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World Forum for Harmonization of Vehicle Regulations

Working Party on Automated/Autonomous and Connected Vehicles

Eighth session

Geneva (online), 14-16 December 2020

Chair's notes on the Working Party on Automated/Autonomous and Connected Vehicles meeting in lieu of its ad hoc (eighth) session

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I. Attendance and opening

1. The Working Party on Automated/Autonomous and Connected Vehicles (GRVA) met from 14 to 16 December 2020 online and without interpretation (informal in lieu of its eighth session), hosted in Geneva. The meeting was chaired by Mr. R. Damm (Germany). Accredited experts from the following countries participated in the work, following Rule 1 of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690/Rev.2): Austria, Canada, China, Czech Republic, Denmark, Finland, France, Germany, Hungary, India, Ireland, Italy, Japan, Luxembourg, the Netherlands, Norway, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, Turkey, the United Kingdom of Great Britain and Northern Ireland (UK) and the United States of America (USA). An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations (NGOs) and international organizations participated: the American Automotive Policy Council (AAPC), European Association for Electric Mobility (AVERE), European Agricultural Machinery Organization (CEMA), International Motor Vehicle Inspection Committee (CITA), International Association of Body and Trailer Building Industry (CLCCR), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA), European Tyre and Rim Technical Organization (ETRTO), International Motorcycle Manufacturers Association (IMMA), International Road transport Union (IRU), Institute for Security and Safety, Brandenburg University of Applied Sciences (ISS), International Organization for Standardization (ISO), International Telecommunication Union (ITU) International Organization of Motor Vehicle Manufacturers (OICA), Recreational Vehicle Industry Association (RVIA), SAE International, Securing America's Future Energy (SAFE) and World Bicycle Industry Association (WBIA).

2. The Chair opened the meeting by mentioning the new Coronavirus 2019 outbreak context, the reason why the meeting was conducted virtually. GRVA noted that this ad hoc session was conducted without translation due to the lack of quota for a virtual meeting with interpretation.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRVA/2020/38
Informal documents GRVA-08-01/Rev.1, GRVA-08-02 and
GRVA-08-12/Rev.1

3. GRVA considered the provisional agenda prepared for this session and adopted it (ECE/TRANS/WP.29/GRVA/2020/38). The adopted agenda is reproduced in GRVA-08-12/Rev.1, including the informal documents received before the session started. (All informal documents submitted are listed in Annex I of this report.) Annex II provides the list of Informal Working Groups (IWG) reporting to GRVA.

4. GRVA also agreed on the running order for the session (GRVA-08-01/Rev.1) and noted the technical information contained in GRVA-08-02 for this virtual session.

III. Highlights of the November 2020 session of WP.29 (agenda item 2)

Documentation: ECE/TRANS/WP.29/1155
Informal documents GRVA-08-09 and GRVA-08-10

5. The Secretary presented GRVA-08-09, with relevant highlights of the November 2020 session of the World Forum for Harmonization of Vehicle Regulations (WP.29). He referred to ECE/TRANS/WP.29/1155 for more details.

6. He provided a summary (GRVA-08-10) of the Administrative Committee for the coordination of work (AC.2) and WP.29 answers to the questions raised by GRVA at its September 2020 session (ECE/TRANS/WP.29/GRVA/7, paras 20, 51, 75 and 80).

IV. Automated/autonomous and connected vehicles (agenda item 3)

A. Deliverables of the Informal Working Group on Functional Requirements for Automated and Autonomous Vehicles

Documentation: Informal document GRVA-08-19

7. The expert from the USA, Co-Chair of the Informal Working Group (IWG) on Functional Requirements for Automated and Autonomous Vehicles (FRAV) presented GRVA-08-19 with a status report of the activities of the group. He highlighted points of consensus by the group, the main areas of discussions to date and presented an anticipated work plan for the group.

