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 179th 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.

Table 1 **Detailed WP.29 work priorities related to automated/autonomous vehicles for 2021**

| *Title* | *Description of work / ECE/TRANS/WP.29/2019/2* | *Corresponding principles/elements* | *Allocation to* | *Main targets* | *Activities* | | *Deliverable/ Deadline for submission to WP29* |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *Current activities* | *Future Activities* |
| 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 (lane discipline), environment monitoring (headway, side, rear), minimum risk manoeuvre, transition demand, HMI (internal and external) and driver monitoring. | a. System safety  b. Failsafe Response  c. HMI /Operator information  d. OEDR (Functional Requirements) | GRVA/  New group?  FRAV | Automated / Autonomous vehicles |  | Functional requirements for AD Motorway applications (amendment to include higher speed and lane change in the UN Regulation on Automated Lane Keeping Systems currently limited to 60 km/h )  Common functional requirements on existing national/regional guidelines and other relevant reference documents (1958 and 1998 Agreements) | June 2021  March 2020 Survey - done Details - ongoing. When do we get the common functional requirements? March 2021? Identification of high-level performance requirements for ADS ?  Identification of mandatory manufacturer descriptions of ADS? |
| New assessment / Test method | Multi-pillar concept: Audit, simulation, electronic system compliance, digital identity, test track, real world driving evaluation, in-use monitoring, use of scenarios. | a. System safety (including CEL)  b. Failsafe Response  c. HMI/Operator Information  d. OEDR (Assessment Method)  f. Validation for System Safety (including CEL) | GRVA/  New group?  VMAD informal group | Automated / Autonomous vehicles | New assessment /Test method of AD | The test and assessment method for Motorway applications (amendment to the UN Regulation on Automated Lane Keeping Systems currently limited to 60 km/h ) | June 2021  March 2021 (Description of NATM process/procedures for the assessment of an ADS) |
| 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/software update informal group | Conventional and Automated / Autonomous vehicles | Review of draft set of technical requirements for 1998 CPs |  | November 2019  Delayed  When? |
| 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 coordination with GRVA)  New EDR/DSSAD informal group | Automated / Autonomous vehicles |  | proposed way forward for DSSAD  DSSAD requirements for AD Motorway applications (as part of the ALKS regulation) | 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 |  | Review of the existing national /regional activities and a proposed way forward for EDR  Technical requirements on EDR for conventional vehicles  Technical requirements on EDR for AD Motorway applications ‘ | March 2020  March 2021  June 2021 |