



Brussels,
GROW/I/2 –CG

**MEETING MINUTES
OF THE 52ND MEETING OF THE
SUBGROUP OF THE MOTOR VEHICLES WORKING GROUP ON "AUTOMATED
AND CONNECTED VEHICLES"**

(WEBEX MEETING)

**4 May 2026
10H00 -13H00**

*Documents can be downloaded from the CIRCABC group:
<https://circabc.europa.eu/w/browse/9ccccc66-3fcd-4536-a643-39c06559439a>*

1) Approval of the draft agenda

The agenda was approved without changes.

2) Approval of the minutes of the last meeting

Minutes of the last meeting are available on Circabc, comments to be received until next meeting.

3) Exchange of views on the priorities of work to move from small series to large series approvals of fully automated driving vehicles

a) Large series for Automated Valet Parking

The Chair provided an update on the introduction of large series approval for Automated Valet Parking. It was recalled that the amendment to Regulation (EU) 2022/1426 had already been published in the Official Journal. In parallel, the amendment to Regulation (EU) 2018/858 introducing large series approval for AVP was finalised and the scrutiny period is expected to end on 23 May. Provided that no extension is requested, publication in the Official Journal is expected by the end of May or beginning of June.

The Chair explained that these two parallel processes complete the legal framework enabling large series approval for AVP in the EU.

No questions or comments were raised by participants.

b) Large series for all ADS

The Chair noted that the UNECE WP.29 work to amend approximately 90 non-ADS regulations for ADS compatibility is approaching completion, while additional EU-level work will still be required before large series approval can be extended to ADS.

JRC presented the status of the UNECE ADS fitness exercise (presentation available on Circabc). It was confirmed that all GRs involved in the exercise had completed their planned work and that all remaining working documents had been adopted during the latest sessions of GRE, GRPE, GRSG and GRVA. In total, around 92 amendment proposals are expected to be submitted to the June 2026 WP.29 session together with the new ADS UN Regulation and GTR. JRC also reported that a final consistency review of the package is ongoing, focusing on harmonisation of wording, definitions and numbering across the regulations. A final review session is planned in Paris shortly before the June WP.29 session. JRC further highlighted a limited number of remaining items outside the June package, including work on earlier series of UN Regulations Nos. 154 and 168. In parallel, GRSP TF AVRS continues developing a new passive safety regulation for category Y vehicles without occupants, as existing occupant-based regulations are not directly applicable to such vehicles. An informal document is expected for the June 2026 GRSP session.

The Chair congratulated all experts involved in the ADS fitness exercise and acknowledged the support received at WP.29 level, including the flexibility allowing submission of amendment proposals beyond the formal deadlines in order to maintain the planned timeline.

In response to DE, the Chair confirmed that the future EU “Megadecision” package would include the new ADS UN Regulation (+GTR) and the approximately 92 ADS fitness amendment proposals.

In response to AIRC, the Chair explained that no major technical changes are expected during the EU transposition process, as the intention is to directly adopt the UNECE package into the EU framework. It was also recalled that the current approach foresees temporary coexistence between the future ADS UN Regulation and the existing EU ADS Implementing Regulation (EU) 2022/1426.

FR thanked EC, JRC and all experts involved in the ADS fitness exercise, noting that the package was now close to completion. FR informed participants that the final consistency review of the package is continuing ahead of the June WP.29 session and invited interested experts to contribute to the ongoing review meetings. FR also stressed the importance of establishing a long-term process to ensure continued ADS fitness of future regulations and amendments.

NL also acknowledged the significant progress achieved and asked whether the EC expected the translation of the ADS package into all EU languages to be completed within the planned timeline. The Chair replied that this issue would be addressed during the following presentation on EU-level follow-up activities.

