Transmitted by Co-Chairs of EDR/DSSAD IWG

Informal document **GRSG-117-21** 117th GRSG, 8 - 11 October 2019 Provisional agenda item 19

EDR/DSSAD IWG Status Report

October 2019 Geneva

Background

ToR/Framework Document adopted at the 178th WP29 (June 2019, Geneva)

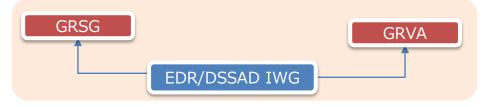
TASKS:

- Define the scope and specific objectives of and differences between EDR and DSSAD
- Define EDR and DSSAD technical requirements

DELIVERABLES:

- Identification of differences between DSSAD and EDR
- Requirements for DSSAD for Automated Lane Keeping Systems
- Requirements for EDR

[Working Structure/Schedule specified under the Framework document]



GR	WP29	IWG to deliver:					
GRVA: Sept. 2019 GRSG: Oct. 2019	Nov.2019	Clear objectives, deadline and the identification of difference between EDR/DSSAD					
GRVA: Feb. 2020	Mar.2020	DSSAD technical requirements for ALKS					
		Review of the existing national/regional actives & a proposed way forward for EDR/DSSAD					
GRSG: Oct. 2020	Nov.2020	Technical requirements for EDR					

IWG Activities

• #1 IWG (8-9 July 2019, Brussels)

- Participation from EC, Germany, Japan, Korea, Netherlands, Sweden, UK, OICA/CLEPA, Organizations for PTI, Insurance, etc.
- Presentations on EDR/DSSAD comparison, EDR requirement/parameters and DSSAD requirement by Japan, CLEPA-OICA

Conclusion/Action Items:

- All documents to be further reviewed and discussed
- DSSAD: Ideas from parties were shared. Formatting the technical requirements was also considered.
- EDR: All to have a position as to whether the 1st step should be a copy/paste of the US EDR, or to be a further elaborated draft.
- All contracting parties to have a position with regard to the place of data storage, on-board or transmitted and stored at a backend.

IWG Activities

• #2 IWG (18-20 Sept 2019, Geneva)

- Participation from China, EC, France, Germany, Japan, Korea, Netherlands, UK, US, OICA/CLEPA, Organizations for PTI, Insurance, etc.
- Presentations on EDR/DSSAD comparison, EDR requirement/parameters and DSSAD requirement by China, Korea, EU, Japan, CLEPA-OICA, FSD

Conclusion/Action Items:

- The IWG reviewed the ToR and Framework document, and agreed on the tasks and deliverables assigned to the IWG under the ToR, and also confirmed the IWG commitment to work toward producing the deliverables according to the schedule as specified in the Framework document.
- The IWG discussed and agreed on the comparison table identifying the purposes and differences of EDR and DSSAD (as in the next slide)
- DSSAD: IWG explores ways to identify parameters to develop technical requirements.
- EDR: IWG initiated the review of draft technical requirements reflecting inputs from the parties taking care of the nature regarding data elements, event, capacity.
- EDR: IWG discussed whether impacts with Vulnerable Road Users are 'events'.
 This is to be discussed further. Guidance from GRSG (118th session) requested.

EDR/DSSAD Comparison (Reflecting GRVA views)

Items	EDR for	EDR for	DSSAD			
	conventional	ADs	(L3-L4)			
	vehicles					
Scope	Step1: Passenge	r cars and	Step1: Passenger cars			
ories of vehicles in the	light duty vehicl	les (Vehicle	and light duty			
text)	categories accor	ding to	vehicles of			
	R.E.3: M1, N1)		automation level 3 or			
			4 with ALKS			
	Step 2: [Heavy o	duty vehicles				
	(Vehicle categor	ries	Step 2: Heavy duty			
	according to R.H	E. 3 :	vehicles			
	M2,M3,N2, N3))]				
Purpose	Accident analys	is	Research, monitoring,			
(why do the contracting			reliability, legal			
parties want to introduce			responsibility			
this function into the						
vehicle?)						
	Scope ories of vehicles in the text) Purpose (why do the contracting parties want to introduce this function into the	ScopeStep1: Passengepries of vehicles in the text)Step1: Passengelight duty vehicle categories accor R.E.3: M1, N1)Step 2: [Heavy of (Vehicle categories according to R.H M2,M3,N2, N3)Purpose (why do the contracting parties want to introduce this function into theAccident analys	Conventional vehiclesADsScopeStep1: Passenger cars and light duty vehicles (Vehicle categories according to R.E.3: M1, N1)Kep 2: [Heavy duty vehicles (Vehicle categories according to R.E.3: M2,M3,N2, N3)]Purpose (why do the contracting parties want to introduce this function into the			

Detailed comparison table: refer to "GRSG-117-22 (EDR/DSSAD)"

Future Schedule

Upcoming IWG meetings:

- #3 IWG: 10 12 December 2019 (Paris (OICA))
- #4 IWG: 28 30 January 2020 (Tokyo (JASIC))
- [#5 IWG: (date to be determine later(US DOT))]

Remaining Tasks:

- Revise/Finalize the DSSAD technical requirement
- Revise/Finalize the EDR technical requirement
- Propose way foward for DSSAD beyond ALKS
- Propose way foward for EDR for new challenges incl. for vulnerable road users

	2019			2020											
	SEP	ОСТ	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	ОСТ	NOV
WP29												*			
GRVA	★ DSSAD draft														
GRSG	★ ★														
IWG				*	*									EDR di	raft

Request to GRVA

 IWG needs clear guidance on the scope for DSSAD

Result of discussion at GRVA reflected in document GRSG-117-22 (EDR/DSSAD)

Request to GRSG

- IWG needs clear guidance to proceed with regard to the place to store the data considering
 - 1) Mandating the data to be stored onboard,
 - Accept the possibilities of storing onboard and at a backend (and taking care of this within the proposal / retrieval means),
 - Taking into account both possibilities, (onboard / backend) but not mentioning at all in the proposal
 - 4) Other.