

Governance of the Safety of Automated Vehicles

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*Public interest, public understanding,
institutional readiness*

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- **Public interest:**

- ***People like new technologies, automation and robotization. Our daily tasks are every day easier and easier, thanks to digital technology!***

- ***Regarding the driving task, it should be the same!***

- ***For many of us, autonomous driving is making a dream come true.***



- **Public understanding:**

- ***In general people understand what the media, journalists, TV channels, newspapers, social networks provide as information on this topic;***

- ***In general the informations given are the right ones to keep people dreaming...sometimes also when the information is provided by car manufacturers.***

- **Institutional readiness:**

- ***the reality is a bit different;***
- ***mobilization in all countries at national and international level;***
- ***automation and autonomous driving represent a kind of « revolution » in the automotive industry;***
- ***at social, economic, technical, behavioral level, the way we are mobile, etc...***



Are institutions ready?

- *First of all, institutions think about legislation and regulations;*
- *At international level: UNECE legal instruments, namely Technical Agreements and Conventions on Road Traffic (Geneva 1949 and Vienna 1968);*
- *Lot of meetings of groups and sub-groups...*
- *The regulatory framework has to be prepared « in parallel » to the arrival of new technologies/automated functions in the vehicles;*
- *The administrative time shall be more connected to the industry time;*



Is it the case?

- *Not always...*
- *But the situation is improving in each country: to a bigger or a lesser extent;*
- *Also at international level: development of synergies between « technical » groups and others, for instance WP 29 and WP 1;*
- *Discussions and works with researchers, automotive industry, representatives of different ministries [Transport, Justice, Health, Education, Economy, Labour, Home Affairs (security and safety), etc...], representatives of associations and private companies.*



Automated driving in WP 1 (1)

- **2 Conventions on road traffic « managed » by WP 1: Geneva 1949 and Vienna 1968;**
- **Objectives: harmonisation of traffic rules and road safety;**
- **Article 8 of Vienna Convention: driver in control, what was the meaning?**
- **Driving assistance systems (DAS): amendment to the Vienna Convention entered into force on 23rd of March 2016. The driver, still in control of the vehicle, can be helped by a system under some conditions;**
- **During the 71st WP 1 session (October 2015) an informal group of experts on automated driving (IGEAD) has been set up;**
- **European countries + Japan are members; 10 countries + European Commission (observer) + OICA + CLEPA.**



Automated driving in WP 1 (2)

Where are we?

- ***Experiments to be led under the responsibility of countries national authorities;***
- ***Last amendment of the Vienna Convention not only working for DAS but also for some Automated Driving Functions (ADF);***
- ***Which ones? Those adopted by WP 29 or on the way to be (for the time being mainly systems limited to the motorways network);***
- ***First thoughts about « the driver engaged in other activities »; an amendment to be prepared in this matter;***
- ***WP 1 to commence to create a non-binding advisory instrument dedicated to highly automated and/or driverless vehicles;***
- ***After intense discussions, WP.1 requested the IGEAD to prepare a discussion paper on the remote parking function.***

Automated driving in WP 1 (3)

- Next issues:

- *Information of the driver;*
- *New technologies to be included in the training of the driving licence applicant?*
- *What, when, by whom?*
- *New practical training?*
- *All manufacturers work on that: an example from France tomorrow morning;*
- *for sure it is an issue to be addressed by WP 1 as a « core business » for its members.*



Thank you for your attention

