



Federal Ministry
for Digital
and Transport

Discussion Paper on Remote activities related to driving

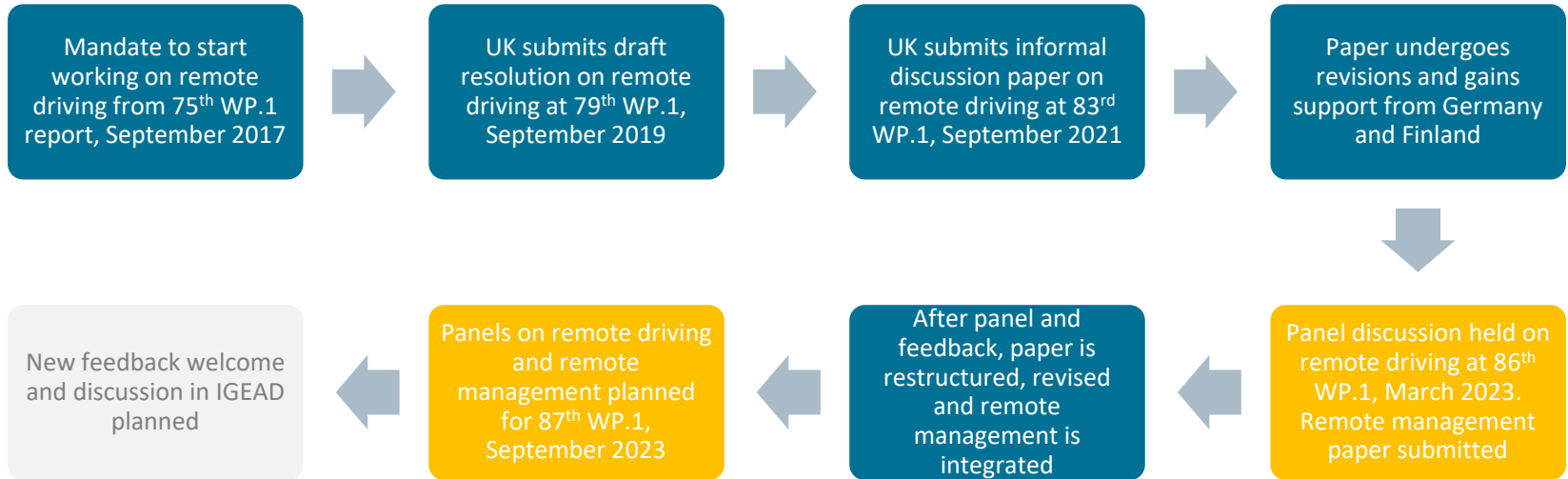
United Kingdom of Great Britain and Northern Ireland, Germany & Finland

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Content

- Timeline
- Why discuss remote activities related to driving?
- Core changes since 86th WP.1
- Priorities for the next IGEAD

Timeline of Remote Driving at WP.1



Why discuss remote activities related to driving?

It is not explicitly prohibited by either the 1949 or 1968 Conventions on Road Traffic

The technology is being developed, adapted and tested now

Remote management agents may operate from outside the jurisdiction of the vehicle

There are safety concerns with the technology, requiring attention from regulators

The technology has applications in logistics, services and for supporting ADS

Several elements of remote management fall within WP.1 competence

Core changes since 86th WP.1

Integration of remote driving and remote management papers

Inclusion of industry feedback

Clearer and simpler definitions of remote assistance and remote driving, mirroring those in GE.3 scoping draft

New chapter on recommendations for contracting parties

Improving clarity:
Removed sections which provided too much detail

Referencing the predecessor papers in the introduction for context

Priorities for the next IGEAD

Reflections on input
from 2nd WP.1 panel

Invitation of feedback
and co-authorship
from those interested

Suggestions on
structure and way
forward

Thank you for your attention.

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