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English only

Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

**Group of Experts on drafting a new legal instrument
on the use of automated vehicles in traffic**

Third session

Geneva, 16 May 2022

Item 4 of the provisional agenda

Substantive Activities

Revised Survey: "Safe Deployment of Automated Vehicles in International Traffic" – Figures generated by Microsoft Forms

Note by the secretariat

This document provides a summary of the answers given by the participating Contracting Parties to the revised survey "Safe Deployment of Automated Vehicles in International Traffic" (see ECE/TRANS/WP.1/GE.3/2021/4, paragraphs 43 and 48). The survey was performed using the tool "Microsoft Forms" from Microsoft Office, which is an online survey creator. This document reproduces the analysis of answers to the survey, which is automatically performed by that tool. For privacy reasons, parts of the analysis are blackened to protect the privacy of individuals and their delegations.

Revised Survey: "Safe Deployment of Automated Vehicles in International Traffic"

Anyone with this link can view a summary of responses

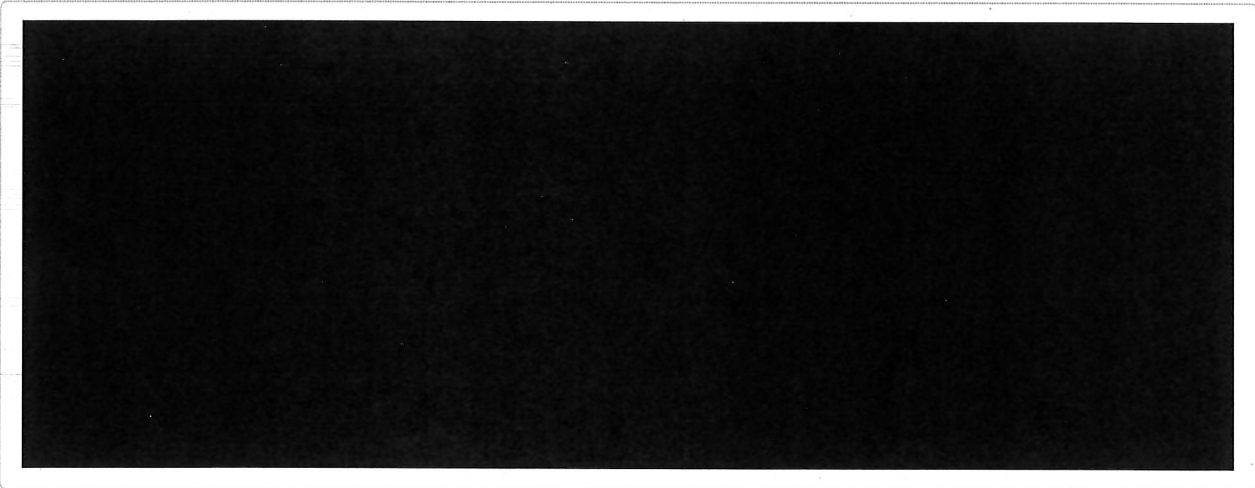
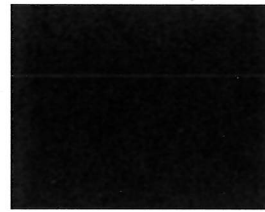


