

### **Invitation to the 30<sup>th</sup> Session of the GRVA Informal Working Group on Functional Requirements for Automated Vehicles (FRAV)**

The 30<sup>th</sup> session of the FRAV informal group is scheduled for 19-21 July 2022 at the OICA offices in Paris. Logistical information can be found on the [session wiki page](#). Arrangements will be made to enable remote participation. The sessions on the 19<sup>th</sup> and 20<sup>th</sup> will run between 09:00 and 17:00 CEST. The session on 21 July will end around midday. We will structure the discussions to facilitate remote participation and considering limitations on availability given the different time zones. We understand that remote participants in Asia may not be available from mid-afternoons while participants from North America may not be available for morning sessions (or even early afternoon sessions).

The discussions will focus primarily on Document 5. Under each section, FRAV will discuss the current plans and expectations for developing requirements and criteria for determining compliance. We will draft text to describe the strategies and expected outcomes.

For example, we have discussed strategies for determining criteria for compliance with requirements related to ADS performance of the DDT, management of safety-critical situations, and management of failure modes. These strategies involve a method for converting traffic laws into ODD and performance elements, ODD-based scenario generation, and use of safety models to assess ADS responses. Therefore, we would like to update Document 5 with brief descriptions explaining how these and possibly other elements would provide means to determine compliance with requirements.

FRAV has discussed user roles, principles for safe user interactions, and differentiation of ADS configurations based on how they are designed to be used. Therefore, we would like to update Document 5 with brief descriptions explaining how these elements would be reflected in the structure and content of the user interactions requirements.

The discussions and descriptions should clarify the paths for the development of Document 5 through March 2023 while enabling FRAV to define feasible next steps to be achieved during the September FRAV session (FRAV-31).

As a reminder, Document 5 is not the draft text of the FRAV submission(s) to GRVA and WP.29. Document 5 is a tool to enable FRAV to prepare the submission(s). Document 5 may contain anything that supports work on the final submission(s). We intend to use Document 5 to incrementally move through to our goal of providing requirements that can be objectively verified under the NATM. We expect this to be a dynamic process of amendments to Document 5 during each FRAV session based on workstream progress and input from our experts. Throughout this process, we expect to identify points of contact with the work of VMAD and WP.1 which may indicate areas for coordination or collaboration.

FRAV will also allocate time to consider the input gathered on external signaling towards reaching an initial consensus prior to the September GRVA session.<sup>1</sup>

If you have not done so, please confirm with the secretary whether you plan to attend in person. If planning to participate remotely, please inform the secretary whether you will have limitations on your availability between the hours of 09:00-17:00 CEST. If experts wish time on the agenda for presentations, please notify the secretary. Submissions can be sent to the FRAV secretary ([jcreamer@americanautocouncil.org](mailto:jcreamer@americanautocouncil.org)).

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<sup>1</sup> FRAV has been tasked to provide a definitive view for consideration by AC.2 during the November WP.29 session.