DG GROW then presented the planned EU-level activities required to enable large series approval for ADS (presentation and documents available on Circabc). It was explained that, following the expected June 2026 adoption of the ADS UN Regulation at WP.29, several EU-level actions would be required, including translation and publication of the Regulation in the Official Journal, integration into the GSR annexes, amendments to Regulation (EU) 2018/858, updates to delegated and implementing acts, and publication of the ADS fitness amendments. DG GROW explained that translation of the ADS UN Regulation is expected to start in May 2026, with publication targeted for September or October 2026. It was further clarified that the future approach foresees temporary

coexistence between the ADS UN Regulation and Regulation (EU) 2022/1426, allowing manufacturers to choose the applicable framework where both are available. For systems outside the scope of the EU ADS Act, the ADS UN Regulation would remain the only applicable framework.

ACEA requested clarification regarding the proposed coexistence approach. DG GROW confirmed that the proposed footnote referring to “fully automated vehicles” would apply only to the EU ADS Act and not to the ADS UN Regulation. The Chair confirmed that the intention is to maintain both frameworks in parallel during a transitional period, similarly to the coexistence approach discussed at UNECE between the ADS UN Regulation and UN Regulation No. 157.

ETSC raised a question regarding possible amendments to Annex II of the GSR, suggesting that row E4 on driver availability monitoring systems may also require adaptation for automated vehicles. DG GROW acknowledged the comment and invited participants to provide additional written comments after the meeting.

AIRC asked whether the ADS UN Regulation already contains the necessary ISMR provisions. The Chair confirmed that the Regulation already includes ISMR requirements linked to “relevant authorities”, while the EU transposition process will define the specific authorities responsible within the EU framework. DE supported maintaining the same approach as already used in Regulation (EU) 2022/1426, requiring reporting to type approval authorities, market surveillance authorities and the EC. The Chair confirmed that this is the current intention.

DG GROW further explained that amendments to Regulation (EU) 2018/858 concerning large series ADS approvals are expected to require a longer timeline, potentially extending into early 2027. It was noted that the future approach will also depend on whether the current small-series ADS approval scheme is maintained.

The discussion then moved to the translation and publication of the ADS fitness amendments. DG GROW explained that the process is particularly complex because many regulations require full consolidation with other recent amendments. Nevertheless, the EC confirmed that translation work had already started and that the objective remains to complete the publication process by the end of 2026. The Chair clarified that this publication process will not delay the possibility to grant large-series ADS approvals, as the relevant UN Regulations become voluntarily applicable once adopted and entered into force at UNECE level.

DG GROW also presented draft “omnibus” delegated and implementing acts intended to adapt existing EU secondary legislation under the GSR for ADS deployment. Draft texts had already been published on Circabc for consultation. The proposed amendments mainly concern alcohol interlock installation facilitation, DDAW, ISA, ADDW, ELKS, vehicle access, reversing motion, mass definitions and safeguards related to ADS sensing systems. Several provisions propose exemptions or clarifications for fully automated category X and Y vehicles, particularly where conventional driver-related requirements are no longer applicable. JRC clarified that proposed amendments to occupant mass definitions replace references to “passengers plus driver” with the more general term “vehicle occupants” to better accommodate automated vehicle concepts. DG GROW further clarified that amendments to EDR and roadworthiness legislation were no longer considered necessary, as the existing provisions were deemed compatible with ADS-equipped vehicles.

DK and NO raised questions regarding the proposed exemption of certain fully automated vehicles from alcohol interlock requirements. DG GROW and JRC clarified that the exemption would apply only to fully automated category X and Y vehicles that cannot be manually driven above 6 km/h, often without conventional driver controls. FR supported

this approach, noting that the 6 km/h threshold was intended to identify vehicle categories for which certain driver-related safety requirements are no longer appropriate.

AIRC asked whether future standards or technologies developed under other EC initiatives could eventually be referenced in the ADS framework. DG GROW explained that the regulatory approach remains technology neutral, although future standards could potentially be considered where appropriate.