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1. Represented Country

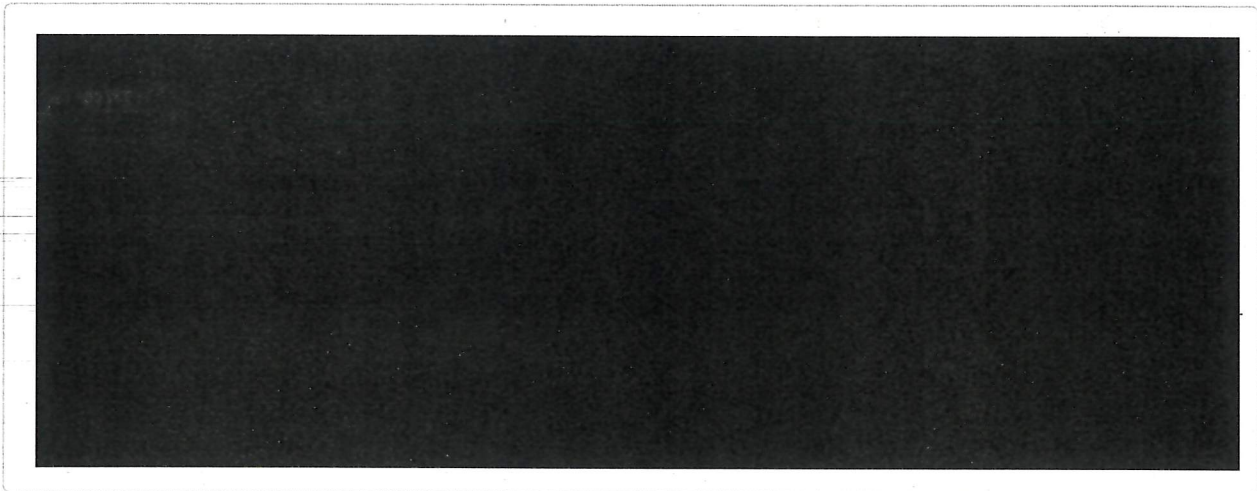
22

Responses



2. Name

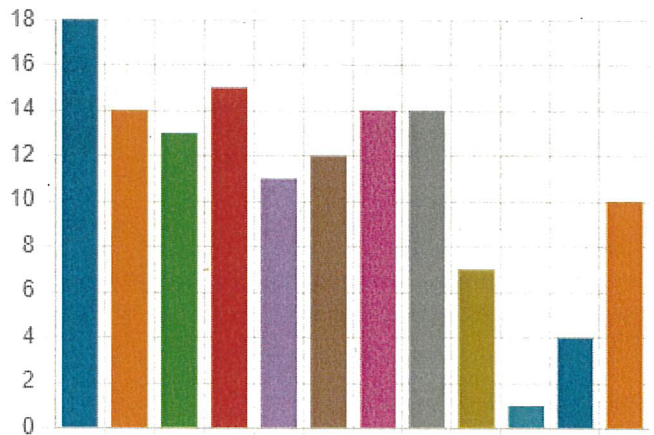
22
Responses



3. What are the additional road safety risks posed by automated vehicles in comparison with traditional ones that you believe may require intervention by road safety authorities?

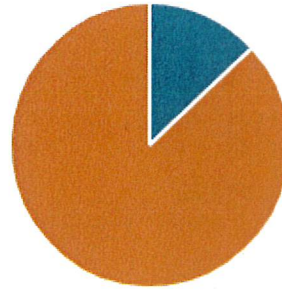
22 respondents

- Risk related to the lack of clarity... 18
- Risks related to the technical pe... 14
- Risks related to poor infrastruct... 13
- Risks related to take over reque... 15
- Risks related to telecommunicat... 11
- Risks related to overreliance (on... 12
- Risks related to mode awarenes... 14
- Risks related to data protection ... 14
- Risks induced by ethical aspects... 7
- Not relevant. Automated Drivin... 1
- Some new risks may not require... 4
- Other 10



