

# **TASKFORCE ON THE FITNESS FOR AUTOMATED DRIVING SYSTEMS OF REGULATIONS AND GLOBAL TECHNICAL REGULATIONS (FADS)**

## **First Meeting**

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### **Meeting notes by agenda items**

#### **1. Welcome message**

The co-chairs from France and China welcomed all participating experts to the meeting.

#### **2. Roll call**

The following countries were represented at the meeting: China, France, Germany, Japan, Netherlands, Slovakia, Spain, United Kingdom, and United States.

Additionally, the following organizations were represented: AAPC, AUTOSAR, AVERE, CLEPA, IMMA, and OICA.

In total, the meeting counted more than forty participants.

#### **3. Approval of the agenda and officers**

No comments were raised against the adoption of the agenda [FADS-01-01](#).

No comments were raised against the nomination of co-chairs Mr Romain PESSIA (France) and Ms Linlin ZHANG (China).

The co-chairs then used document [FADS-01-02](#) as a support for discussion of items 4 through 9.

#### **4. Recapitulation of guidance from WP29 and GRVA**

The co-chairs reminded participants about previous guidance given by WP29 during its 186<sup>th</sup> session in March 2022, where it requested its subsidiary Working Parties to conduct the review of their respective Regulations and Global Technical Regulations regarding their fitness for vehicles equipped with ADS. WP29 also requested that this review be completed and ready to report to WP29 at its 189<sup>th</sup> session in March 2023.

In concertation with the GRSG taskforce on Automated Vehicle Regulatory Screening (AVRS), GRVA was asked for guidance during its 14<sup>th</sup> session in September 2022. The discussions resulted in the informal document [14-54r1](#), which emphasises the need to keep the broadest scope possible and confirms the approach of screening for specific terms, not only in prescriptions but also in testing provisions.

#### **5. Discussion on the inventory of relevant Regulations and GTRs**

The co-chairs presented to the participants the list of Regulations and GTRs under the purview of GRVA, highlighting which Regulations/GTRs might require particular attention to decide whether they should be considered within the scope of the review. Conversely, the co-chairs proposed that some Regulations/GTRs, such as Regulations No. 13, 13H, 78 and 79, be considered as particularly relevant to the review. The co-chairs also highlighted the need to clarify the status of Regulations No. 102 and 147, which might be the responsibility of GRSG.

The expert from IMMA presented the position of motorcycles manufacturers, and explained that there are no current plans in the industry to develop automated motorcycles. He thus proposed that Regulation No. 78 and GTR No. 3 be excluded from the scope of the study. The expert from the United Kingdom expressed his wish not to exclude Regulation No. 78 from the scope, given the fact that there exist projects for automating L6 and L7 category vehicles.

The expert from OICA expressed his opinion to exclude Regulation No. 89 from the scope of the study due to the apparent lack of necessity for speed limitation devices in automated vehicles; the expert from Germany suggested that R89 be instead kept in the scope of the study as it is not yet clear whether such devices could be installed in automated vehicles.

The expert from the United Kingdom proposed not to limit the scope and to review the fitness of all Regulations and GTRs. The expert from OICA proposed to prioritise some Regulations over others, if all of them need to be reviewed. The co-chairs therefore requested participating experts to prepare their proposals for priorities to give to each Regulation and GTR and share them at the next meeting of the taskforce, for example using the template provided in [FADS-01-03](#).

The expert from OICA informed the taskforce that Regulations No. 102 and 147 were transferred to GRSG at the creation of GRVA. The co-chair asked taskforce participants to confirm this at the 124<sup>th</sup> session of GRSG in October.

## **6. Discussion on the inventory of relevant explicit terms to use for screening**

The co-chairs reminded participants that in several instances of similar existing work, the screening task used a list of words or groups of words directly related to human driving, so that one could easily parse a Regulation and detect those relevant terms. The co-chair thus proposed that a similar inventory of relevant terms be created by the taskforce, for example using the template provided in [FADS-01-04](#).

The expert from the United Kingdom supported the proposal, while reminding that the entire text of each Regulation and GTR will have to be thoroughly analysed, and that only scanning Regulations for keywords may not be sufficient to fully review their fitness for ADS.

## **7. Discussion on the use of implicit terms for screening**

Elaborating on the comments made during item 6., the co-chairs proposed that the taskforce also take a top-down approach by considering high-level concepts related to automated driving, and screening prescriptions on whether they are affected by these high-level concepts. The co-chair from China then introduced examples of high-level concepts and asked taskforce experts for their feedback.

The expert from OICA voiced his concern about the scope of these high-level concepts, and indicated that the focus should be put on items directly related to ADS: for instance, side-facing seats are not directly related to ADS and might not currently be relevant to the screening process.

The co-chairs proposed a template ([FADS-01-06](#)) for inventorying high-level concepts and asked participants to present their suggestions during the next meeting.

## **8. Discussion on deliverables and provisional timeline**

The co-chairs presented a provisional timeline taking into account the need to report at the 15<sup>th</sup> session of GRVA in January 2023, as well as allowing time for harmonisation between taskforces of all GR before the session of WP29 in March 2023.

The co-chairs introduced potential deliverables from the taskforce: a table of all relevant prescriptions in each Regulation and GTR, including details such as the nature of the impact from ADS on the prescription, the severity of the impact and options to make the prescription fit for ADS. They also reminded participants that during the 14<sup>th</sup> session of GRVA, it was proposed that the taskforce also provide a white book for drafting future Regulations and GTRs, both ADS and non-ADS.

The expert from OICA proposed to also consider the template used by OICA in [GRVA-13-18](#). The co-chairs agreed with the idea to use such a template as an easily readable summary of the review; no opposing comments were raised by participants.

The co-chairs also mentioned their continued collaboration with the screening taskforces from other GRs, and stated their plan to hold meetings between chairs of all taskforces to ensure a common working method and common deliverables.

## **9. Arrangement of future meetings**

The co-chairs proposed that next meeting be focused on the two following items:

- A presentation by one or two Contracting Parties or organizations of their existing research or work in similar areas as the one explored by the taskforce;
- A review of inputs from Contracting Parties and from the industry regarding the priorities of each Regulation and GTR in the review, as well as the inventories of explicit terms and high-level concepts.

Participants provisionally agreed that the next meeting should take place towards the end of Week 42, with a preference for Friday 21.

The co-chairs mentioned the opportunity to hold in-person meetings of the taskforce, for example on the week before the 15<sup>th</sup> session of GRVA in January, either at UNOG or hosted by a volunteer Contracting Party or organization.

**10. Any Other Business**

No comments were raised on this agenda item.