be revised. Japan preferred wording jointly drafted in workshop meeting, see UNR157-02-03 (alternative 2). OICA/CLEPA offered to prepare another iteration and take wording from UNR157-02-03 (revise definition) on board. Industry mentioned document ECE-TRANS-WP29-1140 with regard to detection of emergency vehicles.

UK raised issue for more clarity needed around requirement “detectable collision”, in particular: What does detectable mean? Is there a severity of collision meant? OICA highlighted that traffic rules are not written in a clear manner and need some interpretation. JP stated that it should have capability equal to a human driver; CLEPA thought that it would be vague to define something as good as human and offered to provide alternative wording to the use of “detectable collision” in para. 5.1.1. of UN-R 157. Group concluded for the time being: ALKS shall be as good as human in reacting to other road users. UK will consider that premise and might come

back with proposal to clarify/amend UN-R 157. EC raises that there will be a lot if debate on where the line is between type approval rules and traffic rules.

- b. OICA noted that they have not had time to prepare a revision of their proposal GRVA/2021/2 after GRVA session in February. Group agrees to keep on the agenda and revisit in next meeting.
- Review scope extension (in particular heavy duty vehicles) and response by industry: OICA/CLEPA presented UNR157-02-10. Japan questioned the maximum deceleration; value based on high μ road surface. Industry explained intention is not to change the approach, but to add 25% to current values. UK questioned why no reference to trailer width and length, requested that the system should be able to detect this. Supported by SWE; noted that performance and behavior of vehicle could change dramatically; furthermore, no mention of detection range at the rear). ROK questioned minimum following distance. Conclusion: Industry will prepare update of Q&A taking comments of today's meeting on board as well as any further questions or comments submitted in writing for next meeting.
 - Speed increase and lane change:
 - a. Speed increase:

OICA/CLEPA introduced UNR157-02-06; Industry's aim to collect Q&As. JRC support to remove table for minimum following distance (para. 5.2.3.3.) since no safety benefit and support to add requirement regarding string stability. Applicability regarding table on minimum safety distance to the front with respect to traffic rules needs to be discussed. EC asked what are relevant scenarios and how do we link with VMAD outcomes? Are the tests (incl. audit part) still valid or do they need an update? JRC noted the need to check in-service monitoring and reporting requirements. Leadership offered to prepare list of points to discuss for next meeting.
 - b. Lane change:

OICA/CLEPA presented UNR157-02-06 giving an overview of types of maneuvers leading the vehicle to cross the lane markings. USA asks for clarification which kind/types of lane change will be considered in context of amending UN R 157. JP briefly explained their input (UNR157-02-05); proposal to classify lane changes (emergency and non-emergency/comfort). Due to limited time at the end of the meeting the discussion was kept brief and will be continued in depth the next time.

Everyone to send comments on JP's and Industry's input directly to them or to the leadership to circulate amongst the group and upload on the wiki page.

- AOB:
 - a. Input prepared by FR (UNR157-02-04) and OICA/CLEPA (UNR157-02-08) not discussed due to time constraints within meeting. Everyone encouraged to have a look at both documents. More input very welcome. Both documents are kept on the agenda and to be revisited in next meeting.
 - b. Next meeting dates in March, April and May 2021 agreed by group.

Action points:

- Preparation of another iteration for paragraph on emergency and enforcement authorities – OICA/CLEPA (for next meeting)
- Preparation of more input on detectable collisions (UK), supported by CLEPA with better wording for “detectable collision” in para. 5.1.1. or UN-R 157 (for next meeting)
- Preparation of update to GRVA/2021/2 - taking input from workshop (January 29th) and GRVA session on board – OICA/CLEPA (for next meeting)
- Everyone requested to send further questions and/or comments on answers, if any, on Q&A scope extension proposal (UNR157-02-09) to OICA/CLEPA or leadership for distribution; Preparation of update on Q&As – OICA/CLEPA (for next meeting)
- Everyone requested to provide any further input on speed increase & lane change in advance of the next meeting (using GRVA/2020/32 & GRVA/2020/33 as the basis)
- Preparation of proposal for list of points regarding speed increase & lane change – leadership (for next meeting)

Next meetings:

- 18-19th March 2021 (12.00 -14.30 CET)
- 15-16th April 2021 (12.00 -14.30 CET)
- 10-11th May 2021 (12.00 -14.30 CET)