ACEA asked whether the EC had also considered the implications of automation for tachograph and driving time legislation. DG GROW confirmed that discussions with DG MOVE are ongoing and acknowledged that several non-vehicle regulations outside the current ACV subgroup mandate will also require future adaptation. ACEA offered to share additional industry input on potentially affected legislation, and the Chair confirmed that DG MOVE could be invited for future presentations regarding this topic.

The Chair invited participants to provide written comments on the draft delegated and implementing acts, as well as on the proposed GSR amendments, by 28 May 2026 in view of the planned June discussion and launch of the formal adoption procedures.

DG GROW concluded with an overview of the planned timeline. Most EU-level measures related to the ADS package are expected to enter the adoption process from June 2026 onwards, with most procedures targeted for completion by September 2026. The amendment of Regulation (EU) 2018/858 may require additional time, potentially extending into early 2027.

The Chair thanked DG GROW for the presentation and proposed organising the next ACV subgroup meeting at the beginning of June 2026, tentatively on 1 June 2026, in order to finalise the amendment texts and proceed with the launch of the formal adoption procedures. The discussion then moved to updates from the ADS Informal Working Group meeting held in Bangkok.

4) Updates on UN Regulatory work

JRC presented an update on the work of the UNECE ADS Informal Working Group (IWG ADS) and the ADS Workshop following the recent meeting held in Bangkok (presentation available on Circabc). It was explained that the ADS Regulation itself is largely finalised, including ADS requirements, manufacturer obligations, compliance assessment provisions and ISMR-related aspects. The remaining work mainly concerns the Guidance and Interpretation Document (GID), while the DSSAD group continues supporting activities related to data storage systems for automated driving. JRC reported that the Bangkok meeting focused primarily on the GID and a limited number of minor amendments to the ADS Regulation. Around 50 GID proposals were discussed, with most accepted for inclusion in a consolidated draft expected to be submitted as an informal document to the next GRVA session. It was recalled that the GID is intended to provide interpretation and guidance on acceptable means of compliance without introducing new legal requirements. JRC further presented two minor amendments to the ADS Regulation expected to be submitted to WP.29. The first concerns a missing indication in the DSSAD data elements table related to mandatory visual image recording. The second clarifies wording related to driver engagement and gaze direction in order to avoid ambiguity concerning the relevant observation area during operation. JRC also presented possible future work topics following the expected June 2026 adoption of the ADS UN Regulation and GTR, including remote assistance, remote operators, external HMI, connectivity aspects, audit taxonomy, implementation guidance, safety case improvements and alignment between regulations. Future work may also include updates based on implementation experience. It was further confirmed that the next physical ADS IWG meeting is planned in Brussels in July 2026,

followed by a possible online meeting in September and a further physical meeting in Australia in October 2026.

The Chair thanked JRC for the update and noted that the ADS Regulation had reached a very advanced stage, with only two minor amendments currently foreseen before WP.29 adoption. It was further noted that the current version would serve as the basis for the translation process. The Chair confirmed that discussions had already started regarding the continuation of the ADS IWG mandate and future work organisation within GRVA.

ACEA and OICA supported the continuation of the ADS-related activities and agreed with the proposed direction of future work. ACEA nevertheless stressed the importance of limiting the number of face-to-face meetings to a reasonable level. The Chair acknowledged that the number of physical meetings had increased during the finalisation phase of the Regulation and agreed that the pace could potentially be reduced in the future. At the same time, ACEA highlighted the importance of meetings outside Europe for broader international engagement and harmonisation. The Chair agreed that an appropriate balance would need to be found between international participation and practical budgetary and logistical constraints.

JRC then provided an update on the ADAS Task Force activities related to UN Regulation No. 171 (DCAS). It was explained that no dedicated DCAS meetings had taken place recently and that the current work mainly concerned editorial corrections and cross-reference updates to previous amendment series. Some clarifications had already been submitted as a WP.29 working document for the June 2026 session. JRC also reported discussions on a proposal to extend earlier amendment series to include “highway-like roads” within the scope of hands-off driving. However, no consensus had been reached, with concerns expressed by several CPs, including FR, UK and JP. JRC explained that the 02 series of amendments introduced significantly enhanced requirements, particularly concerning driver monitoring systems, and therefore a simple extension of earlier amendment series was not considered appropriate.

