

ADS IWG Working Document  
Change Proposal Form  
One major comment per form  
(Shaded blocks for use by the IWG Secretariat)

Document Reference

ADS-12-05

Date

16 June 2025

Agenda item

Proposed by (affiliation only—no personal information)  
China

Summary of Change (25 words or less)  
Editorial Modifications.

Reason for Change (Justification)

Section 3.14 provides the definition of “ADS user”, but “ADS vehicle user” and “target user” are also used in this regulation. We propose to replace “ADS vehicle user” “target user” and “user” with “ADS user”, except for “the road user”.

Location

ADS-10-05 3.29, 4.2.6, 4.3.3.1c), 5.2.1.1, 6.3.1.7c)

Original text

- 3.29. “*Safety concept*” means a description of the measures designed into the ADS so that it operates in such a way that it is free of unreasonable safety risks to the **ADS vehicle user(s)** and other road users in every operating condition relevant to the ODD.
- 4.2.6. Safety of **ADS vehicle users**
- 4.3.3.1. c) Structured claims, argumentation, and evidence (including validation tests) that affirm and demonstrate that the ADS meets the requirements in Section 5 and is free from unreasonable risks to the **ADS vehicle user(s)** and other road users,
- 5.2.1.1. The ADS HMI shall provide safety relevant information and signals clearly noticeable to **the target user(s)** under all operating conditions, multimodal (e.g., optical, acoustic, haptic) if needed, simply and unambiguously.
- 6.3.1.7. (c) An analysis which shows how the ADS will behave (e.g. control strategies) to mitigate or avoid hazards which can have a bearing on the safety of the **ADS vehicle user(s)** and other road users, and.....

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Revised text

- 3.29. “*Safety concept*” means a description of the measures designed into the ADS so that it operates in such a way that it is free of unreasonable safety risks to the **ADS user(s)** and other road users in every operating condition relevant to the ODD.
- 4.2.6. Safety of **ADS users**
- 4.3.3.1. c) Structured claims, argumentation, and evidence (including validation tests) that affirm and demonstrate that the ADS meets the requirements in Section 5 and is free from unreasonable risks to the **ADS user(s)** and other road users,
- 5.2.1.1. The ADS HMI shall provide safety relevant information and signals clearly noticeable to **the ADS user(s)** under all operating conditions, multimodal (e.g., optical, acoustic, haptic) if needed, simply and unambiguously.
- 6.3.1.7. (c) An analysis which shows how the ADS will behave (e.g. control strategies) to mitigate or avoid hazards which can have a bearing on the safety of the **ADS user(s)** and other road users, and.....