

## Wrap-up of the 19<sup>th</sup> ADS IWG and 14<sup>th</sup> GRVA workshop on ADS Shanghai-session

Date: February 9-13, 2026

Attendance:

Co-Chairs: China, UK, Canada, Japan, USA, EC

Ambassadors: NL, Australia

Secretaries: AAPC, UN Secretariat, SAE, OICA, JASIC

EC/JRC, Germany, France, NL, UK, Finland, Sweden, USA, Canada, Australia, China, Korea, Japan

CITA, CLEPA, OICA, ETSC, SAE, SAFE, ITU (the number of participants: around 90)

➤ ADS IWG Co-chair/China presided at the session.

Agenda item	Action items, notes, etc.
<p style="text-align: center;"><b>Day 1</b></p> <p>1. Opening remarks</p>	<ul style="list-style-type: none"> <li>➤ Welcome remarks from MIIT, China:               <ul style="list-style-type: none"> <li>- It's a great pleasure to welcome experts from around the world to Shanghai on the occasion of the Chinese Spring Festival.</li> <li>- UN has propagated pivotal regulations on cybersecurity, software updates and DCAS, while accelerating formalization of ADS regulation.</li> <li>- In January towards November 25, Level 2 passenger vehicle sales reached 13.252 million units, a 15.9% year-to-year increase with the market penetration rates over 64%.</li> <li>- By late 2025, China also greenlighted its first Level 3 automated vehicles including two models marking the milestone in industrializing automated environment technologies.</li> </ul> </li> <li>➤ Co-chairs opening remarks:               <ul style="list-style-type: none"> <li>- We're very close to completing our initial mandate. In fact, GRVA successfully adopted our formal document plus it's amending accompanying document.</li> <li>- We need to resolve outstanding items such as DSSAD issues and also to finalize the Guidance and Interpretation (GID) document.</li> </ul> </li> </ul>
<p>2. Adoption of the agenda</p>	<ul style="list-style-type: none"> <li>➤ Secretary/AAPC introduced the proposed agenda (ADS-19-02).               <ul style="list-style-type: none"> <li>- There will be both ADS IWG session and ADS WS session this week.</li> <li>- GID draft proposals will be explained by OPIs section by section.</li> </ul> </li> <li>✧ Result: The provisional agenda was accepted.</li> </ul>
<p>3. Report on the previous session</p>	<ul style="list-style-type: none"> <li>➤ France made comments on agenda item 5. of the report.               <ul style="list-style-type: none"> <li>- We wanted to confirm that this was indeed the consensus from the last session that's the footnote to para. 8.3.3.3.1. was deleted. We submitted documents proposal with reintroduction of this footnote.</li> </ul> </li> <li>➤ The French proposal will be discussed under agenda item 25. The wrap-up of the previous session (ADS-19-01) was accepted.</li> </ul>

