

Wrap-up of the 3rd ADS IWG session

Date: July 9 (Tuesday) – July 12 (Friday), 2024

Venue: Albert Borschette Congress Center (Brussels)

Attendance:

GRVA Chair

IWG Co-chairs (UK, EC, USA, Canada, Japan)

IWG Technical Secretaries (AAPC, SAE, OICA, JASIC)

EC, Germany, France, NL, UK, China, Korea, Japan, ETSC, CLEPA, OICA, SAFE

(physical participants: 45)

Norway, DK, others (remote participants: 20)

the total No. of participants: 65

➤ ADS IWG Co-chair/EC and Canada chaired the session.

Agenda item	Action item, notes, etc.
1. Opening remarks	Opening remarks were made by representative of EC hosting this session and Co-chairs and GRVA Chair.
2. Approval of the agenda ADS-03-02	ADS-03-02-Rev.1 was approved.
4. Status of work	Phase 1: Regulation for ADS requirements made by FRAV, under progress, plan to be finished in December at #5 ADS Phase 2: Regulation for ADS assessment and test methods made by VMAD, start activities in July, plan to be finished in December at #5 ADS Phase 3: consideration of open issues in parking lot, start activities later this year, plan to be finished in May, 2025
5. Updated core document	➤ Discuss mainly unresolved issues highlighted in yellow. (Secretary/AAPC) refer to ADS-03-10-rev.2
6. Phase 1 Outcomes	Scope, purpose, definition ➤ It was agreed that the scope of UN regulation should be "This regulation applies to the approval of vehicle categories M and N with regard to their ADS." ➤ Co-Chair/Canada and Secretary/AAPC would come up with the scope of GTR by the next session. 3.22.2 The definition of "Critical Occurrence" ➤ It was agreed to change the word "event" to "occurrence" in subparagraph (a). ➤ All OPIs and ADS IWG members are requested to check whether or not the words "event" and "occurrence" are properly used throughout this document (ADS-03-10-rev.1). ➤ It might be necessary to come up with the definition of "event" if "event" and "occurrence" have clearly different meaning. If they have the very similar meaning, they should be unified. (Co-Chair/Canada)

	<p>SMS</p> <ul style="list-style-type: none"> ➤ It was agreed to change the word “organization” to “manufacturer” throughout sub-section 5.1 SMS. ➤ In principle, the word “shall” should be used in regulatory text, however, there might be cases where the word “may” can be used depending on the situations. ➤ It was agreed an exemplary use of ISO standards in regulatory text is OK. <ul style="list-style-type: none"> - How about referring to the contents of ISO instead of just referring to the ISO numbers to avoid keeping the old ISO numbers? (Germany) - Would that be impossible from the viewpoint of copyright? (EC) - With the in-advance application, referring to ISO contests partially can be approved. (SAE) <p>Safety assessment</p> <ul style="list-style-type: none"> ➤ It was agreed to add a requirement “The manufacturer shall establish a safety case for the ADS”. However, it is necessary to decide what “safety case” means more clearly. <p>ADS Performance of the DDT</p> <ul style="list-style-type: none"> ➤ It was agreed to add a requirement on “behavioral competencies”. The details would be considered and stipulated in Annex 3 "ODD framework". <p>Interaction with users</p> <ul style="list-style-type: none"> ➤ The term “user monitoring system” should be changed to be more technically-neutral expression. (5.3.2.15) <p>Credibility assessment</p> <ul style="list-style-type: none"> ➤ OPI will check whether there exist provisions without any requirements. The provisions without any requirements are not suitable for regulatory text. <p>ISMR</p> <ul style="list-style-type: none"> ➤ Who are ADS manufactures responsible for reporting ISMR to the authority? Who are relevant authorities? Yet to be answered. (4.5.2.4) <p>Existing regulations, directives and international voluntary standards</p> <ul style="list-style-type: none"> ➤ The collection should include documents written in any languages, either published or non-published, and even regional regulations, standards, and policies and guidelines provided they are influential enough.
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<p>6.9 Unfinished business and open issues</p>	<ul style="list-style-type: none"> ➤ The open items from the OPI can be categorized into the following three patterns: (Co-Chair/Japan) <ul style="list-style-type: none"> a) Open items that need new expressions to be transformed into the UNR and GTR forms during the copy-pasting process. b) Open items that would be more appropriately moved to other chapters instead of the current ones. Structural changes. c) New issues or Open items that delve deeper into the existing integrated document. ➤ Solutions will be discussed for items a) and b), while item c) will be postponed until after the Seoul meeting. ➤ Items a) and b) should be finished without delay. In case we cannot reach an agreement on open issues highlighted in yellow, the provisions should be returned to original text which were approved by GRVA and WP.29. (Co-Chair/EC)
<p>7. phase 2 Planning</p>	<ul style="list-style-type: none"> ➤ The following members responded to OPI recruitment for Phase 2. <ol style="list-style-type: none"> 1. Assessment and test methods <ul style="list-style-type: none"> - SMS Audit: Japan - virtual, track, real-world testing: JRC, NL - ISMR: JRC - Safety assessment: Canada supported by SAE 2. Other <ul style="list-style-type: none"> - Recommendations outside the scope of the regulations: Co-Chairs <ul style="list-style-type: none"> - Incorporating inputs from other IWGs ✧ CS/OTA: Canada (tentative) ✧ EDR/DSSAD: JRC and Japan ✧ FADS/AVRS/AVSR: Germany ✧ AVC: China/J Wu and Germany ➤ CATARC presented the recent work of TF-FADS and TF-AVC. (ADS-03-13) ➤ CATARC solicited comments on the following proposed terms and definitions. <ul style="list-style-type: none"> - “ADS Feature of Type I (ADSF-I)” means an ADS feature which can perform system-initiated deactivations to manual driving and therefore requires the presence of a fallback user. - “ADS Feature of Type II (ADSF-II)” means an ADS feature which does not perform system-initiated deactivations to manual driving and therefore does not require the presence of a fallback user. ➤ In case the existing regulations cannot assess/test ADS vehicles, options will be as follows. (Co-Chair/USA) <ol style="list-style-type: none"> (1) Exemption (2) Consider alternative test methods and requirements ➤ Two-way communication between ADS IWG and other related IWS would be desired. (Co-Chair/Canada)

