

## **Special Interest Group on UN-R 157- 4<sup>th</sup> meeting**

- Date and time: Thursday, 15 & 16 April 2021, 12.00-14.30 (CET/ Geneva time)
- Attendance: Leadership (EC, UK, DE), Group attendees (~57)

### **Summary:**

- Agenda and notes of 3<sup>rd</sup> meeting approved without changes.
- Consideration of amendments clarifying current UN-R157:
  - a. Priority vehicles & other road users: UK presented UNR157-04-11, summarizing the discussions and referencing the proposed text by Industry (UNR157-03-12). The group agreed to the text proposed including the amendment identified in annex 5 (para. 5.2., table) during the meeting (as noted in UNR157-04-11).
  - b. Noting that OICA did not provide a revision of proposal GRVA/2021/2 due to the lack of time, the group agreed to revisit this item at the next meeting.
- Review scope extension for heavy duty vehicles:

The discussion was based on the open points list (UNR157-04-04). The Group reached consensus regarding the maximum deceleration value of 4 m/s<sup>2</sup> during the MRM (para. 5.5.1.) – no change needed for HDV. All other issues (1. minimum following distance, 2. minimum forward detection range, 3. TTC lane intrusion (in particular deceleration value), 4. effects of the trailer and 5. DSSAD (impact conditions/retrievability of data and other triggers)) were discussed and will be revisited in next meeting.

OICA and CLEPA introduced a revised draft regulatory text (UNR157-04-07), taking on board comments received in previous meetings. Participants requested to send comments on the open points list and/or proposed text by industry for the next meeting.
- Speed increase and lane change:

The group completed the consideration of the open points list (UNR157-04-04) as a continuation of the discussion from previous meeting (the remaining topic was on

“evasive manoeuvre”). Discussion outcomes are documented in open points list (UNR157-04-04 rev2, to be prepared by the leadership).

As an introduction to the lane change (“LC”) topic, DE recapped the principles proposed in GRVA/2020/33. Proposal for amendments to DE proposal from JRC/EC in UNR157-03-06 were discussed. OICA in principle supportive of DE proposal but highlighted their amendments as suggested in GRVA/2021/04. JP recalled their wish to focus on LC in emergency case before “regular LC” which could also be of interest for FRAV and VMAD. Leadership recalled that although the priority will be on emergency LC if need be, consistency with regular LC should be ensured. Leadership confirmed that intention at this stage is to gather existing proposals including from VMAD/FRAV. UK recapped their suggested amendments from GRVA (GRVA-07-62) to the DE proposal noting the provisions on Minimum Risk Manoeuvre LC. Requirements for LC in GRVA/2020/33 (regular LC) and GRVA-07-62 (MRM LC) appear to follow a similar logic. OICA noted that an evasive manoeuvre LC would require separate provisions given that it would not be able to comply with what is necessary for a regular LC. OICA/CLEPA will provide text for evasive manoeuvre. JP noted that there could be scenarios where an evasive manoeuvre that crosses the lane markings is safer than stopping but need to avoid colliding with vehicles in the other lane. If this can be done then it would be okay. Topic of wrong-way drivers to be included in the list of scenarios to be considered, but needs consideration along with any other additional scenarios required for LC and speed increase, so the group will come back to this topic.

The group to consider further whether HMI (in particular driver monitoring) should be revisited since the system will be drive for longer periods of time.

DSSAD requirements, in particular for LC, may need revisiting at the next meeting; for example to record start and end of lane change procedure. The link with IWG EDR/DSSAD experts should be ensured.

- AOB:

JRC/EC presented UNR157-04-09 which proposed an interpretation document to ensure a consistent application of UN-R 157 (not limited to LC and higher speed) and proposal to

amend appendix 2 of annex 4 (see documents UNR157-04-05 and UNR157-04-06 for further detailed information). It was requested that it be reviewed by participants.

**Action points for next meeting:**

- Everyone is requested to provide further input/concrete text proposals for open issues in advance of the next meeting (using UNR157-04-04 r1 and subsequent update as a basis).
- Everyone is requested to provide comments on the proposed text (UNR157-04-07) for heavy duty vehicle scope extension.

**Next meetings:**

- 10-11<sup>th</sup> May 2021 (12.00 -14.30 CET)
- 10-11<sup>th</sup> June 2021 (12.00 -14.30 CET)
- 08-09<sup>th</sup> July 2021 (12.00 -14.30 CET)