**#17 SG1 (3rd August 2021) Summary**

**Introduction**

* Agreed to include CLEPA/OICA presentation (15 min.) to Agenda 5 (AOB) if time allows.

**Discussion of Draft 2nd Iteration of NATM MD Ch.5：**

* SG1 Leader introduced the draft amendment to Ch.5 (VMAD-SG1-17-03). Several comments were made on addressing scenario coverage, concerns on ‘scenarios not covered by scenario catalogue’ overfitting/random testing, how to address country specific scenarios (and the criteria), consideration on scenario update process, etc.
* SG1 leader pointed out the need of specific counter proposals for finalizing the 2nd iteration. He requested all proposals to be submitted in writing by 20th August in order to be considered at the next session.

**Discussion of “Concept of Scenario Validation method for the motorway use case” and Draft 2nd Iteration of NATM MD Annex 2:**

* SG1 leader introduced the draft amendment to Annex 2 (VMAD-SG1-17-04). Several members pointed out that the scenario description, which is in line with the template proposed by SAFE during the last meeting, shall be prepared listing all proposed scenarios.
* CLEPA volunteered to prepare the template/scenario description proposal, in coordination with SAFE, to be included in Annex 2 (by 20th August).

**What SG1 Needs from FRAV：**

SG1 exchanged views on how to link FRAV work and SG1 work based on the SG1 leader document (VMAD-SG1-17-02 pp.8-10). To be further discussed in the next session.

 Comments Received:

* AAPC：SG1 should first proceed with consideration on template, process/procedure　of scenario development and later when FRAV update (criteria, parameters) becomes available work on development of detailed scenarios.
* RUS： all topics can be verified by scenarios; pass/fail criteria as well as Traffic Regulations are scenario-relevant; SG1 should proceed with its work.
* SAE：SG1 work can be confirmed in parallel with the FRAV work; it is possible to start with high level – select/identify functional scenario from general safety requirements. As for 5 Starting Points, Scenarios are required not only for ‘ADS should drive safely’ and ‘Manage Critical Situation’ but also for ‘Interacting safely with users’ and ‘Managing Failure modes’

**ODD Based Scenario Framework：**

* CLEPA introduced OICA/CLEPA presentation on ODD Based Scenario Framework. Due to the lack of time, discussion on the presentation was postponed to the future session.

**Next Step：**

* Next Meeting: 2nd September 2021 (12:30-14:30 CEST).
* All comments to the following items shall be submitted in a written format by 20th August in order to be finalized at the next SG1 session. SG1 cannot take into accounted comments that will be submitted after 20th August.
	+ draft 2nd Iteration of NATM MD Ch. 5 (VMAD-SG1-17-03)
	+ draft 2nd Iteration of NATM MD Annex 2 related to motorway use-case and to adopting template (VMAD-SG1-17-04)
	+ What SG1 Needs from FRAV (VMAD-SG1-17-02 pp.8-10)