Submitted by the European Commission

Informal document WP.29-182-18 182nd WP.29 10-12 November 2020 Agenda item 2.3

Proposal for amendments to the Framework Document on Automated/ autonomous Vehicles (Revision 2)

The World Forum for Harmonization of Vehicle Regulations (WP.29) adopted ECE/TRANS/WP.29/2019/34/Rev.2 at its $179^{\rm th}$ session.

The Administrative Committee for the Coordination of Work (AC.2) met informally and virtually on 28 May 2020 and reviewed the progress made on the project listed in the Revision 2 of the Framework Document on Automated/autonomous Vehicles (FDVA).

The table below reflects the comments send by the Informal Working Group on Event Data Recorder / Data Storage System for Automated Driving prior to the meeting as well as the assessment provided by AC.2 during that meeting on the activities listed in the Annex in FDAV.

Functional Requirements for automated autonomous vehicles) This work item should cover the functional requirements for the combination of the different functions for driving: longitudinal control (acceleration, braking and road speed), lateral control (acederation, braking and road speed), lateral control (acedirection), braking and road speed), lateral control (ater discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. This work item should also GRVA/ Response	Title	Description of work / ECE/TRANS/WP.29/2019/2	Corresponding principles/elements	Allocation to	Main targets	Ac	Deliverable/ Deadline for		on EC	
Containing Image: Containing of the advary, side, rear), Image: Containing of the advary, side, real, s			principios ciencini.			Current activities	Future Activities	submission to		CE/TR
group RA Y Y Y Common functional requirements? March 2021? March 2021? Identification of high-level requirements on existing requirements requirements requirements ad other relevant reference documents (1958 and 1998) andatory manufacturert descriptions of identification of	Requirements for automated/ autonomous rehicles)	the functional requirements for the combination of the different functions for driving: longitudinal control (acceleration, braking and road speed), lateral control (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. This work item should also cover the requirements for	 b. Failsafe Response c. HMI /Operator information d. OEDR (Functional 	ACSF informal group New group?	Autonomous	Functional requirements for Lane Keeping systems of SAE levels 3/4 (New UN Regulation for contracting parties to	AD Motorway applications (amendment to include higher speed and lane change in the UN Regulation on Automated Lane Keeping Systems currently limited to 60	2020 Done2021 March 2020 Survey - done Details - ongoing. When	ALVOLAN 1. 727 7012/01/01/04/1464-7	Commented [LA(1]: We are late on the schedule. We sho
		Functional Safety.	groupFRA				requirements on existing national/regional guidelines and other relevant reference documents (1958 and 1998	common functional requirements? March 2021? Identification of high-level performance requirements for ADS ? Identification of mandatory manufacturer descriptions of		

Title	Description of work / ECE/TRANS/WP.29/2019/2	Corresponding principles/elements	Allocation to	Main targets	Act	Deliverable/ Deadline for	
					Current activities	Future Activities	submission to WP29
Test method	system compliance, digital identity, test track, real world driving evaluation <u>, in- use monitoring, use of</u> <u>scenarios</u> . This work item should also cover the assessment of Functional Safety.	b. Failsafe Response c. HMI/Operator Information d. OEDR (Assessment Method) f. Validation for System Safety (including CEL)	New group? VMAD informal group	vehicles	New assessment /Test method of AD	applications (amendment to the UN Regulation on Automated Lane Keeping Systems currently limited to 60 km/h] (including CEL) for Lane Keeping systems of SAE levels 3/4 as New UN Regulation for contracting parties to the 1958 Agreement]	March 2021 (Description of NATM process/procedu res for the assessment of an ADS) March 2020
						Review of the existing and upcoming methods and a proposed way forward for the assessment of AD CEL for AD	March 2021
Cyber security and (Over-the- Air) Software updates	Work of Task Force on Cyber Security and (OTA) software updates (TF CS/OTA) ongoing. Draft recommendations on the approach (based on draft technical requirements).	g. Cybersecurity h. Software Updates	GRVA Cyber/soft ware update informal group	Conventional and Automated / Autonomous vehicles	Test phase on the draft requirements under 1958 Agreement Review of draft set of technical requirements for 1998 CPs	Review of the report of the test phase on the draft requirements. Regulation whiled for vere	November 2019 Done 11:2019 Done 03:2020 Done 03:2020 Done 03:2020 Done 03:2020 Done 03:2020 Done 03:2020 Done 03:2020 Done 03:2020 Done 04:2019 Done

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		1			Current activities	Future Activities	submission to WP29
Data Storage System for Automated Driving vehicles (DSSAD)	DSSAD are for autonomous vehicles (e.g. accident recoding). This work item should take into consideration of the discussion at GRVA and its Informal Working Group on Automatically Commended Steering Function (IWG on ACSF). Clear objectives, deadline and the identification of differences with EDR to be determined first before discussion on detailed data information.	i. EDR/DSSAD	First: GRVA Later: GRSG (in coordinati on with GRVA) New EDR/DSSAD informal group	Automated / Autonomous vehicles		Clear objectives, deadline and the identification of differences with EDR DSSAD requirements for Lane Keeping systems of SAE levels 3/4 as New UN Regulation for contracting parties to the 1958 Agreement Review of the existing national / regional activities and a-proposed way forward for DSSAD DSSAD requirements for AD Motorway applications (as part of the ALKS regulation)	November 2019 Done March 2020 Done March 2020 Overview of existing activities and of the positions of the CP's of a proposed way forward submitted. An agreed proposal or a way forward on behalf of the IWG expected June 2021, June 2021 June 2021
Event Data Recorder (EDR)	Existing systems - as road safety measure (e.g. accident recoding).	i. EDR/DSSAD	GRSG New EDR/DSSAD informal group	Conventional and Automated / Autonomous vehicles		Clear objectives, deadline and the identification of differences with DSSAD Review of the existing national /regional activities and a proposed way forward for EDR	November 2019 During March 2020 Overview of the existi activities and of the positions of the CP's of a proposed way forward submitted. An agreed proposal or a way forward on behalf of the IWG expected June 2021.

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					Current activities	Future Activities	submission to WP29
						EDR for conventional vehicles: Technical requirements on EDR for AD Motorway applications	November March 2021 2020 Still aiming to submit a proposal to GRSG July session to be forwarded to WP,29 November 2020 session. (In addition, an informal doc. will be developed Q3 to remove brackets and slightly amend the original document).

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