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**Economic Commission for Europe**

Inland Transport Committee

**Global Forum for Road Traffic Safety**

**Eighty-first session**

Geneva, 21-25 September 2020

Item 3 (c) (i) of the provisional agenda

**Convention on Road Traffic (1968):**

**Automated driving-**

**Vehicles with automated driving systems:**

**The concept of activities other than driving**

**Convention on Road Traffic (1968)**

**Automated driving**

**Submitted by Japan, Sweden and United Kingdom**

This document proposes some changes to ECE/TRANS/WP.1/2019/3/Rev.1 which address some concerns about lack of clarity and role of the driver when automated driving systems are engaged.

**Proposed changes to working document ECE/TRANS/WP.1/2019/3/rev.1 (Revised safety considerations for activities other than driving undertaken by the driver in a vehicle when its automated driving system is engaged).**

A paper submitted by the UK, Japan and Sweden 22/09/2020

Para	Current text	amendment	justification
2	The automated driving systems in scope of this Resolution are those in which it is at least desirable that drivers take manual control of the vehicle following a transition demand issued by the system. Drivers using an automated driving system need to be ready, able and willing to take back control.	The automated driving systems in scope of this Resolution are those in which <u>issue</u> it is at least desirable that drivers take manual control of the vehicle following a transition demands to the driver issued by the system. Drivers using <u>such an</u> automated driving systems need to be ready, able and willing to take back control.	Improves clarity on scope by explaining that the resolution applies to all systems which may issue a transition demand, irrespective of the capability of the system to achieve a safe condition if the driver does not take over.
2	Furthermore, it does not apply to automated driving systems that do not require the driver to resume manual control as these automated driving systems do not issue transition demands – the driver becomes rather a “passenger” and driver take over is not relevant anymore.	Furthermore, it does not apply to automated driving systems that do not require the driver to resume manual control as these automated driving systems do not issue transition demands—the driver becomes rather a “passenger” and driver take over is not relevant anymore.	The text deleted is unnecessary because the first part of the sentence already makes clear which systems are out of scope. In addition, the deleted text would discharge a driver from all responsibilities when the system is engaged, which is controversial and not agreed.
3	3. The Global Forum for Road Traffic Safety (WP.1) of the United Nations Economic Commission for Europe has prepared and adopted this Resolution based on the following provisions: (a) 1968 Convention on Road traffic, Article 8(6) in regard to the duty to ‘minimise any activity other than driving’ (b) 1949 Convention on Road traffic, in regard to the duties to: ‘conduct himself in such a way as not to endanger or obstruct traffic’ (Article 7), (i) ‘avoid all behaviour that might cause damage to persons, or public or private property’ (Article 7), and (ii) ‘drive in a reasonable and prudent manner’ (Article 10)	3. The Global Forum for Road Traffic Safety (WP.1) of the United Nations Economic Commission for Europe has prepared and adopted this Resolution based on the following provisions: (a) 1968 Convention on Road traffic, Article 8(6) in regard to the duty to ‘minimise any activity other than driving’ (b) 1949 Convention on Road traffic, in regard to the duties to: <u>(i)</u> ‘conduct himself in such a way as not to endanger or obstruct traffic’ (Article 7), (ii) ‘avoid all behaviour that might cause damage to persons, or public or private property’ (Article 7), and (iii) ‘drive in a reasonable and prudent manner’ (Article 10)	The first of the duties on the list was not numbered (i).

9	<p>Noting that automated driving systems may in some circumstances request the driver to take control<sup>1</sup>, and that it may be either necessary, for the driver to be ready, willing and able to take control of the vehicle.</p>	<p>Noting that automated driving systems may in some circumstances request the driver to take control<sup>1</sup>, and that it may be <del>either necessary or at least desirable</del>, for the driver to be ready, willing and able to take control of the vehicle.</p>	<p>We need to delete the word 'either' because it presupposed the addition of 'or at least desirable' as per in paragraph 2 (before the proposed amendment). The word 'Necessary' in this sentence is sufficient because in this context it is merely justifying the need for a resolution rather than specifying its scope.</p>
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