B. Deliverables of the Informal Working Group on Validation Methods for Automated Driving

Documentation: Informal document GRVA-08-07

8. The expert from Canada, Co-Chair of the IWG on Validation Methods for Automated Driving (VMAD), informed GRVA (GRVA-08-07) on the outcomes of the IWG sessions, in line with the guidance provided by the Framework Document on Automated Vehicles (FDAV) in ECE/TRANS/WP.29/2019/34/Rev.2. He focused his presentation on the deliverables, the work done since September 2020, the activities on the new assessment test method master document and the next steps. He also mentioned the activities performed by the four subgroups.

9. The expert from the European Commission explained that the European Union was willing to prioritize activities related to motorway applications in 2021. She supported the activities of the IWGs on VMAD and FRAV, and indicated that the European Commission also supported activities related to the UN Regulation No. 157 extension.

C. Deliverables of the Informal Working Group on Event Data Recorder / Data Storage Systems for Automated Driving

10. The expert from the USA, Co-Chair of the IWG on Event Data Recorder (EDR) / Data Storage Systems for Automated Driving (DSSAD), informed GRVA on the outcome of the work of the group, primarily focusing on EDR activities for the time being.

D. UN Regulation on Automated Lane Keeping Systems

Documentation: (ECE/TRANS/WP.29/GRVA/2020/32
ECE/TRANS/WP.29/GRVA/2020/33)
Informal documents GRVA-08-05, GRVA-08-11, GRVA-08-20,
GRVA-08-24 and GRVA-08-25

11. GRVA noted the guidance provided by AC.2 on the work related to ALKS, as reflected in ECE/TRANS/WP.29/1155, para. 33.

12. The expert from Japan presented GRVA-08-05 with comments on the way GRVA may work on amendments to UN Regulation No. 157.

13. The expert from the European Commission introduced GRVA-08-11 providing comments on the formal proposals tabled by the expert from Germany: ECE/TRANS/WP.29/GRVA/2020/32 and ECE/TRANS/WP.29/GRVA/2020/33. She explained considerations on technical aspects such as headway values and string stability, which should be addressed.

14. The expert from Germany presented GRVA-08-20, proposing a way forward to work on amendments to Automated Lane Keeping Systems (ALKS) provisions.
15. The expert from France supported the positions expressed by the experts from Germany and Japan.
16. The expert from OICA introduced GRVA-08-24, providing examples of ALKS use cases across different speed ranges.
17. The expert from OICA also introduced GRVA-08-25 with reflections relevant for the question raised by France at the September 2020 session concerning the expected ALKS response to emergency vehicles approaching from the rear. The expert from France reported that, following his intervention in September, he received written comments from four contracting parties and that he expected to provide an overview of the response received (including those of OICA) in February 2021.
18. The expert from the United Kingdom of Great Britain and Northern Ireland expressed their views on the priorities for the work on ALKS extensions. He explained that lane change provisions were necessary to avoid situations such as traffic obstruction. He reported on the ongoing debates in its country on how to introduce UN Regulation No. 157. He mentioned challenges such as the residual responsibility of the driver in vehicles equipped with such system and also mentioned, on the discussion related to emergency vehicles, that sirens were not always used by emergency vehicles.
19. The expert from OICA supported activities on ALKS. He recalled the importance for the industry to work on the ALKS extension to heavy vehicles.
20. The expert from Canada provided comments of organizational nature. He mentioned that new tasks would need to be carefully considered given the already busy schedule of GRVA.
21. The expert from the United Kingdom of Great Britain and Northern Ireland supported the work proposed by Germany and reiterated their support to the IWGs on FRAV and VMAD.
22. The expert from the United States of America stated that activities on ALKS could have an overlap with those of the IWG on FRAV, which would require coordination.
23. GRVA welcomed Germany's offer to facilitate discussions on UN Regulation No. 157 and to coordinate amongst stakeholders.