<p>4. Status of work #24 GRVA session</p>	<ul style="list-style-type: none"> <li>➤ ADS regulations (GTR/UNR) were posted to UN GRVA website. USA started public-comments process on GTR “ADS”.</li> <li>➤ The US Department of Transportation has issued a request for comments on the draft ADS GTR. There's a 30-day comment period and within that period the public, including industry and other stakeholders, are free to comment. (Co-chair/USA).</li> <li>➤ China will also start public-comments process in a few weeks. (Co-chair/China)</li> <li>➤ GRVA started a discussion about updating Table 1 of the AV Framework Document which presents the deliverables of the groups working on AV-related matters. The discussion is continuing, including discussions on restructuring the groups and mandates for better efficiency. (Co-chair/Canada)</li> </ul>
<p>5. Report from #30 EDR/DSSAD</p>	<ul style="list-style-type: none"> <li>➤ EDR/DSSAD Group reached agreement on the remaining issues, i.e., the definition of “Detected object” and the recording interval of the data elements. Two documents (ADS-19-13: UN R, ADS-19-14: GTR) were already sent to GRVA. It is hoped WP.29 will endorse the documents at its June session. (Co-Chair/Japan)</li> <li>➤ The examples should be singular to align with the term. (Secretary/AAPC)</li> <li>➤ DSSAD/EDR IWG is handling 2 issues, i.e., the DSSAD part which fits nicely with ADS work, but then there is the EDR part which still has some issues with the Heavy-Duty EDR. Future structure of EDR/DSSAD is under consideration. (EC)</li> <li>➤ The results of DSSAD phase 1 activities are appreciated. China has its own specifications on the details of the data elements to be recorded which can be referenced. (Co-chair/China)</li> <li>➤ Future structure of EDR/DSSAD will be decided by AC.2 and AC.3 of WP.29. It is noted UNECE demands decrease in the number of meetings and documents. Proliferation of IWGs or TFs should be avoided. (Co-chair/Canada)</li> <li>✧ Result: ADS-19-13/rev.1 and ADS-19-14/rev.1 were accepted.</li> </ul>
<p>Other</p>	<ul style="list-style-type: none"> <li>➤ Canada explained ADS-19-11 (5.3.1.9./7.3.1.9. “Safety case for an ADS”).</li> <li>➤ Support Canada proposal because it simplifies the paragraph without changing the intension. (UK)</li> <li>➤ Support Canada proposal. (EC)</li> <li>➤ OICA wanted to take this back and discuss it within OICA.</li> <li>➤ Secretary/AAPC suggests differentiating between internal/external user in the interpretation document</li> <li>Result: ADS-19-11 is accepted</li> <li>➤ France explained ADS-19-12 (information document, 1.4.10. of Annex 1, Appendix 1). <ul style="list-style-type: none"> <li>- Delete “where applicable” in 1.4.10. because DSSAD and ISMR are applicable to all ADS.</li> <li>This item will be revisited later this week</li> </ul> </li> <li>➤ France reiterated that the footnote to para. 8.3.3.3.1. is necessary.</li> <li>✧ Result: Revisit them on Friday.</li> </ul>

**Day 2**  
Agenda items  
8, 9, 10, 11, 12

- Start of the Workshop
- Report of the previous WS: ADS-19-16 is adopted.

Agenda item 08: Status of work on GID  
- doc 19-07 is updated with rev.1

Agenda item 09: GID “Introduction”

- JRC suggests to align preamble and introduction.
- SAE suggests to use “consistent” instead of “uniform”.
- Secretary/AAPC mentions the need to have a Technical Report as part of a GTR.
- Co-chair/USA indicates that this can be included in Part A. A new proposal will be submitted.

Agenda item 10: GID “DDT performance”

- Par. 24: Question if we need to list non-DDT tasks in the text, or if this should be a separate Annex. This item will be re-discussed during the presentation of the FADS group
- Par 30+31: Canada/JMR proposes to delete these. Supported.
- China: sensor failure (doc 19-20) is only relevant for sensors influencing the DDT

Agenda item 11: GID “Audit”

Introduction GID for Audit by Japan

- Work is still under discussion. JRC prepared a proposal for the relation with ISMR. Audit may depend on GTR or UNR (SAE).

Agenda item 12: Safety Interaction between ADS and users

Introduction GID for User Interaction by ETSC

Document has been distributed to small drafting group, feedback received from UK, China, Industry

- Document seems too prescriptive (OICA).
- Tone is different from other parts, looks like more consensus is needed (Secretary/AAPC).
- Take care that agreed requirements don't get lost due to comments on interpretation (co-chair/CAN).
- Make sure that figures copied are allowed and correct (secr/UNECE). Document seems to contain interpretations which were rejected as requirement (ITU)