4. Did you answer question 3) with "Other"?

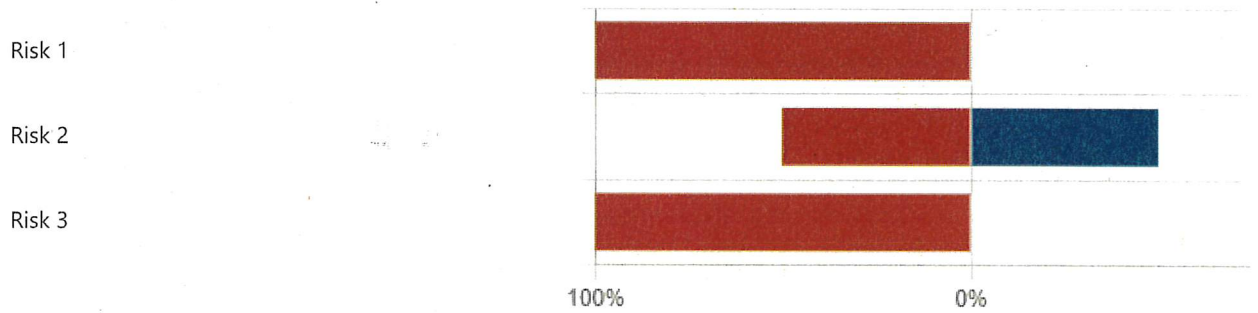
Yes	3
No	20



5. What do you know about the potential scope/nature of these risks at this early stage in AV development?

3 respondents

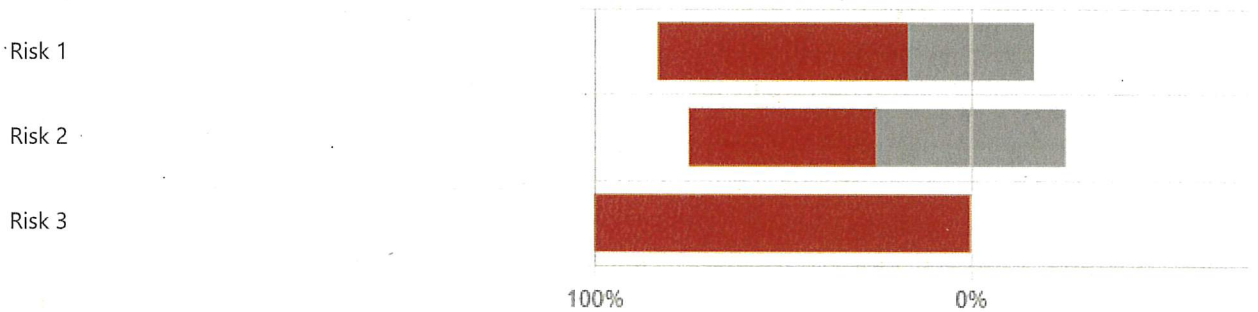
■ This risk will be high ■ This risk will be low



6. At this early stage of AV development, how likely do you estimate these risks are to manifest themselves?

3 respondents

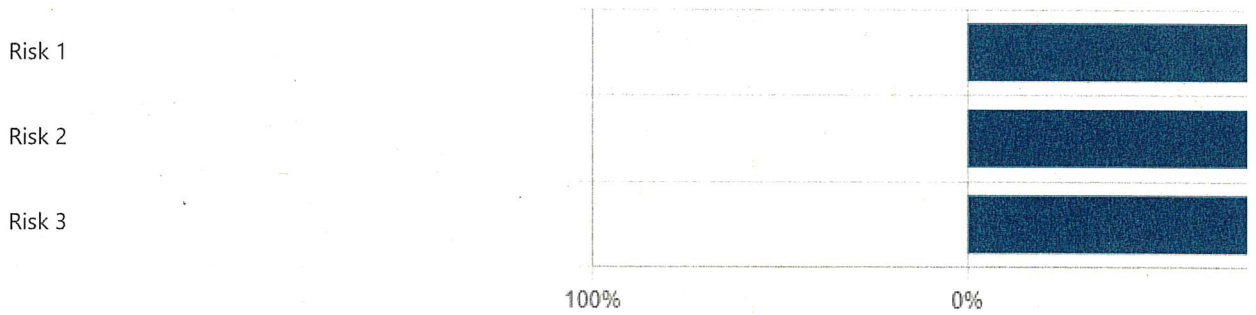
■ Likely ■ Not likely ■ Not applicable



7. Are these challenges completely novel and/or unique to automated vehicles? How do they differ from conventional road safety issues with human drivers that may already be addressed by international legal instruments?