<p>10. Forward planning</p>	<p>Major open issues identified</p> <ul style="list-style-type: none"> - SMS-1: What is a manufacturer? - SMS-2: Potential restructuring of SMS and Safety Assessment - ADS performance-1: What is a C&C Driver? - ADS performance-2: What are nominal and critical scenario? - User interaction-1: technical-neutral expression for User monitoring system - User interaction-2: Commonality - User interaction-3: Timing for user capability - ISMR-1: Obtaining data from other sources than manufacturers - ISMR-2: monitoring of near-miss incident - ISMR-3: Occurrence list - Existing regulations-1: Further collection of influential documents - Safety assessment-1: Critical scenario vs nominal scenario - Safety assessment-2 Manufacturer safety case vs authority assessment <p>Future meeting schedule</p> <p>#4 ADS: October 8 (Tuesday) - 11 (Friday) in London, hybrid meeting #5 ADS: December 9 (Monday) -13 (Friday) in Seoul, hybrid meeting #6 ADS: February 2025: On-line meeting #7 ADS: April 2025: in Tokyo, hybrid meeting #8 ADS: June 2025: On-line meeting #9 ADS: September 2025: in Geneva, hybrid meeting #10 ADS: December 2025</p> <ul style="list-style-type: none"> ➤ Phase 1 documents should be finished and sent to Co-Chairs and Secretaries by September 24 (two weeks before #4 ADS). ➤ Phase 2 documents should be finished and sent to Co-Chairs and Secretaries by November 25 (two weeks before #5 ADS).
<p>AOB</p>	<ul style="list-style-type: none"> ➤ OICA made a presentation” Consideration for ADS regulation - Basic principles and conceptual overview -”. - Feature approval on top of parts and system approvals might make things more complicated. (Co-Chair/Canada) - It is unclear whether an approval can be granted to the feature of unknown vehicle models. (UK) - There seems to be a general consensus that this concept might be discussed by GRVA Workshop given it is a type approval consideration. <p>GRVA WS on ADS still has OPI opening on the following items.</p> <ul style="list-style-type: none"> - Introduction - Procedural background - Principle for developing the regulation - Technical rationale and justification <p>Members having interests in these items are invited to reach GRVA Co-Chair/China or Ambassador/NL.</p>