

## **Proposal to WP.29 regarding the structuring of activities supporting the coordination between WP.1 and WP.29**

### **I. Preamble**

1. Automated Driving Systems (ADS) are expected to support the transport stakeholders to address some of the challenges posed by road traffic. ADS implied activities of the Global Forum for Road Traffic Safety (WP.1) and the World Forum for Harmonization of Vehicle Regulations (WP.29).
2. On several occasions, the Inland Transport Committee recognized the importance of coordination between WP.1 and WP.29 regarding their activities on ADS:
3. At its seventy-seventh session, ITC invited WP.1 and WP.29 to investigate different possibilities to increase their cooperation and to optimize synergy within these Working Parties, as the knowledge of the human behaviour in relation to complex technology will be of utmost importance in the future, and as technology and the driver/road user cannot be regulated in isolation from each other. This decision was reiterated at the 80<sup>th</sup> session of ITC. Similar decisions on the collaboration of WP.1 and WP.29 were reiterated at the following sessions.
4. More recently, AC.2 was informed on the outcome of a combined workshop of WP.1 Informal Group of Experts on Automated Driving (IGEAD) and the WP.29/GRVA Informal Working Group on Functional Requirements for Automated Vehicles (IWG on FRAV). AC.2 discussed the collaboration between WP.29 and WP.1. It supported the continuation of this communication at the operational level while WP.29 and WP.1 are exploring the needs of the Working Parties. WP.29 agreed that a basis document to organize collaboration with WP.1 would be prepared for the WP.29 June 2023 session by the GRVA Chair, the WP.29 Chair, the secretariat and interested parties.

### **II. Working Parties**

#### **A. WP.1**

5. WP.1 is dealing with road traffic safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. WP.1 administers, among other ECE legal instruments, several guideline documents as well as two conventions on Road Traffic. These are the 1949 Geneva Convention and the 1968 Vienna Convention with its amendments, as well as the 1968 Vienna Convention on Road Signs and Signals, which provide the legal framework for traffic rules in contracting states. In addition, WP.1 maintains consolidated resolutions e.g. R.E.1, and recently adopted resolutions, including a resolution on the deployment of highly and fully automated vehicles in road traffic, a resolution on safety considerations for activities other than driving undertaken by drivers when ADS issuing transition demands exercise dynamic control, and intends to continue considering policy challenges of e.g. remote driving.

#### **B. WP.29**

6. WP.29 administers three UN Agreements, adopted in 1958, 1997 and 1998 which provide the legal framework allowing Contracting Parties (Member States) to establish:

- (a) UN Regulations, annexed to the 1958 Agreement;
- (b) UN Global Technical Regulations (UN GTRs), associated with the 1998 Agreement; and
- (c) UN Rules, annexed to the 1997 Agreement.

7. WP.29 also maintains resolutions such as the consolidated resolutions e.g. R.E.3, the special resolutions e.g. SR.1 SR.2 and the mutual resolutions e.g. MR.1 and MR.2.

8. WP.29 adopted documents providing guidance to its subsidiary bodies on their activities related to ADS.

Note: the six legal instruments mentioned above have different Contracting Parties, different rules for adopting amendments and related documents.

### III. History and highlights related to the collaboration

9. As an effort to support the collaboration between WP.1 and WP.29, the secretariat proposed the establishment of an executive task force. Following informal meetings of this task force a document including definitions and terms of relevance for the two groups in their activities on ADS was drafted.

10. WP.1 and GRRF organized two combined sessions in September 2017 and 2018.

11. WP.1 and WP.29 organized a combined side event for ITC in February 2019.

12. WP.1 and WP.29 organized a combined session in March 2020.

13. The WP.1 Chair and the representative of Canada tabled a document regarding the matters of mutual interest for WP.1 and WP.29, titled “Proposal to develop a framework document of key principles for automated vehicle safety and human centred needs”, (see Informal Document No. 11 (and Rev.1) at the WP.1 September 2022 session <https://unece.org/sites/default/files/2022-02/ECE-TRANS-WP1-Infom-11-Rev1e.pdf>)

