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

Second Meeting

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Meeting notes by agenda items

1. 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.

The taskforce also welcomed the Secretary of FRAV, as well as the chairs of the GRSG and GRBP screening taskforces. In total, the meeting counted more than forty participants.

2. Approval of the agenda and meeting notes

The taskforce approved the agenda (FADS-02-01).

Concerning the meeting notes of the first meeting (FADS-01-07), the expert from OICA requested a correction of item 7, third paragraph, to more accurately reflect the comment made by OICA regarding the use of their template for reviewing non-ADS Regulations (versions before and after the modification can be consulted on the FADS wiki page). The taskforce approved the modified meeting notes.

3. Presentation by Chinese experts of their previous regulatory review

The co-chair and expert from China presented their previous regulatory review activities which were conducted in 2017 (FADS-02-04). The expert gave information on the background for that review in 2016 and 2017, the scope and method of the analysis which spanned across 23 regulations and 79 standards, and typical examples of analyses. She then introduced the revision of the standard GB 17675 as well as the other deliverables from the review.

The co-chairs indicated that other countries would be welcome to present their own previous activities during the next meeting of the taskforce.

4. Discussion on the inventory of relevant Regulations and GTRs

The chair of the GRSG screening taskforce (GRSG TF AVRS) explained that the status of Regulations No. 102 and 147 was discussed with the chair of GRSG. Given the close relationship of these Regulations with Regulation No. 55 which is already under the purview of GRSG, the taskforce experts agreed to transfer the stewardship of these two Regulations to the GRSG screening taskforce, provided that the experts from AVRS agree to take them on.

Regarding the consideration of L category vehicles in the review—which was discussed during the first FADS meeting—the chair of the GRBP screening taskforce indicated that they would be considering this category of vehicles.

Regarding the priorities given to each Regulation as part of the review, discussions continued on the relative priority of certain Regulations relative to others. Given the difficulty to come to a complete consensus on this point, experts agreed on the following steps:

- First, taskforce participants will individually carry out a high-level review of all GRVA Regulations and GTRs regardless of their presumed importance of priority;

- Then, based on the result of that high-level review, the taskforce will give a priority rating to each Regulation and GTR. Resources for an in-depth review will then be assigned depending on this rating.

The taskforce agreed to call for volunteers among participants for reviewing Regulations and GTRs, using the template later presented by OICA (see agenda item No. 7).

5. Update of the inventory of relevant explicit terms

The expert from the United Kingdom provided the taskforce with additional items for the inventory of relevant explicit terms for ADS (FADS-01-04 Version 3). He reiterated his opinion that this inventory would not be sufficient alone for conducting a full review of the Regulations. The expert from OICA supported this position.

The chair confirmed that the review of all prescriptions individually will indeed be done. He reminded participants that the inventory would serve not only as a reminder of potential relevant terms during the review, but also as part of the "white book" to be eventually prepared by the taskforce to give guidance on drafting future Regulations (both ADS and non-ADS) to ensure their fitness for ADS.

The taskforce agreed to keep considering this inventory for its reviewing activities.

6. Discussion on implicit concepts and categorization of automated vehicles

The expert from OICA presented the results of internal discussions at OICA and CLEPA on the categorisation of automated vehicles (FADS-02-02). He introduced a new categorisation method for automated vehicles designed to carry occupants or for freight only, as well as low-speed vehicles (maximum design speed lower than 25 kilometres per hour) and dual-mode vehicles. He presented the proceedings of discussions at OICA regarding the particular aspects of dual-mode vehicles, such as their need to comply differently to the same non-ADS regulations depending on the driving mode. He proposed that such a process could be used not only for the review, but also for drafting future Regulations.

The Secretary of FRAV commented that similar discussion had taken place before at the Informal Working Group. Discussions included whether a vehicle is designed to carry occupants, designed to have a driver, or designed to switch control between the driver and the ADS during a single driving session. Regarding the specific problem of categories, the limitations of the Consolidated Resolution on the Construction of Vehicles (RE3) create a risk that certain configurations made possible by automated vehicles be excluded from the scope of recognised categories.

The experts from the United Kingdom and OICA expressed their opinions, respectively for and against the need to consider fall-back users in the review, noting that fallback users are usually associated with Level 3 automated driving.

The expert from the United States stated their wish to focus on the fundamental mission of the taskforce, which is looking at the existing Regulations and GTRs and seeing whether their wording impedes their application for automated vehicles.

The co-chair agreed with the position from the United States and reiterated the importance of the high-level review to be conducted before the next meeting of the taskforce.

The taskforce agreed to keep in mind the concept of potential categories for automated vehicles when reviewing Regulations.

7. Discussion on deliverables

The expert from OICA introduced a new version of the template sanctioned by WP29 (FADS-02-05). He offered his support to give guidance on using the provided template.

The taskforce agreed to use this template as part of their high-level review of Regulations and GTRs in preparation for the next meeting.

8. Updates from other screening taskforces

As representatives from the GRSG and GRBP taskforces expressed their positions during the relevant agenda items, this agenda item did not require additional contributions.

9. Arrangement of future meetings and assignment of tasks

The taskforce approved the proposal of the co-chair that the next meeting take place during calendar week No. 46 between 14 and 18 November, taking into account the upcoming meeting between chairs of all screening taskforces scheduled on 11 November.

10. Any other business

The co-chairs called for volunteers to take on the role of Secretary to the taskforce, given the upcoming increase in the workload of the taskforce.