

GRVA – 7th session

This document aims at summarising the seventh session of the GRVA (Working Party on Automated/Autonomous and Connected Vehicles). This session was a virtual session, due to Coronavirus, held from 21st to 25th of September 2020.

During this session, the highlights of the March and June 2020 sessions from the World Forum for Harmonization of Vehicle Regulations (WP.29) were presented. It was highlighted, among others, the combined session of the Global Forum for Road Traffic Safety (WP.1) with WP.29. GRVA agreed to support the principles contained in the document [ECE/TRANS/WP.1/2020/3](#) where collaboration mechanisms for common approaches between WP.1 and WP.29 are proposed.

Regarding automated/autonomous and connected vehicles, different deliverables from diverse informal working groups (IWG) of the GRVA were submitted and discussed:

- **Informal Working Group on Functional Requirements for Automated and Autonomous Vehicles (FRAV)** – Report: [GRVA-07-54](#)

The group finalized its discussion on Operational Domain Designs (ODDs), which are defined by the manufacturer and can potentially be restricted by the regulator. It was presented the agreed structure that will guide the work of the group: the system performing the Dynamic Driving Task (DDT) is the Automated Driving System (ADS), it may have one or more features, each feature having a unique ODD.

- **Informal Working Group on Validation Methods for Automated Driving (VMAD)** – Report: [GRVA-07-55](#)

The activities related to Complex Electronics and Automated Lane Keeping System as well as the review of existing methods were completed and now the group will now focus on the New Assessment Test Method.

- **Informal Working Group on Event Data Recorder / Data Storage Systems for Automated Driving (EDR/DSSAD)** – Report: [GRVA-07-58](#)

The group is currently primarily focusing on EDR activities and due to discussions on EDR the activities of DSSAD were delayed.

In addition, regarding the proposal for a new UN Regulation on Automated Lane Keeping Systems (ALKS), which was fine-tuned and endorsed to the WP29 for approval on the previous GRVA session (Session 6), [it was adopted by the WP.29](#) at the session from June 2020. During this GRVA session (7th session), some amendments were presented but there were further discussions to be made for next sessions.

With regards to connected vehicles two main topics were addressed: “**Cyber security and data protection**” and “**Software updates and Over-The-Air issues**”.

The report on the activities of the IWG on Cyber Security and Over-The-Air Software Updates (CS/OTA) can be found at the document [GRVA-07-49](#). This IWG created a document proposing guidance on how to interpret UN Regulation No. [155] ([GRVA-07-04-Rev.1](#)) which was supported by GRVA and recommended its endorsement by WP.29 at its November 2020 session, on the basis of an informal document.

From the side of software updates and Over-The-Air issues the expert from UK introduced a document [ECE/TRANS/WP.29/GRVA/2020/29](#) proposing guidance on how to interpret UN Regulation No.[156] (Software Updates and Software Updates Management Systems). GRVA agreed to amend the aforementioned document with [GRVA-07-50](#) and recommended its adoption by WP.29 at its November 2020 Session.

Another topic that was discussed during the session falls under the scope of Regulation No.79 and is related to the **Automatically Commanded Steering Function**. GRVA adopted [ECE/TRANS/WP.29/GRVA/2020/23](#) which is a supplement to the 03 series of amendments to UN Regulation No.79. On the other hand, GRVA agreed to keep the document that Germany presented ([GRVA-07-42](#)) where it proposed ideas on how to proceed with Advanced Driver Assist Systems and continuous automation up to Level 2 within UN Regulation No. 79.

To conclude, the IWG on Advanced Emergency Braking Systems (AEBS) for M₁ and N₁ vehicles reported the document [GRVA-07-70](#) with the outcome produced by the group. This informal working group is working on the inclusion of provisions for the approval of AEBS covering Car to Bike scenarios. GRVA adopted [ECE/TRANS/WP.29/GRVA/2020/26](#) (as amended by GRVA-07-10), as a proposal for Supplement 3 to the UN Regulation No. 152 (AEBS for M₁ and N₁) in order to improve the Appendix 2 Annex 3 for best assessing the robustness against false reaction, to introduce new provisions for automatic deactivation of AEBS, and to give clarifications regarding, among others, response to failure, false reaction avoidance, sensor misalignment and automatic deactivation.

Lastly, GRVA agreed with the proposal of Germany to establish an IWG on AEBS for heavy vehicles and requested to invite delegations for the first informal meeting and to submit an updated ToR (update of [GRVA-07-03](#)) of for review at the next GRVA session.