14. A combined workshop of IGEAD and the WP.29/GRVA IWG on FRAV was organized in November 2022. The workshop identified the potential areas of collaboration as follows:

- (a) External communication (by any means of communication)
  - Other road users
  - Tools to support enforcement activities
  - Share and document research on this topic
- (b) Short glossary/terms and the definitions we use
  - Explaining possible differences in the terminology used by the WPs, as well trying to make the terminology in line with each other to the extent possible/two columns
  - Should be a living document (align emerging terms definitions)
- (c) Electronic format of traffic rules
  - Data base → under the responsibility of a group to translate and find common electronic format
- (d) Safe vehicle behaviour/traffic rules, including:
  - Human Machine Interface → interaction with humans? E.g. no requirement for special training or reading manuals.
  - Identifying the gaps that there are now
  - Universal principles for safe driving
  - Possible deviation from traffic rules by the ADS

15. WP.29 recently agreed to screen the UN Regulations and UN GTRs on their fitness for Automated Driving Systems. This exercise was the occasion to identify some issues of mutual interest for WP.1 and WP.29. The experts mentioned the following issues as potential elements for collaboration with WP.1:

- (a) Use of ADS (e.g. by children and other user groups)
- (b) Use and purpose of tell-tales in driverless vehicles
- (c) Should it be allowed that the user can open/leave the vehicle while it is in driving mode (e.g. emergency situation vs. a child trying to open the car not able to assess the situation etc.)

## **IV. Scope of work**

### **A. Purpose and target**

16. Both working parties are interested to advance automated vehicle technology in terms of safety. Overlapping areas in the topic could be identified commonly and discussed based on a specific collaboration agenda.

17. This paper identifies common fields:

- (a) Collecting information on current activities of the two groups for keep abreast the two parties on ongoing activities.
- (b) Listing items of mutual interest between the two groups (e.g. user interaction).
- (c) Establishing a process to organize joint meetings / common workshops (on demand) to exchange knowledge and expertise on specific items of interest.

### **B. Timeline**

18. As the development of ADS technology is ongoing, and therefore additional items of interest may arise during the period of the collaboration between the two working groups, the work cannot be organized in a project structure, e.g. defining a timeline, as it is not possible to identify the date by which the collaboration should end.

## **IV. Coordination of tasks**

### **A. Coordination at the contracting party level**

19. The Contracting Parties can address issues of mutual interest to WP.1 and WP.29 by means of national coordination in order to define and present their position in the two working parties. (Such practice is often used when WP.15 identifies issues that are relevant for GRSG (UN Regulation No. 105) or GRVA (UN Regulation No. 13))

20. When national coordination is not the adequate solution to deal with the issues, the Contracting Parties may wish to decide on the organization of combined sessions and workshops (as it was the case in March 2020).

### **B. Coordination at the working party level**

21. Working Parties may decide to consult the other working party on a specific issue.

22. The Working Parties may wish to encourage the participation of experts to enrich the work done by their group (such practice was implemented when selecting the Chairs of the IWG on VMAD and its subgroups).

## **C. Method of work**

### **(a) Rules**

23. Collaboration mechanisms agreed among working parties can not deviate from the terms of reference and rules of procedures of the respective bodies. They cannot contradict procedures set within the legal instruments in force.

### **(b) Decision making**

24. Decision making processes among the working parties remain unchanged.

25. In case formal discussions are required, the sectoral committee is providing coordination as per established practices.

### **(c) Communication mechanisms**

26. The working parties shall note in the relevant sections of the session reports the element of common interest that are suggested to be address by the other working party.

27. Brief informal notes may be prepared by the respective Chairs and secretaries in order to facilitate discussion in the relevant working parties.

28. The Chair of WP.1 and/or WP.29 may be invited by the other working party for reporting and consultation.

29. The conclusion (if any) of a Working Party on an issue raised is noted in the session report. Common workshops (where needed) may be organized to clarify the issue raised of to debate a conclusion. Proposals for workshops on certain topics would be reviewed and cleared by the Working Parties.

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