3 respondents

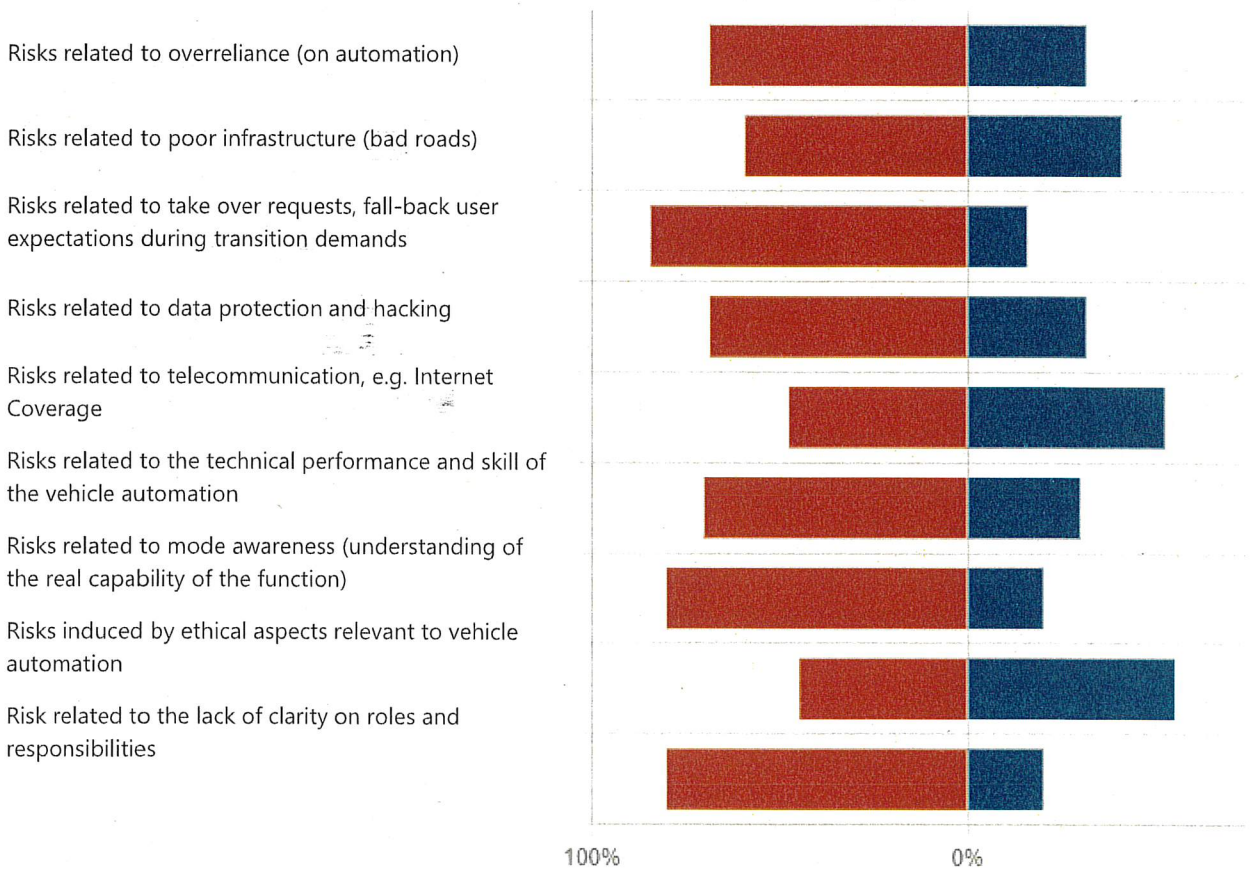
■ This risk is comparable or similar to that of conventional vehicles ■ This risk is novel or more severe to AVs