V. UN Regulation No. 79 (Steering equipment) (agenda item 4)

A. Automatically Commanded Steering Function

Documentation: (ECE/TRANS/WP.29/GRVA/2020/22
ECE/TRANS/WP.29/GRVA/2020/23
ECE/TRANS/WP.29/GRVA/2020/24)
Informal documents GRVA-08-08, GRVA-08-22 and GRVA-08-23

24. The expert from OICA informed GRVA that ECE/TRANS/WP.29/GRVA/2020/22 was superseded by ECE/TRANS/WP.29/GRVA/2021/09, tabled for review at the February 2021 session of GRVA. She invited delegations to provide feedback on the document until the next session.
25. The expert from Germany recalled the purpose of ECE/TRANS/WP.29/GRVA/2020/24. The proposal received several comments. The expert from Japan informed that his country was performing a research on this topic, expected to be completed by March 2021, and that he would be in the position to present the research outcome at the September 2021 session of GRVA.
26. The expert from the European Commission introduced GRVA-08-08, tabled by the European Commission and the Russian Federation, proposing draft Terms of Reference for a new Task Force on Advance Driver Assistance Systems.

27. The experts from CLEPA and OICA supported the proposal and introduced GRVA-08-23 with technical information as well as views on ways to make progress on Advanced Driver Assistance Steering Systems (ADASS) related performance requirements. She highlighted the possibility to work on the UN Regulation No. 79 amendment proposals already submitted and to work, in parallel, on a generic approach in the form of a new UN Regulation on ADAS.

28. The expert from AVERE supported the proposal and offered to provide secretariat services to the Task Force. He introduced GRVA-08-22 with views on cases that may be addressed by ADAS in the near future and on current limitations in UN Regulation No. 79.

29. The expert from Sweden agreed to review the Terms of Reference for a Task Force on ADAS. He mentioned that some clarifications were still needed. He highlighted the need to address mode confusion and mode awareness of ADAS.

30. The expert from China supported the establishment of a new Task Force on ADAS. He proposed that such a Task Force should not only address longitudinal and lateral assistance, but also warning systems. He added that one of the first steps should be to clarify the scope of ADAS vs. ADS and also ADAS *versus* conventional safety technologies. He mentioned that China had done research on ADAS and that 23 standard projects were in progress in China (among which five had already been published as national standards). He concluded that China was pleased to update GRVA on China's status and that China was willing to contribute to the development of UN Regulations or UN GTRs on ADAS at GRVA.

31. The expert from Japan welcomed the idea to continue working on performance requirements and to focus on traffic safety. He expressed concerns regarding driver engagement and driver overreliance that would need to be addressed.

32. The expert from Germany stated that establishing a group working on these issues made sense and agreed to review the draft Terms of Reference (ToR). She commented that such a group would have to clarify whether it would work on simplification, restructuration of UN Regulation No. 79 or on a new UN Regulation. She advised to analyse the problems, identify challenges and review the existing requirements in UN Regulations No. 79 and their justifications.

33. The expert from France shared the positions expressed by China and Sweden. He announced that France would participate in such meetings.

34. The expert from the United States of America agreed with the point made by the expert from China. He mentioned that the line between ADAS and ADS was fuzzy. He agreed to review the proposed ToR. He added that GRVA should avoid overlap between groups and that GRVA should coordinate the activities in a holistic way.

35. The expert from Norway shared the views of China and the USA about the fact that the line between ADAS and ADS was unclear. He expressed concerns about a generic approach on ADAS. He highlighted the importance of a relevant stringency for the sake of safety, to avoid that some ADAS wouldn't work when drivers would need them most. He added that users complained as they were not aware of the real capability of ADAS and as they sometimes received poor warning messages. He complained about the lack of transparency and discrepancies between marketing material and user manuals.

36. The expert from the United Kingdom of Great Britain and Northern Ireland welcomed the presentations received. He supported the proposal to establish a Task Force. He explained that he had no strong preference on the approach and that he could work on amendments to UN Regulation No. 79 or on a new UN Regulation on ADAS.

37. GRVA agreed that the European Commission and the Russian Federation should invite GRVA participants to discuss and determine if a Task Force or other working body be formed to address any issues with UN Regulation No. 79 that needed to be investigated and developed with regards to ADAS. GRVA agreed, if needed, to evaluate draft Terms of Reference for a proposed Task Force or other body on ADAS at its next session.

