



Informal document **GRVA-12-36**
12th GRVA, 24–28 January 2022
Agenda item 4(d)

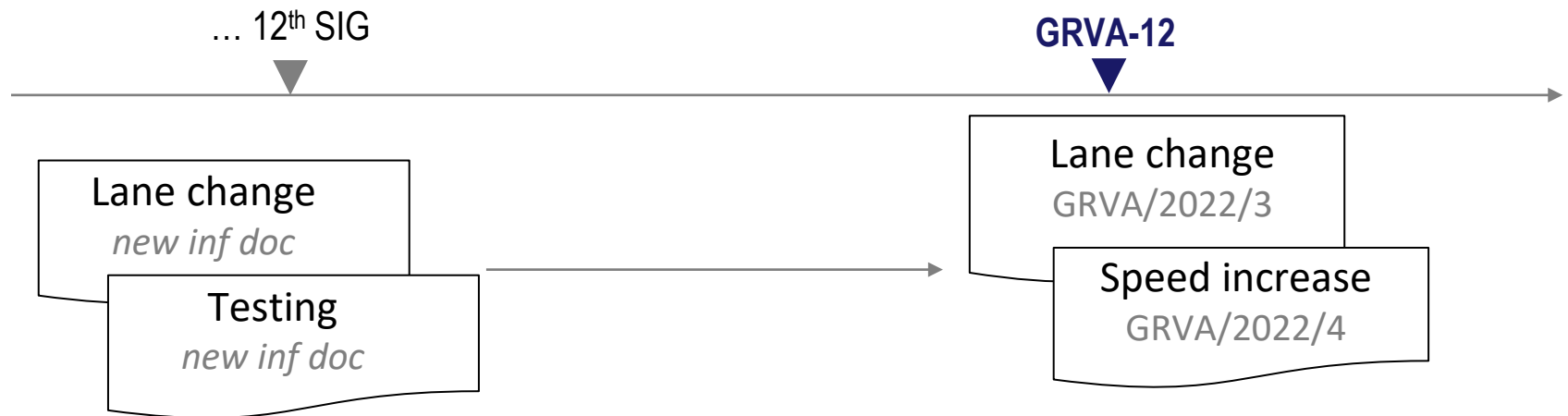
Submitted by the SIG R157

Progress report from the Special Interest Group on UN Regulation 157



Meetings of the group

- Twelve meetings held



Goal: Principle agreement now in 12th GRVA,
final endorsement in 13th GRVA (May 2022)
→ official adoption in 187th WP.29 (June 2022)

All meeting documents of the group can be found [here](#)



Items addressed by SIG on UN R157

- Higher Speeds
- Lane Change
- Clarifications



Recap: Higher Speeds

GRVA/2022/4

Group conclusions & proposed amendments:

- Following distances above 60 km/h should be in line with local traffic rules
- Provisions to ensure smooth and anticipatory driving that avoids inducing string instability
- Requirement for strategies to mitigate collisions with wrong way drivers and pedestrians (below 60km/h original requirement remain)
- Forward detection ranges along with control strategies to adapt speed if braking performance and/or detection range is impaired
- New performance model introduced for reference



Recap: Lane change

GRVA/2022/3

Open points of discussion in GRVA-11:

- Type of lane change needed
- Parameters and requirements associated with each lane change type
- Field of view requirements
- Test and audit requirements



Lane change

GRVA/2022/3 + new informal document

Now covered in new informal documents:

- ✓ Type of lane change needed
- ✓ Parameters and requirements associated with each lane change type
- ✓ Field of view requirements
 - new requirements added to cover detection range for lane change
- ✓ Test and audit requirements
 - two annexes for testing: Annex 5 - track, Annex 6 – public road



Clarifications

new informal document

Further group accomplishments:

- ✓ New wording for detectable collisions

Further considerations within group:

- ✓ EDR requirements in UNR157 (EC&DE proposal)

separate inf. doc.



Summary

Remaining open points of discussion:

- Requirement for lane change capability (in particular for MRM case) for systems operating above 60km/h
- Final adjustments of provisions for intentional lane crossing and evasive lane crossing
- Final review of testing annex (after all requirements and open points above are settled)

If still needed (OICA/CLEPA proposal):

- Active assistance systems after ALKS deactivation



Thank you for your attention.