8. What do you know about the potential scope/nature of these risks at this early stage in AV development?

21 respondents

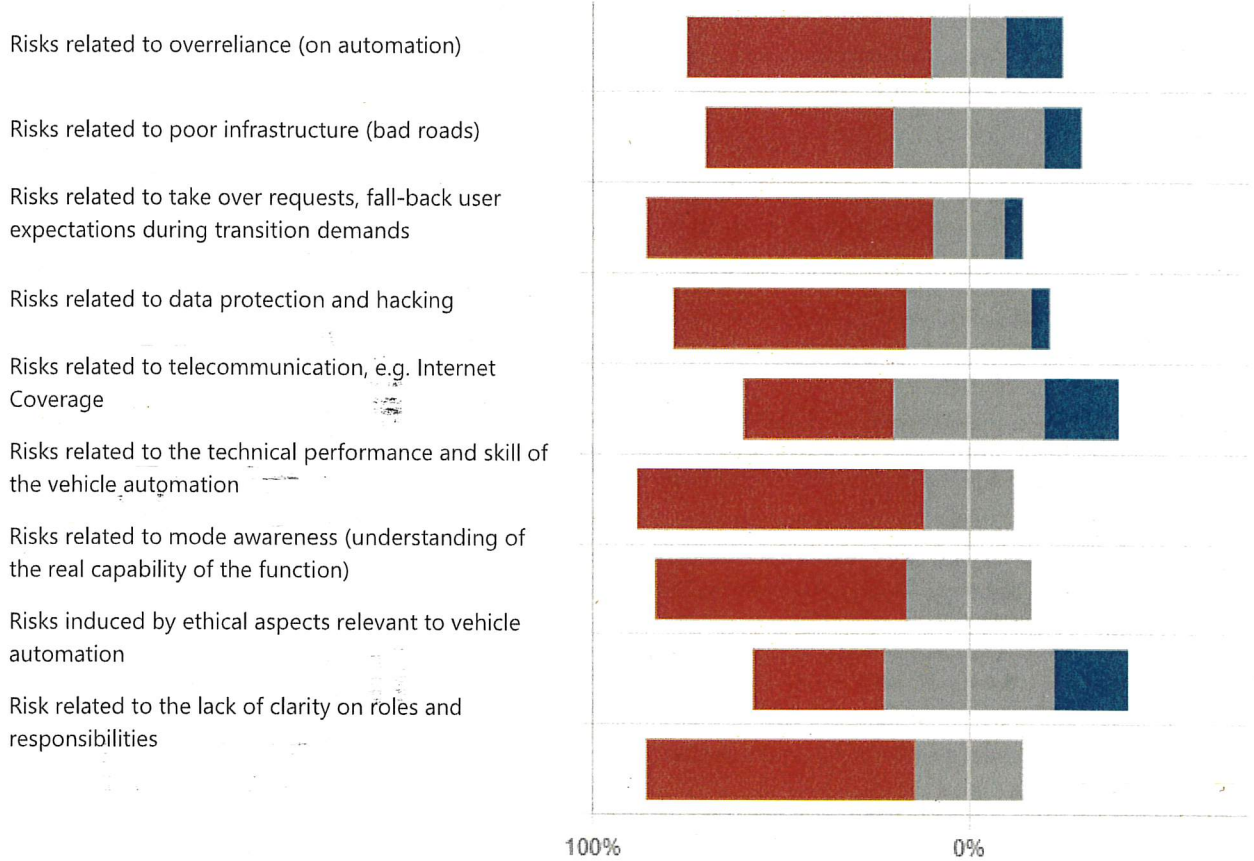
■ This risk will be high ■ This risk will be low