B. Steering equipment

Documentation: (ECE/TRANS/WP.29/GRVA/2020/16)
Informal documents GRVA-08-06 and GRVA-08-28

38. The expert from OICA recalled the purpose of ECE/TRANS/WP.29/GRVA/2020/16 and presented GRVA-08-06, inserting provisions in the Regulation for the approval of Risk Mitigation Function. He sought for comments. GRVA agreed to resume consideration of this proposal on the basis of a revised proposal that the expert from OICA volunteered to prepare.

39. The expert from Japan reiterated the comments provided in September 2020 on this matter (ECE/TRANS/WP.29/GRVA/7, para. 47).

40. The expert from OICA introduced GRVA-08-28 with a revised proposal for an alternative to the actuation of the remote-control device for the use of Remote Control Parking. GRVA agreed to resume consideration of this item at its February 2021 session.

C. Other business

41. No new information was provided under this agenda item.

VI. Advanced Emergency Braking Systems (agenda item 5)

Documentation: (ECE/TRANS/WP.29/GRVA/2020/27)
Informal documents GRVA-08-16, GRVA-08-17, GRVA-08-21 and GRVA-08-27/Rev.1

42. The secretariat recalled the decision of GRVA on AEBS, at its September 2020 session, to consult WP.29 on AEBS. He then recalled the decision of WP.29 at its November 2020 session on this item. He presented GRVA-08-16 and GRVA-08-17 prepared in accordance with the decisions. He highlighted the need to review the draft supplement to the 01 series of amendments to UN Regulation No. 152.

43. The expert from Japan, Co-Chair of the IWG on Advanced Emergency Braking Systems (AEBS) for M₁ and N₁ vehicles, presented GRVA-08-27/Rev.1 providing guidance to the secretariat for the preparation of the corresponding documents for consideration by WP.29 and the administrative committee of the 1958 Agreement (AC.1) at their March 2021 sessions. He also introduced GRVA-08-21 with corrections to GRVA-07-09.

VII. UN Regulations Nos. 13, 13-H, 139 and 140 and UN GTR No. 8 (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRVA/2020/21
ECE/TRANS/WP.29/GRVA/2020/31
Informal document GRVA-08-15

44. The expert from CLEPA recalled the purpose of ECE/TRANS/WP.29/GRVA/2020/21. He announced that the discussions on the document with some stakeholders were still ongoing. He invited all stakeholders to join an informal meeting in January 2021. GRVA agreed to resume consideration of this item at its February 2021 session.

45. The expert from OICA introduced ECE/TRANS/WP.29/GRVA/2020/31 with an amendment proposal for uniform behaviour of the stop lamp illumination with regard to various types of braking systems, including those of electric vehicles.

46. The expert from the United States of America stated that the IWG on FRAV may review these technical aspects.

47. GRVA adopted ECE/TRANS/WP.29/GRVA/2020/31 and requested the secretariat to submit it as draft supplement to the 01 series of amendments to UN Regulation No. 13-H, for consideration and vote by WP.29 and AC.1 at their June 2021 sessions.

48. The secretariat presented GRVA-08-15, an advance copy of ECE/TRANS/WP.29/2021/12 tabled for consideration in March 2021 by WP.29 and AC.1. GRVA agreed to remove the square brackets in the document.

VIII. UN Regulation No. 90 (agenda item 7)

Documentation: Informal document GRVA-07-52

49. GRVA discussed GRVA-07-52, tabled as working document with an official symbol for review at the February 2021 session. The expert from CLEPA provided details and sought for comments. The expert from Germany raised technical questions and asked for available data, if any. The expert from France provided supporting comments.

50. The expert from CLEPA volunteered to further discuss this item with the expert from Germany. GRVA agreed to resume consideration of this agenda item at its February 2021 session.

