

ACSF IWG
Proposal from Industry about ALKS for HCVs
23rd session - July 30 to August 1, 2019 - Brussels

Aim:

This is proposing to establish an ACSF task force dedicated to the ALKS provisions for HCVs (Heavy Commercial Vehicles), building on the positive experience of the recent Small Drafting Group decided at ACSF-22 which successfully delivered a clean draft for this session.

Background:

The terms of reference of the ACSF IWG, per Annex III of the GRVA-01 report (document ECE/TRANS/WP.29/GRVA/1), include all vehicle categories and so-called *high speed* (e.g. 130kph for passenger cars, 90kph for trucks). However the ACSF IWG is currently focussing on the delivery, by February 2020 session of GRVA, of a limited scope: ALKS for M1 category for speeds up to 60 kph.

HCV Industry statements:

HCV industry stresses the importance of the delivery of ALKS for HCVs, since this is an enabler for the development of the technology and a natural step towards ALKS for higher speeds. The development of the L3-L4 technologies should not only be the privilege of those manufacturers producing passenger cars, even for a short period.

Additionally, Industry faces an increasing demand from the market due to the substantial improvements in the fields of safety, energy efficiency and productivity that ALKS / AD will provide to HCV users (professional drivers, SMEs, multi-nationals with integrated transport services)

Since technology for M1 will be similar as for HCVs, it is more efficient to deal with the HCV-issues in parallel with passenger cars, than to perform purely sequential work.

The current ALKS draft text has so far not shown any field of provisions that could generate specific requirements for HCVs compared to M1. Industry is seeking for guidance from the IWG on how to best secure the ALKS delivery for vehicle categories other than M1, and meet the mandate defined in the terms of reference, e.g. regarding the concern that once the existing ACSF team will move on with other tasks (e.g. FRAV, VMAD), who would then deal with the remaining work items from the TORs.

Conclusion:

In order to help the IWG deliver their commitment to both GRVA and WP.29, Industry volunteers to lead a technical review of the M1 requirements in a dedicated HCV task force, with the involvement of the contracting parties willing to contribute.

The objectives of the task force would be to analyse each requirement and prepare a recommendation to the ACSF IWG on whether they should be adapted to HCVs, or whether current M1 provisions already fit. Providing an outcome of the work to ACSF, aiming at a mature text or at least an agreed list of open items with the potential solutions for GRVA-05 of February 2020 looks achievable.