

Compromise proposal to accommodate slightly different needs by some CPs concerning confirmatory testing while preserving the integrity of the UN GTR-UN R Relationship

Status of the discussion

The UN GTR and the UN R that the IWG-ADS is preparing have most of the sections in common, but also some sections that are peculiar to one or the other tool. The proposal is to use these parts that are specific to one or the other to address the slightly different needs expressed by most CPs for what concerns mandatory testing.

Introduce in the Approval section (UNR specific) the requirements for the mandatory testing methods to be used during confirmatory testing

UN GTR	UN R
1. Scope	1. Scope
2. Definitions	2. Definitions
	3. Application for approval
	4. Approval
3. General requirements	5. General requirements
4. ADS safety requirements	6. ADS safety requirements
5. Manufacturer requirements	7. Manufacturer requirements
6. Compliance assessments	8. Compliance assessments

	UN R specific provisions
	Common UN R – GT R provisions

Remove from the “Compliance Assessment” section any requirements for the mandatory testing methods to be used during confirmatory testing

UN Global Technical Regulation under the 1998 Agreement	UN Regulation under the 1958 Agreement
Safety of Automated Driving Systems	Uniform provisions concerning the approval of motor vehicles with regard to their Automated Driving Systems
	4. Approval
	[...]

	<p>4.1.2. The approval authority or its designated technical service shall verify by testing of a vehicle of the vehicle type that the manufacturer has implemented the measures they have documented. Tests shall be performed by the approval authority or its designated technical service itself, or in collaboration with the manufacturer, by sampling.</p>
	<p>4.1.2.1. [Testing shall at least include track and real-world testing]</p>
	<p>4.1.2.2. [Track testing may be omitted if the approval authority or its designated technical service deems the evidence collected by real world testing sufficient to verify that the manufacturer has implemented the measures they have documented.]</p>
	<p>[...]</p>
<p>6.3.3. Confirmatory testing</p>	<p>8.3.3. Confirmatory testing</p>
<p>6.3.3.1. Confirmatory testing shall use one or more testing methods and pre-defined and repeatable test protocols to confirm that the evidence provided by the manufacturer accurately represents the ADS performance. The test protocols shall cover a range of driving conditions representative of the ODD.</p>	<p>8.3.3.1. Confirmatory testing conducted or required by an approval authority or its designated technical service shall use one or more testing methods and pre-defined and repeatable test protocols to confirm that the evidence provided by the manufacturer accurately represents the ADS performance. The test protocols shall cover a range of driving conditions representative of the ODD.</p>

Proposal from China (Test in bold is new proposed text while ~~strikethrough text~~ is the text for which deletion is suggested)

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	4.1.2.1. [Testing shall at least include track and real-world testing]
	4.1.2.2. [Track testing may be omitted if the approval authority or its designated technical service deems the evidence collected by real world testing sufficient to verify that the manufacturer has implemented the measures they have documented.]
[...]	[...]
6.3.3. Confirmatory testing	8.3.3. Confirmatory testing
6.3.3.1. Confirmatory testing shall use one or more testing methods at least track and real world testing, along with and predefined and repeatable test protocols to confirm that the evidence provided by the manufacturer accurately represents the ADS performance. The test protocols shall cover a range of driving conditions representative of the ODD. Track testing may be omitted if the assessor deems the evidence collected by real world testing is sufficient to fulfil the objectives of confirmatory testing.	8.3.3.1. Confirmatory testing conducted or required by an approval authority or its designated technical service shall use one or more testing methods and pre-defined and repeatable test protocols to confirm that the evidence provided by the manufacturer accurately represents the ADS performance. The test protocols shall cover a range of driving conditions representative of the ODD.