<p>25. open issues</p>	<ul style="list-style-type: none"> <li>➤ UK explained ADS-19-25 (4.1.2.1./6.1.2.1.) <ul style="list-style-type: none"> <li>- 6.1.2.1. The driving behaviour of the ADS shall not cause a collision <b>involving an ORU or resulting in non-trivial physical damage</b>.</li> <li>- Concerns have been raised that this requirement could mean that very minor incidents would be a noncompliance with the regulation. However, there was also concern that we should be careful to avoid weakening this requirement or conflicting with traffic rules.</li> <li>- The solution was to include any collision with an ORU (so causing a collision involving a pedestrian is always a violation) and then using the non-trivial damage threshold from safety relevant object. <ul style="list-style-type: none"> <li>✧ Result: Revisit it on Friday.</li> </ul> </li> </ul> </li> <li>➤ Brief announcement on ESV Toronto (co-chair/CAN)</li> </ul>
<p><b>Day 3</b> 15. GID “Approval”</p>	<ul style="list-style-type: none"> <li>➤ Thanks to our Chinese hosts for the interesting morning program</li> <li>➤ Introduction of the Approval Section (UK)</li> <li>➤ Good direction, perhaps more distinction for Type Approval Authority (OICA).</li> <li>➤ Be careful not to add text which might contradict with GTR (co-chair/USA).</li> <li>➤ More detail for quality of careful and competent driver (EC)?</li> <li>➤ Support: UK, Ambassador/AUS</li> <li>➤ Work for TAA how to implement. (EC)</li> <li>➤ Risk of overlap in section B with WP.1. (co-chair/CAN)</li> <li>➤ Support with direction. (France, Germany)</li> <li>➤ Try to find different wording for level of safety. (Secretary/UNECE)</li> <li>➤ It is important to have uniform application, no additional requirements. (OICA)</li> <li>➤ Safety statistics matter. (UK)</li> </ul>
<p>16. FADS Chaired by Co-chair/UK</p>	<ul style="list-style-type: none"> <li>➤ France explained ADS-19-26 “Status and input for the Guidance and Interpretation Document”. <ul style="list-style-type: none"> <li>- Status of GRs fitness activities</li> <li>- Interpretation of ADS requirements linked to other Regulations</li> <li>- It is proposed to change paragraph 6.3.6. “--- all signals <b>received [transmitted to the ADS]</b> from other systems of the ADS vehicle. ---)</li> </ul> </li> <li>➤ This should be stated in manufacturer’s safety case. (AAPC)</li> <li>➤ It is not legitimate to mandate receiving the unknown signals. (OICA)</li> <li>➤ Support French proposal. (Germany, EC)</li> <li>➤ Is there any suggestion for GTR text? (Canada)</li> <li>➤ How about “receive and appropriately manage all signals transmitted from other systems.”? (Ambassador/Australia)</li> <li>➤ FADS TF wants to discuss non-DDT tasks issues with ADS IWG. (France) <ul style="list-style-type: none"> <li>✧ Result: Revisit based on a revised proposal.</li> </ul> </li> <li>➤ France reported on FADS discussion on interpretation of 7.3.2.10. <ul style="list-style-type: none"> <li>- Examples of safety risks related to other systems include <b>general construction</b> (inability to evacuate in case of fire), <b>interior</b></li> </ul> </li> </ul>