9. At this early stage of AV development, how likely do you estimate these risks are to manifest themselves?

21 respondents

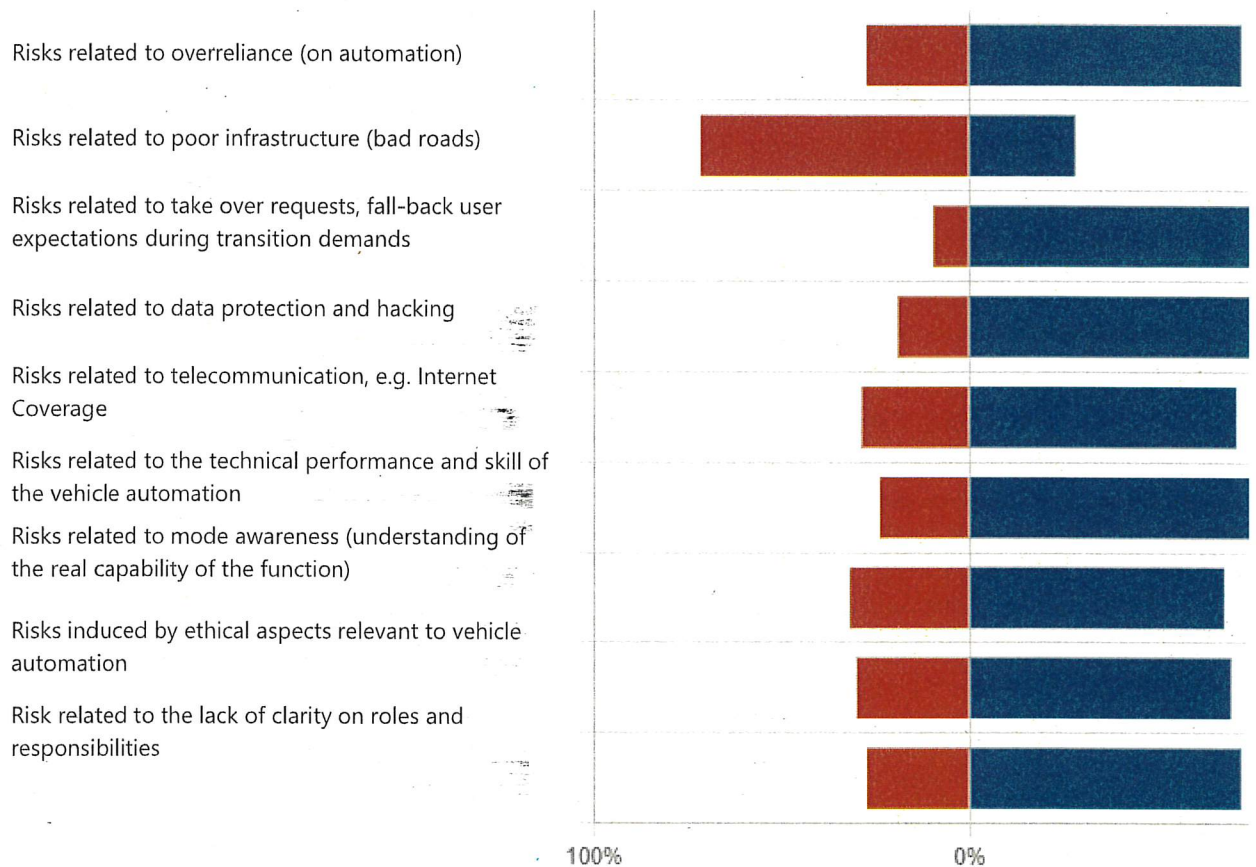
■ Likely ■ Not likely ■ Not applicable



10. Are these challenges completely novel and/or unique to automated vehicles? How do they differ from conventional road safety issues with human drivers that may already be addressed by international legal instruments?

22 respondents

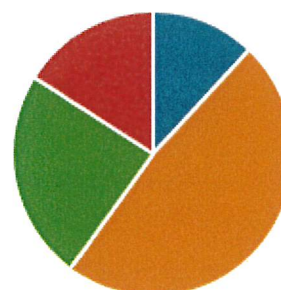
■ This risk is comparable or similar to that of conventional vehicles ■ This risk is novel or more severe to AVs



11. Do you have sufficient information at this time to appropriately define the problem and identify safety expectations in a legal instrument?

22 respondents

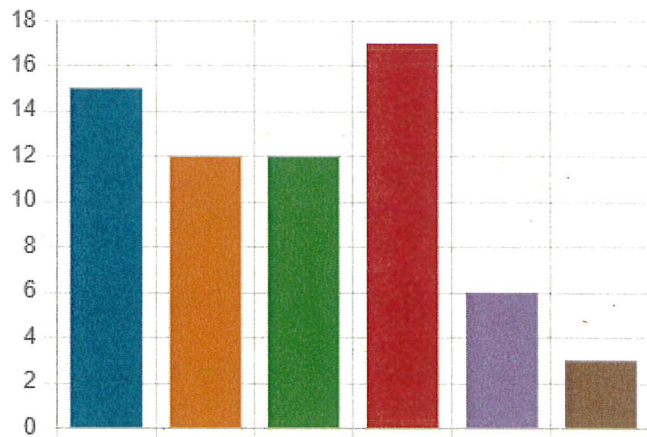
- Yes 3
- No 12
- This question is not relevant, be... 6
- Other 4



12. What are the potential risks faced by you as a contracting party if a new/existing legal instrument is not developed/adapted to address these issues?

20 respondents

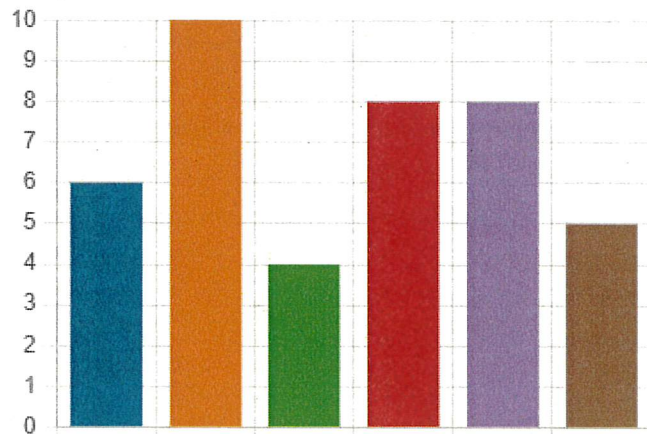
● Cross-border traffic is more diffi...	15
● Liability/Responsibility is unclear	12
● Enforcement will be impossible	12
● Lack of harmonized approach as...	17
● Loss of driving skills for drivers f...	6
● Other	3



13. Are there other tools (meaning other than a "new legal instrument") that might be more appropriate to address certain risks/provide direction to you as a contracting party at this early juncture?