IX. Revision 3 of the 1958 Agreement (agenda item 8)

A. Implementation of new provisions in Revision 3 to the 1958 Agreement

51. No document had been submitted under this agenda item.

B. International Whole Vehicle Type Approval

Documentation: Informal document GRVA-08-18

52. GRVA received a presentation on the activities of the IWGs on International Whole Vehicle Type Approval (IWVTA) and DETA. The secretariat informed about the correction to the aide memoire in the guidelines for transitional provisions (ECE/TRANS/WP.29/1044/Rev.2), under review by the IWG on IWVTA.

53. GRVA invited the experts from OICA and the European Commission to explore the implications of the guidelines correction on UN Regulations managed by GRVA.

54. GRVA briefly discussed (i) the need to implement the Unique Identifier provisions in a uniform manner and (ii) the two implementation options currently discussed by the IWG on DETA and GRE. GRVA agreed to resume discussion on that point at the next session.

X. Other business (agenda item 9)

A. List of priorities concerning GRVA activities

Documentation: GRVA-08-03, GRVA-08-04 and GRVA-08-13

55. The expert from China, Vice-Chair of GRVA, presented GRVA-08-03, providing a proposal on working mechanism aimed to increase the efficiency of the IWGs under GRVA by enhancing the coordination of technical requirement and validation methods for ADS.

56. She also drew the attention of GRVA to other relevant working items such as ADAS.

57. The expert from the European Commission mentioned that the General Safety Regulation of the European Union was considering some of the ADAS related items mentioned and stated that it should be investigated whether common activities would be possible on these matters.

58. The expert from the Netherlands mentioned the differences between ADAS and ADS as well as the respective expectation to drivers. He recalled the presentation of the Dutch Safety Council at the February 2020 session of GRVA and the importance of adequate Human Machine Interface requirements for consistent systems both for ADAS and ADS.

59. The expert from China introduced GRVA-08-04, providing a detailed overview of China Intelligent and Connected Vehicle standards development in their Country. He also detailed the position expressed by the Vice Chair of GRVA on the working mechanisms that could be improved to increase the work efficiency of the IWGs of GRVA. He stressed the need to increase the coordination between the IWGs on FRAV and VMAD. He also proposed a pre-designed framework for the final regulation(s) that would serve as guideline for individual IWGs to work efficiently. He also stated that ADAS had great potential in promoting road traffic. He highlighted that, besides ADS, ADAS should not be neglected and that, if needed, China would volunteer to draft a preliminary list of ADAS working items for the consideration of GRVA.

60. The secretariat introduced GRVA-08-13 with a draft proposal for GRVA priorities for 2021, in order to provide input to the Secretary to the World Forum WP.29 for the preparation of the priorities table in the Programme of Work document.

61. The expert from the European Commission recalled the submission, by the European Commission at the November 2020 session of WP.29, of their list of priorities for 2021. The experts from the United States of America and Japan inquired about the envisaged timeline regarding ADAS activities.

62. The expert from Japan recalled that the IWG on Automatically Commanded Steering Function (ACSF) worked five years on ACSF provisions and two years on ALKS provisions. He stressed that sufficient time should be provided for relevant discussions, to ensure safety.

63. The expert from the United Kingdom of Great Britain and Northern Ireland supported the views expressed by the European Commission. He added that he would be ready to work on a new UN Regulation and/or on amendments to UN Regulation No. 79.

64. The expert from Canada expressed concerns about the timeline. He stated that any work that would jeopardize progress of the IWGs on FRAV and VMAD would not be recommended.

65. The expert from the United States of America recognized activities outside of the activities defined in the Framework Document on Automated Vehicles. He stated that the activities of the IWG on FRAV would supersede these other activities.

66. The expert from the European Commission mentioned that if six months would not be sufficient for the completion of the FRAV activities, then GRVA could work on amendments to UN Regulation No. 157 that would focus on motorway activities from making prompt progress. She explained that it would be feasible as the expectation regarding UN Regulation No. 157 would not be to deliver for all applications like endeavoured by the IWGs on FRAV and VMAD.

67. The expert from OICA stressed the need to come up with a new approach that would be faster and support innovation. He also stressed that some proposed amendments to UN Regulation No. 157 were not new and were simply opening the type approval to heavy vehicles. He acknowledged that, in fact, all items were important and that the diverging priorities expressed by the Contracting Parties and the vehicle manufacturers were also due to commercial interests.