FR supported the ongoing clarification work and stressed that systems operating on highway-like roads should comply with the additional requirements introduced in the 02 series of amendments. FR therefore considered that manufacturers should request extensions under the 02 series rather than modifying earlier series. FR further proposed postponing further regulatory drafting activities within the ADAS Task Force for one or two GRVA sessions pending important EU-level decisions regarding DCAS systems, while continuing discussions and evidence gathering activities.

FR also raised concerns regarding the submission of a task force document to GRVA despite the absence of consensus on the highway-like roads issue, recalling that task forces should normally submit only consensus documents. JRC agreed that only consensus elements should be supported in submissions to GRVA. The Chair noted that working groups sometimes submit documents reflecting ongoing discussions provided that non-consolidated elements are clearly identified. FR nevertheless cautioned that even the inclusion of non-consensus text in square brackets could create the impression of agreement within the group. The Chair concluded that the issue was well noted and suggested further exchanges with the task force chair before the GRVA session to ensure that the status of discussions and the level of consensus were accurately reflected.

As no further comments were raised, the meeting proceeded to the next agenda item.

5) AOB

The Chair informed the group that European Transport Safety Council (ETSC) had requested time to present a recently submitted letter concerning the ongoing DCAS-related work (document available on Circabc).

ETSC explained that the letter had been sent following the discussion on an EU type approval of a system allowing hands-off driving combined with system-initiated manoeuvres outside motorways, including in urban areas. ETSC stressed that its main concern related not only to the specific system itself, but also to the procedural and policy implications of the Article 39 exemption procedure. ETSC noted that the future TCMV decision could effectively determine whether such systems would be permitted in Europe and expressed concerns that the discussions were taking place through non-public procedures without broader stakeholder involvement. ETSC therefore called for more transparent public discussions on possible future expansion of the DCAS framework beyond motorways and referred to earlier requests from CPs to pause further regulatory developments until more implementation experience had been gathered.

The Chair thanked ETSC for the presentation and acknowledged both the importance of stakeholder involvement and the concerns regarding the significance of the ongoing decisions. The Chair also noted that ETSC's request for broader public discussions contrasted with the earlier proposal from FR to pause further regulatory developments pending EU-level decisions.

NO supported many of the concerns raised by ETSC, particularly regarding the exemption procedure and the absence of EEA countries from the related voting process. NO also noted that the safety benefits of such systems could vary depending on regional infrastructure and road safety conditions.

The Chair explained that the ETSC letter had already triggered internal EC consultations. It was recalled that Article 39 is an existing and well-established procedure involving all EU Member States and that MSs also consult broader stakeholder networks and civil society at national level. The Chair stressed that the EC would only proceed with an Article 39 exemption where robust evidence demonstrates that the requested safety level is ensured. At the same time, the Chair underlined that the EC did not intend to exclude stakeholders from the discussions and proposed that the ACV subgroup could continue serving as an open forum for exchanging views and collecting feedback that could subsequently be brought to the attention of TCMV.

ETSC further warned that systems introducing new concepts, such as "hands-near" operation, could potentially be approved before their safety implications had been fully discussed within the UNECE framework, creating inconsistencies between the EU and UNECE approaches. The Chair acknowledged that the rapid pace of innovation raised broader questions regarding the suitability of the current Article 39 framework, while recalling that any formal revision of Regulation (EU) 2018/858 would require a separate co-decision process. In response to a question from the Chair, ETSC clarified that the objective of the letter was not to revise the Article 39 procedure itself, but rather to ensure that stakeholder feedback could be better reflected in the ongoing process. ETSC welcomed the possibility of using ACV subgroup meetings as a forum for broader discussion, while noting that not all stakeholders are represented within the subgroup.