21 respondents

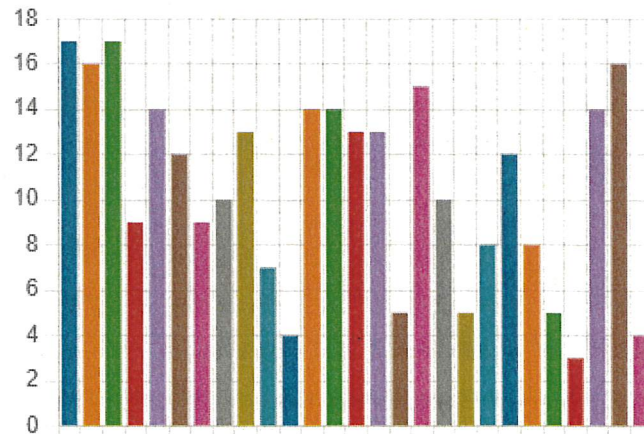
● No	6
● Amendment to existing Conven...	10
● Non-binding Resolution	4
● Other frameworks (e.g. WP.29 R...	8
● Other frameworks at regional le...	8
● Other	5



14. According to your opinion, which stakeholders should be consulted on road safety risks as part of GE.3's analysis?

21 respondents

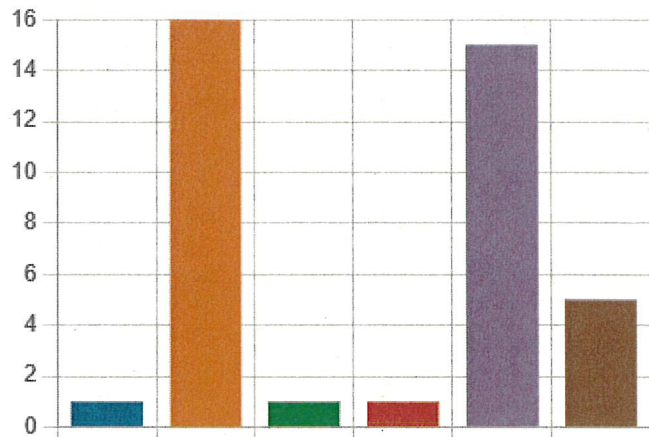
Academia	17
Car Associations	16
Automotive System Suppliers	17
Consumer Representatives	9
Countries with relevant national ...	14
Data Security Experts	12
Driver Training Facilities	9
Drivers Associations / Motorists ...	10
Road Safety Advocacy Groups	13
New Car Assessment Programm...	7
Other international organization...	4
Insurance Companies	14
Law Enforcement	14
Legislators	13
Local Authorities / Government	13
Logistics Companies	5
Automotive Sector / OEM	15
Road Construction Sector	10
Road Crash Investigation Experts	5
Road Traffic Management	8
Scientists and Experts	12
Spatial and Urban Planning	8
UITP	5
WBU	3
WP.1	14
WP.29 GRVA	16
Other	4



15. According to your opinion, do the existing conventions adequately address the topic of automated vehicles in international traffic?

21 respondents

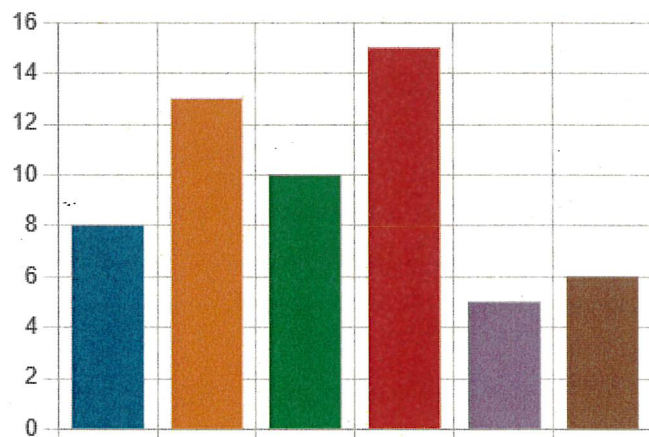
● Yes, the 1949 Convention on R...	1
● No, the 1949 Convention on R...	16
● N/A - Our Country did not ratif...	1
● Yes, the 1968 Vienna Conventi...	1
● No, the 1968 Vienna Conventi...	15
● N/A - Our Country did not ratif...	5



16. Please briefly explain the reason(s) for your answer to the previous question

20 respondents

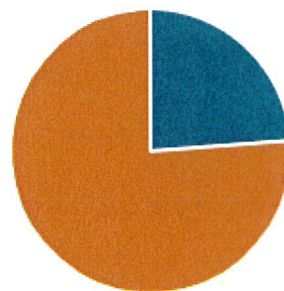
● Cross-border traffic is more diffi...	8
● Responsibility is unclear	13
● ADS definitions are missing	10
● The Conventions are not explicit...	15
● The existing legal instruments ar...	5
● Other	6



17. On the national level, have you previously conducted an analysis of one or both of the Conventions in order to determine its/their shortcomings in relation to automated vehicles?