68. The expert from Germany confirmed that progress on ALKS was important for her Country including considerations on (i) maximum speed increase, (ii) lane change related provisions, (iii) vehicle category extension and (iv) emergency vehicles considerations, as proposed by France. She also stated the importance to work on ACSF provisions and welcomed the proposal for a Task Force on ADAS.

69. GRVA decided to consult the IWGs on FRAV and VMAD and to resume discussion at its February 2021 session.

B. Artificial Intelligence

70. GRVA noted the response of AC.2, presented by the secretariat, on the GRVA request regarding Artificial Intelligence.

71. The expert from AAPC noted that Artificial Intelligence was a wide field going beyond the activities on vehicles. He mentioned a cross section with the activities of the IWG on FDAV.

72. The expert from OICA mentioned the need to clarify definitions. He stated that the field of machine learning and deep learning was broad. He explained that specific requirements could be integrated in the existing framework and could be discussed by the IWGs on FRAV and VMAD.

73. The expert from the United States of America inquired about the aspects of AI that would be relevant to GRVA. He stated that some aspects of AI were not for government regulations. He explained that GRVA was working on performance requirements and that the use of AI might be outside of the scope of GRVA activities.

74. The expert from Canada agreed with the secretariat and OICA.

75. The expert from Norway stated that requirements for AI-based systems and other system should be the same and design neutral. He recalled that software changes introduced through AI based software should be subject to the provisions of UN Regulation No. 156 (Software Updates and Software Update Management Systems).

76. The expert from the European Commission agreed on the need to specify about which AI GRVA was speaking about. He mentioned that AI was not only used in ADS but also in ADAS. He concluded that specific requirements for this technology might be needed.

77. The expert from ITU cautioned to allow self-learning functions in vehicles. He explained that the correct way to proceed was to develop a software, possibly using an AI agent and then to freeze that software. He continued that the frozen software should then be tested and validated before being installed in a vehicle. He stated that the IWG on FRAV should consider whether self-learning functions could be allowed at all for individual vehicles in use.

78. GRVA agreed on the importance of relevant definitions and discussed the need to narrow down the matter to specific aspects of relevance for GRVA. GRVA also discussed whether technology neutral provisions would be enough or if specific aspects of the technology would require particular attention. GRVA agreed that it could be premature to draft regulatory provisions, specifically for this emerging technology, at this stage.

79. The Chair invited the delegations to prepare for a discussion at its February 2021 session, and to reflect on what principles could be drafted, if necessary, as a reference document or guideline document.

C. Framework document on automated/autonomous vehicles (FDAV)

Documentation: Informal documents GRVA-08-14 and GRVA-08-26/Rev.1

80. The Chair introduced GRVA-08-14, proposing amendments to the Framework Document on Automated Vehicles.

81. The experts from OICA and CLEPA submitted an amendment proposal to the Table in Annex 1 to the Framework document (see GRVA-08-26/Rev.1).

82. The expert from the United States of America provided comments on the proposed timeline. He proposed editorial amendments and explained the importance to provide clarity. He mentioned that the IWG on FRAV had been criticized because of unclear deliverables in the document.

83. The expert from Canada, Co-Chair of the IWG on VMAD, proposed comments. He cautioned to conclude on these amendments during the session, because discussions would not be informed by information available within the IWGs.

84. The expert from AAPC, Secretary to the IWG on FRAV, explained that motorway application referred to an Operational Design Domain (ODD) of an ADS and that the approach chosen by the IWG was independent of ODD. The expert from OICA echoed this comment.