	<p><b>fittings</b> (risks related to doors, windows etc.), <b>seating and safety belts, manual controls, ...</b></p> <ul style="list-style-type: none"> <li>- UN Regulation on General Construction is only for buses and coaches. Requirements for ADS general construction might be necessary. (France)</li> <li>➤ Are there any specific problems that the ADS IWG needs to address? (Secretary/AAPC)</li> <li>➤ ADS regulation deals with ADS only. Other items such as interior fittings and safety belts are handled by GRs. Maybe this issue might be discussed by GRVA. (Co-chair/Canada)</li> <li>➤ Proposal to clarify in the introduction of the Interpretation document that existing (non-ADS) regulation has been evaluated and updated to match with ADS (Ambassador/NL)</li> </ul>
<p style="text-align: center;"><b>Day 4</b> 25. Open issues</p>	<ul style="list-style-type: none"> <li>➤ Germany explained ADS-19-27. <ul style="list-style-type: none"> <li>- Add “each time” to 4.2.2.2.5./6.2.2.2.5. concerning passenger consent for fallback to user.</li> </ul> </li> <li>➤ Support German proposal. (Australia, EC, ITU, Finland)</li> <li>➤ OICA wanted to take this back and discuss it within OICA. <ul style="list-style-type: none"> <li>✧ Result: ADS-19-27 was accepted.</li> </ul> </li> <li>➤ UK explained ADS-19-25 “causing a collision” (6.1.2.1.). <ul style="list-style-type: none"> <li>- Explanatory notes for collision were added because there is no definition of collision.</li> </ul> </li> <li>➤ There is definition of collision in Geneva Convention in WP.1. Therefore, explanatory notes for collision are unnecessary. (Co-chair/Canada)</li> <li>➤ No damage is foreseen in colliding with traffic cone. However, such ADS would not be acceptable. (EC)</li> <li>➤ This reflects ADS Tokyo meeting discussion. Japan thank UK for this proposal. (Japan)</li> <li>➤ Can support it. (SAE)</li> <li>➤ Prefer the original text. These contents should be included in GID. (France)</li> <li>➤ Prefer the original text because the meaning of “non-trivial” is vague. (China)</li> <li>➤ It is questionable whether harmonized interpretation of “non-trivial” can be achieved. (USA) <ul style="list-style-type: none"> <li>✧ Result: Keep the original text because of reservation of some CPs. Add explanatory notes to GID.</li> </ul> </li> <li>➤ France explained ADS-19-12. <ul style="list-style-type: none"> <li>- Delete “where applicable” from 1.4.10. of Annex 1, Appendix 1 “Information document” because both ISMR and DSSAD are compulsory.</li> </ul> </li> <li>➤ Support to delete it. (EC, Germany)</li> <li>➤ How about “DSSAD and ISMR as applicable”? (JRC) <ul style="list-style-type: none"> <li>✧ Result: JRC proposal as reflected in ADS-19-12/rev.1 was accepted.</li> </ul> </li> <li>➤ France explained ADS-19-28 (Clarifying the wording related to the transmission of signals from other systems of the ADS vehicle. (4.3.6./6.3.6.)</li> </ul>

	<ul style="list-style-type: none"> <li>➤ Support the amended wording. (UK)</li> <li>➤ What exactly should the manufacturer do for this requirement? (OICA)</li> <li>➤ Manufacturers are supposed to write down all the things to do in safety case. (Canada) <ul style="list-style-type: none"> <li>◇ Result: Revisit based on a revised proposal.</li> </ul> </li> </ul>
<p>Agenda item 19, 20, 21</p>	<p>Agenda item 19: GID “Safety case”</p> <ul style="list-style-type: none"> <li>➤ Introduction to GID for Safety Case (CAN/USA)</li> <li>➤ Remote is only mentioned once. Good direction, however, the GRVA amendments seem not to be included? (UK)</li> <li>➤ Avoid duplication of items in GID. Clarify that remote interaction is only safety related. (EC)</li> <li>➤ It is important that CP’s list relevant safety cases. (ITU)</li> <li>➤ Check if security is part of safety (Secretary/UNECE)</li> </ul> <p>Agenda item 20: GID “Testing”</p> <ul style="list-style-type: none"> <li>➤ Introduction GID for Testing (JRC)</li> <li>➤ Suggestion to include virtual testing in flowchart (UK)</li> </ul> <p>Agenda item 21: GID “ISMR”</p> <ul style="list-style-type: none"> <li>➤ Introduction GID for ISMR (JRC)</li> <li>➤ Request to give feedback on draft documents to all. Support, consider referring to DETA. (Germany)</li> <li>➤ Support, make clear that experience in practice is important, as well as possible national laws. (UK)</li> <li>➤ How about heavy vehicles. (OICA/CLEPA)</li> <li>➤ Anonymizing is important, however this only relates to persons, not e.g. OEM’s (France)</li> </ul>
<p>22. WS Coordination of Work</p>	<ul style="list-style-type: none"> <li>➤ Summary of generic remarks (Ambassador/NL): <ul style="list-style-type: none"> <li>- Centralize interpretations covering different chapters/paragraphs</li> <li>- Harmonize language</li> <li>- No wording suggesting extension/new requirements</li> <li>- Align sessions with OPI’s</li> <li>- Follow structure from regulation</li> <li>- Use exact the same texts as in Regulation</li> </ul> </li> <li>➤ Think about maintenance of GID. (Co-chair/USA)</li> <li>➤ Is there a better word for Guidance? (ITU)</li> <li>➤ GID is not only for TS and TAA. (OICA/CLEPA)</li> </ul>