FR clarified that its proposal was not to stop discussions within the ADAS Task Force, but rather to pause drafting of new regulatory provisions for UN Regulation No. 171 pending the EU-level decision on the exemption request. FR stressed the importance of continuing evidence gathering and safety discussions, particularly regarding accident data, driver engagement and the performance of systems already covered by the existing series of

amendments. FR also noted that the key question for TCMV and Member States would be whether the system subject to the exemption request falls outside the scope of the current Regulation or whether it is already foreseen but intentionally restricted. FR nevertheless supported maintaining the current Article 39 procedure while using the ADAS Task Force as an open forum for technical discussions involving both industry and civil society stakeholders.

The Chair confirmed that FR's proposal concerned a pause in regulatory drafting rather than a suspension of discussions themselves. It was further clarified that the confidentiality requirements of the Article 39 procedure would remain unchanged. However, broader technical and policy discussions on new technologies not yet covered by the DCAS framework could continue within the ADAS Task Force and, where appropriate, also within the ACV subgroup. The Chair noted that discussions within the ADAS Task Force would remain preferable due to their broader technical scope.

NO reiterated concerns regarding the robustness of driver monitoring systems (DMS), which currently constitute a key safety measure for hands-free driving and system-initiated manoeuvres. NO referred to examples showing that DMS systems could potentially be manipulated using tools available online and questioned whether all TCMV participants were fully aware of these concerns and of the related discussions within the ADAS Task Force.

The Chair acknowledged these concerns and reiterated that relevant information and questions raised within ACV could still be transmitted indirectly to the TCMV discussions. It was further noted that more detailed ADAS and DCAS discussions may require dedicated agenda slots and participation of additional technical experts.

ACEA expressed full support for the Article 39 procedure, describing it as a long-established mechanism enabling innovative technologies to enter the market. ACEA also expressed confidence in the due diligence exercised by TSs and TAAs to ensure that only sufficiently safe technologies are approved.

The Chair concluded that the Article 39 procedure would continue under the existing framework while discussions within ACV and the ADAS Task Force would remain open. It was also noted that further updates from GRVA regarding the future activities of the ADAS Task Force were expected and that ACV would continue considering how best to integrate these discussions into future meetings.

6) Conclusions

In concluding the meeting, the Chair reminded participants that a circular would shortly be distributed confirming the date of the next ACV meeting on 1 June 2026. Participants were also invited to start reviewing the amendment texts discussed during the session, with the objective of finalising the texts and initiating the adoption procedure during the next meeting.

The Chair further noted that, during the next ACV session, the group would likely exchange views on the ongoing regulatory activities, including the adoption of the ADS package, the future activities of the ADAS Task Force. It was also indicated that discussions could continue regarding new DCAS-related technologies not yet covered by the existing regulatory framework.

The Chair thanked all participants for their active contributions and closed the meeting.

Attendance list

AT	Absent
BE	Absent
CZ	Ministry of Transport
DE	Federal Ministry of Transport, KBA
DK	Road Traffic Authority
EE	Transport Administration
IE	Absent
EL	Absent
ES	Ministry of Industry and Tourism
FI	Transport and Communications Agency Traficom
FR	MINISTÈRE DE LA TRANSITION ECOLOGIQUE ET DE LA COHÉSION DES TERRITOIRES
IT	Ministry of Infrastructure and Transport
LT	Absent
LU	SNCH, Ministère de la Mobilité et des Travaux publics, ATEEL
HU	Absent
NL	RDW
PL	Ministry of Infrastructure
PT	Instituto da Mobilidade e dos Transportes
RO	Absent
SI	Absent
SK	Absent
SE	Swedish Transport Agency

EFTA

NO	Public Roads Administration
CH	Federal Roads Office

COMMISSION: GROW, MOVE, JRC

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European Association Automotive Suppliers (CLEPA)
European Automobile Manufacturers Association (ACEA)
DIGITAL EUROPE
European Transport Safety Council (ETSC)
Tyres Europe
European Mobility Group (EMG)
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