

## GRVA – 9<sup>th</sup> session

Ninth session of the GRVA was a virtual meeting held between 1<sup>st</sup> to 5<sup>th</sup> of February 2021.

At the beginning of the meeting France presented to the group, their strategy of deployment of the automated mobility in France ([GRVA-09-03](#)). Later, an expert from the International Ergonomic Association showed [GRVA-09-21](#). The group agreed to start discussions on HMI factors for remote controlled technologies in the IWG FRAV. OICA presented ([GRVA-09-10](#)) about a new approach for Automated Driving homologation (Automated Driving Management System of the manufacturer + Automated Driving System Validation). Not too much agreement on this document. The Chair's proposal is to keep on the discussion in both IWG FRAV & VMAD.

VMAD and FRAV chairs presented the status of their respective groups. VMAD+FRAV introduced [GRVA-09-07](#) including a draft of the Master Document on New Assessment /Test Method (NATM) on Automated Driving. The group endorsed this proposal and the document will be submitted to March session of WP.29. EDR/DSSAD IWG Chair's informed orally about the status of the group and GRVA chair requested to the IWG a new work plan for the DSSAD for the next GRVA session.

GRVA received from the Special Interest Group (SIG) on R157 their first progress report, some of the proposals made in the SIG were also discussed during the GRVA session. Most of the proposals will keep on discussion in the Special Interest Group (SIG). The proposal from France to amend the R157SWIN requirements in the UN R157 was modified during the discussions, finally the text included in [GRVA-09-40](#) was endorsed and will be submitted to WP.29 session on March.

Regarding Cybersecurity and OTA issues, the group agreed to work on a document with common guidelines for 1958 and 1998 agreements. During the next GRVA session a workplan for the IWG will be submitted. Russia presented a document modifying 5.3.5 of the Cybersecurity Regulation, no consensus was reached during the meeting, so the chair decided to keep on discussions in the IWG on IWVTA. France made a proposal modifying Software Updates Regulation with no consensus in the group, it will be rechecked again during next GRVA session. CEMA made a proposal to delete RST vehicle categories from UN Reg No. 156, group was not comfortable with this proposal and sent the proposal to be discussed at the IWG on CS/OTA.

GRVA agreed the Terms of Reference (ToR) of the Task Force on ADAS ([GRVA-09-15](#) deleting parag. 2 in Part C). OICA presented the official document [ECE/TRANS/WP.29/GRVA/2021/9](#) including all the amendment proposals of the UN Reg. No. 79 agreed during a previous workshop organised by OICA on January 28<sup>th</sup> 2021. Some changes were made, during the meeting, to OICA's proposals and these changes are compiled in the informal document [GRVA-09-30](#). This document was endorsed and finally sent to the June WP.29 session. Regarding the RMF (Risk Mitigation Function) proposal, the group decided to send the document [ECE/TRANS/WP.29/GRVA/2021/13](#) amended by [GRVA-09-43](#) to WP.29 session in

June. This proposal shall be confirmed by GRVA at its next session (likely in May 2021). OICA shown special concern on the inclusion of RMF in UN R79 before September 2021.

GRVA endorsed the ToR document proposed by the IWG on AEBS for Heavy Duty Vehicles.

There was an important discussion on GRVA's priorities for 2021, GRVA chair decided to create a parallel meeting in order to discuss these priorities. Finally, the proposal coming from this parallel meeting was endorsed ([GRVA-09-39](#)) and the group will work accordingly to the priorities mentioned in the document.

In the Other Business section, Russia submitted a document ([GRVA-09-23](#)) about Artificial Intelligence, GRVA decided to start discussions on this issue during upcoming meetings.