

Identification of the Status of a Vehicle with ADS

Background

- WP.1 IGEAD and WP.29 FRAV met 7-8 November 2022
 - ▶ There were substantial open, constructive discussions
 - ▶ After the discussions, the IGEAD and FRAV attendees agreed on a set of priority items that need to be addressed by both WP.1 and WP.29 (the 'Priority List')
- Item #2 on the Priority List is the ability of police authority people to determine if the vehicle is operating in ADS mode

ADS Need

- Some contracting parties plan to allow drivers in vehicles that are operating in ADS mode to do activities that are not authorized for drivers normally
- When a police authority person sees a vehicle with a driver doing an activity that is only allowed when the vehicle is in ADS mode, the police authority person must determine if the vehicle is operating in ADS mode
- It will be an issue if drivers behaving properly while their vehicle operating in ADS mode are stopped by police authority people who cannot determine vehicles operating in ADS mode without stopping the vehicle

ADS Approach

- Contracting parties, that do not want a light that signals to everyone that the vehicle is operating in ADS mode, need an approach that allows their police authority people to determine if a vehicle is operating in ADS mode
- One possibility is for police authority people to determine if the vehicle is operating in ADS mode using communications by radio
- Exploring the feasibility and possible way for a communications approach for police authority people to determine if the vehicle is operating in ADS mode is a significant effort
 - ▶ Feasibility and decision for a regulation are necessary
 - ▶ Many approach items need to be determined
 - ▶ If GRVA does not want to create a new informal group for vehicle communications, a possible alternative is to rename the Task Force for Cybersecurity and OTA Updates and assign such an effort to it