21 respondents

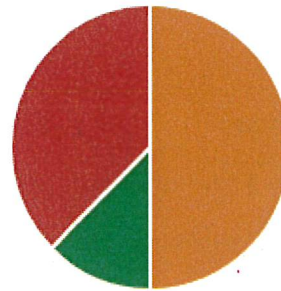
● Yes	5
● No	16



18. What was/were the main findings of your analysis/analyses?

5 respondents

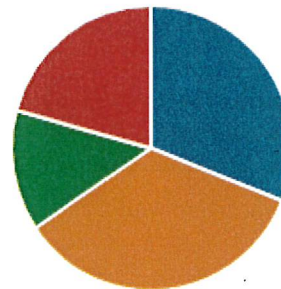
● No findings identified during th...	0
● International harmonization is n...	4
● Simple modifications are neede...	1
● Other	3



19. According to your opinion, what type of legal instrument is best suited to complement the existing 1949 and 1968 Conventions, without restricting the current margin of manoeuvre of Contracting Parties, and flexible enough for amendments, paying due regard to the ever evolving AV technologies?

21 respondents

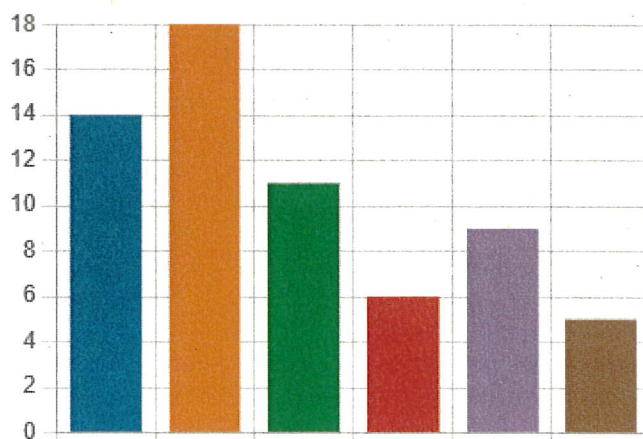
● New Convention	9
● Amendment to the Conventions	10
● Protocol	4
● Other	6



20. What is/are the priority aspect(s) that a new legal instrument on the use of automated vehicles in traffic should address?

22 respondents

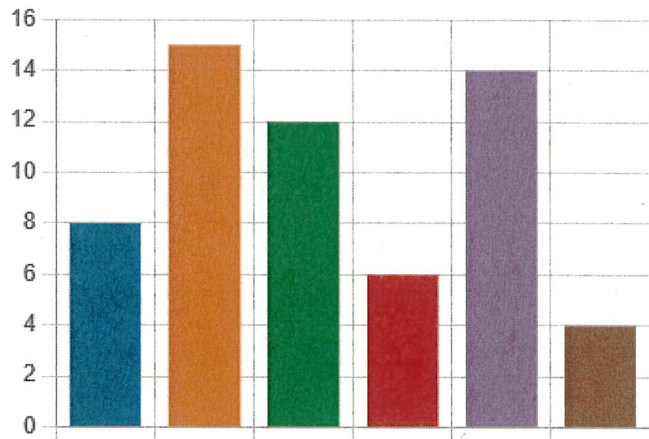
● Clarify ADS definitions	14
● Clarify the role and responsibiliti...	18
● Address safety concerns	11
● Support enforcement	6
● Define technical requirements	9
● Other	5



21. What are the main obstacles that may arise in the foreseeable future for the development of a new legal instrument on the use of automated vehicles in traffic?

22 respondents

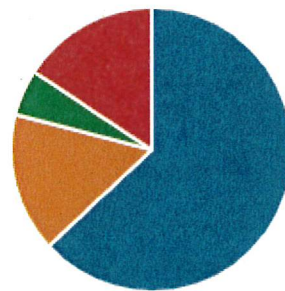
Technical progress	8
Development differences amon...	15
Differences in legislation and pe...	12
Defining the scope	6
Continuous adaption to technic...	14
Other	4



22. What may be the expected validity period of this instrument or the timing until it needs revision?

19 respondents

5-10 years	12
10-15 years	3
15-20 years	1
More	3



23. File name:

4 respondents

4
Responses



24. Link:

5 respondents

5
Responses

