Submitted by the European Union and Japan

New Priorities

Title	Activity	Allocation to	Time horizon for starting work	Proposed timing in the EU and Japan	Main target
Framework Regulation on automated/autonomous vehicles[*]	**new**	**GRVA**	Nov-18	【Japan】take into consideration of the discussion at AutoVeh TF 【EU】in Nov 2018	Automated/autonomous vehicles (with levels of automation 3, 4 and 5)
Cyber security[*]	**new**	**GRVA**	Nov-18	【Japan】in 2018 【EU】in 2018	Conventional & automated/autonomous vehicles
Over-the-Air updates[*]	**new**	**GRVA**	Nov-18	【Japan】tbd 【EU】tbd	Conventional & automated/autonomous vehicles
Event Data Recorders (EDR)[*]	existing	**GRSG**	pursue	【Japan】tbd 【EU】tbd	Conventional & automated/autonomous
Data Storage System for AD (DSSAD)[*]	**new**	**GRVA**	Mar-19	【Japan】tbd 【EU】in 2018 - take into consideration of the discusion of the discussion at ACSF IWG	Automated/autonomous (with levels of automation 3, 4 and 5)
Longitudinal control (ACC, preventive braking)[*]	**new**	**GRVA**	Mar-19	【Japan】tbd 【EU】take into consideration of the discusion of the discussion at ACSF IWG	Automated/autonomous vehicles (with levels of automation 3, 4 and 5)
Driver availability recognition[*]	**new**	**GRVA**	Mar-19	【Japan】in 2018 【EU】in 2018	Automated/autonomous vehicles (with levels of automation 3, 4 and 5)
Advanced Emergency Braking Systems (AEBS)	existing	**GRVA**	pursue	【Japan】after adoption of the new UNR 【EU】possibly in parallell with the UN regulation	Conventional vehicles
Lane Keeping Assist Systems (LKAS)	existing	**GRVA**	pursue	【Japan】tbd	Conventional vehicles

Lane Keeping Assist Systems (LKAS)	existing	GRVA	pursue	【EU】tbd	Conventional vehicles

* Regarding the new priorities of which the main target is automated/autonomous vehicles, it is to be considered whether to establish individual GTRs or some packaged GTRs.

Comments

Should cover the combination of the different functions for driving: logitudinal control, lateral control, environment monitoring and driver monitoring Separate testing (i.e. by system/component)? Whole vehicle testing? Virtual or real testing?

Work of Task Force on Cyber Security (CS) ongoing Recommendations on legislative approach & Draft Regulation expected by Jun 2018

Work of Task Force on Over-the-Air (OTA) updates ongoing Recommendations on legislative approach & Draft Regulation expected by Jun 2018

Existing systems - as road safety measure (e.g. accident recoding)

Systems to be developed for autonomous vehicles (e.g. accident recoding) take into consideration of the discussion at GRRF/ACSF IWG

Not regulated for conventional vehicles, except for Heavy Duty Vehicles (HDV). Potentially also of interest for conventional vehicles in the future? take into consideration of the discussion at GRRF/ACSF IWG

take into consideration of the discussion at GRRF/ACSF IWG

Some work done on truck & bus collisions against moving and stationary obstacles (see UN Reg 131). Activity launched as an informal group on AEBS for cars (needed for the future revision of GSR)

WP29 aleady adopted an amendment to UN Regulation 79 in March 2017.

Possibility to transform into GTR, if other CPs intend regulating too