<p style="text-align: center;"><b>Day 5</b></p> <p>25. Open issues</p>	<ul style="list-style-type: none"> <li>➤ France explained ADS-19-28/rev.1 (Clarifying the wording related to the transmission of signals from other systems of the ADS vehicle.) <ul style="list-style-type: none"> <li>- 4.3.6. / 6.3.6. “The ADS shall receive <b>all signals transmitted to it by other systems of the ADS vehicle and appropriately manage them</b>. A list of these signals and how they are managed shall be included in the manufacturer’s safety case.”</li> </ul> </li> <li>➤ Support this amendment. (EC)</li> <li>➤ Are they wired signals or wireless ones? Does ADS receive signals outside of ADS vehicles? How about adding “relevant”? (China)</li> <li>➤ The signals are limited to those from other systems of the ADS vehicle. Therefore, addition of “relevant” is not necessary. (Co-chair/UK) <ul style="list-style-type: none"> <li>✧ Result: ADS-19-28/rev.1 was accepted.</li> </ul> </li> </ul> <p>Summary of amendments to ADS regulation.</p> <ul style="list-style-type: none"> <li>- ADS-19-12/rev.1 (DSSAD and ISMR as applicable)</li> <li>- DSSAD: ADS-19-13/rev.1 and ADS-19-14/rev.1</li> <li>- ADS-19-27 (passenger consent each time)</li> <li>- ADS-19-28/rev.1 (signal transmissions)</li> <li>➤ Amendments to ADS regulation will be submitted to WP.29 at its June session through GRVA May session. (UN Secretariat)</li> <li>➤ The amendments above will be submitted to WP.29 at its March session with square brackets. The Chair of GRVA will report it. It will be endorsed by GRVA May session. The ADS regulation will be submitted to WP.29 at its June session without any square brackets. (Secretary/AAPC)</li> </ul>
<p>26.Next steps and future meetings</p>	<ul style="list-style-type: none"> <li>➤ The industry asked me about the workload from now on. We are about to start other tasks than GID. (Co-chair/Canada)</li> <li>➤ Co-chair/Canada explained ADS-19-29 “Program of work for 2026 and beyond”. <ul style="list-style-type: none"> <li>(1) List 1 (Bucket 1) <ul style="list-style-type: none"> <li>- The item “Remote assistance of the ADS” has a high priority. (OICA)</li> <li>- The item “Software parameters which change/adapt during use” should be left to CS/OTA IWG. (France)</li> <li>- ITU and Ambassador/NL explain that this item includes e.g. updates of maps, which is not included in OTA.</li> <li>- Should impact of ODD changes on e.g. safety case be added (SAE)?</li> <li>- This is already part of GID. (OICA)</li> </ul> </li> <li>(3) List 3 <ul style="list-style-type: none"> <li>- item 4 is broad and includes information sharing. This might affect more than only IWG. (France)</li> <li>- Exchanging experiences is important. (OICA)</li> <li>- Don’t start introducing too many changes since much experience and information is needed from the first implementations. (SAE)</li> <li>- Should fallback user be added? (ITU)</li> <li>- Would aligning R157 with the UNR/GTR ADS be another item? (ITU)</li> </ul> </li> </ul> </li> <li>➤ It is a brainstorming stage now. Allocation of responsibility will be discussed at a later stage. (Co-chair/Canada)</li> </ul>

	<ul style="list-style-type: none"><li>✧ <b>Action item:</b> OPIs are requested to fill in the column “Description/remarks” of Appendix 1: Activities of the IWG-ADS beyond June 2026” and send it to Co-chairs and secretaries by two or three weeks prior to Bangkok session.</li><li>➤ Bangkok session will be the last opportunity to come up with the future tasks. They will be submitted to GRVA May session.</li> <li>✧ Future meetings<ul style="list-style-type: none"><li>- April 27 – May 1: The Quarter Ari hotel in Bangkok</li><li>- The second or the third week of July: in Brussels</li></ul></li><li>➤ ADS IWG will request the extension of its mandate by one and a half years or two years. ADS Leadership will consider rotating the meeting time zones so that the burden of north American participants (early morning) and Asian/Oceanic participants will be mitigated. (Co-chair/Canada)</li></ul>
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