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Convention on Road Traffic (1968): Automated driving

Amendment proposal to Article 34 in the 1968 Convention on Road Traffic

Automated driving

Submitted by France

This document, submitted by the Government of France, proposes to insert a new Article 34bis in the 1968 Convention on Road Traffic to ensure greater legal certainty due to increasing levels of vehicle automation. This proposal is based on option A in ECE/TRANS/WP.1/2019/6 (submitted at this session).

Automated driving French amendment proposal of the Vienna Convention

« The proposal consists in inserting a new Article 34 *bis*, to read:

“Article 34bis. For highly or fully automated vehicles, the requirement that every moving vehicle or combination of vehicles shall have a driver, as laid down by Article 8 (§1), is not applicable provided on the one hand that they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles¹ and on the other hand, that they obey the other rules covered by this Convention on road traffic.

The following definitions apply:

“Automated driving system” refers to a vehicle system that uses both hardware and software to exercise dynamic control of a vehicle on a sustained basis. This system shall comply with all relevant traffic laws and rules applicable to exercising dynamic control.

“Highly automated vehicle” refers to a vehicle equipped with an automated driving system. This automated driving system operates within a specific operational design domain for some or all of the journey, without the need for human intervention as a fallback to ensure road safety.

“Fully automated vehicle” refers to a vehicle equipped with an automated driving system. This automated driving system operates without any operational design domain limitations for some or all of the journey, without the need for human intervention as a fall-back to ensure road safety.

“Dynamic control” refers to carrying out all the real-time operational and tactical functions required to move the vehicle. This includes controlling the vehicle’s lateral and longitudinal motion, monitoring the road environment, responding to events in the road traffic environment, and planning and sig

¹Those legal instruments are the UN Regulations annexed to the "Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions" done at Geneva on 20 March 1958 or the United Nations Global Technical Regulations developed in the framework of the "Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles" done at Geneva on 25 June 1998.