85. GRVA decided to consult the IWGs on FRAV and VMAD and to resume discussion at its February 2021 session.

D. Any other business

86. No document had been submitted under this agenda item.

Annex I**List of informal documents (GRVA-08-...) considered during the session**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(Chair) Running order	B
2	(Secretariat) General information for delegates	B
3	(China) China's proposal on GRVA's working mechanism and new working items	B
4	(China) Overview of China ICV standards development	B
5	(Japan) Comment on ECE/TRANS/WP.29/GRVA/2020/32 and ECE/TRANS/WP.29/GRVA/2020/33	B
6	(OICA) Q&A for RCP with alternative HMI	B
7	(VMAD) Status Report of the Informal Working Group on Validation Methods for Automated Driving (VMAD)	B
8	(Russian Federation / EC) Proposal for establishing a new Task Force on Advanced Driver Assist Systems for Vehicle Longitudinal and Lateral Control (TF ADAS)	B
9	(Secretariat) Highlights of the WP.29 session on November 2020	B
10	(Secretariat) AC.2's response to GRVA requests	B
11	(EC) Proposal for amendments to ECE/TRANS/WP.29/GRVA/2020/32, ECE/TRANS/WP.29/GRVA/2020/32 and comments on real world tests	B
12-		B
Rev.1	(Secretariat) Updated provisional agenda for the ad hoc (eighth) session	
13-		B
Rev.1	(Secretariat) Proposal for GRVA priorities for 2021	
14	(Chair) Proposal for amendments to the Annex in ECE/TRANS/WP.29/2019/34/Rev.2	B
15	(Secretariat) Advance copy for review by GRVA ECE/TRANS/WP.29/2021/12	A
16-		A
Rev.1	(Secretariat) Advance copy for review by GRVA ECE/TRANS/WP.29/2021/16	
17	(Secretariat) Advance copy for review by GRVA ECE/TRANS/WP.29/2021/18	A
18	(Secretariat) Highlights from the IWGs on IWVTA and DETA meetings in November 2020	B
19	(FRAV) Status report to the 8th GRVA session	B
20	(Germany) Amendments for UN Regulation for ALKS - Update on current activities	B
21	(AEBS) Proposal for corrections to GRVA-07-09	B
22	(AVERE) Modern ADAS, use cases and compatibility with UN Regulation No. 79	B
23	(CLEPA/OICA) Overview and further steps on "ADASS" features	B
24	(CLEPA/OICA) Examples of ALKS Use Cases across different speed ranges	B
25	(OICA) ALKS response to Emergency Vehicles approaching from the rear	B
26	(Chair) Proposal for amendments to ECE/TRANS/WP.29/2019/34/Rev.2	B
27-		B
Rev.1	(AEBS) AEBS activities following the 7th GRVA and the November 2020 WP.29	
28	(OICA) Proposal for amendments to UN Regulation No. 79 with an alternative to the actuation of the remote-control device for the use of RCP	B
29	(Secretariat) Items for decision under silence procedure (List of decisions)	A

Notes:

Administrative follow-up, for the secretariat, with the informal documents:

A Adopted;

B Consideration completed.

Annex II

[English only]

List of Informal Working Groups reporting to GRVA (as of December 2020)

<i>Informal Working Group</i>	<i>Chair/Co-Chairs</i>	<i>Country</i>	<i>Mandate until</i>
Functional Requirements for Automated and Autonomous Vehicles (FRAV)	Ms. C. Chen ¹ Mr. R. Damm ¹ Mr. E. Wondimneh. ¹	China Germany USA	March [2020]*
Validation Method for Automated Driving (VMAD)	Mr. I. Sow ¹ Mr. T. Onoda ¹ Mr. P. Striekwold ¹	Canada Japan Netherlands	December [2020]*
Cyber Security and Over-The-Air software updates (CS/OTA)	Mr. T. Niikuni ¹ Mr. D. Handley ¹ Ms. M. Versailles ¹	Japan UK USA	November 2022
Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)	Mr. T. Guiting ¹ Mr. T. Tokai ¹ Mrs. J. Doherty ¹	Netherlands Japan USA	November [2020]*
Advanced Emergency Braking Systems (AEBS)	Mr. A. Lagrange ¹ Mr. T. Hirose ¹	EC Japan	March 2022

* The mandate dates are being reviewed by WP.29 in the review process of the Framework Document on Automated Vehicles

¹ IWG Co-Chairs