

# Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (GE.3)

4th session

Geneva, 1-2 September 2022

*“Outcomes of the informal meeting on 5 July + some countries reactions”*

# Main outcomes of 5 July 2022 meeting

- Reminder of the last formal meeting on 16 May 2022: the new legal instrument will be a Convention;
- Presentations from the secretariat and from France on the structure and content of the Geneva Convention of 1949 and the Vienna Convention of 1968
- Conclusions of France:
  - Need to have definitions of automated driving systems (ADS) in this new Convention (see Resolution adopted by WP.1 in September 2018);
  - Need to determine the scope of this new Convention;
  - Advanced driver assistance systems (ADAS) should not be included;
  - Reminder of the essential role of the driver: the driver is a person and a system cannot be equated with a driver;
  - The system shall comply with general traffic rules;
  - The driver will need a proper information and/or an additional training for the use of ADS in order to ensure the proper use of the vehicle.

# UNECE Member States reactions (1)

- There is a general agreement that the work of the GE.3 must lead to a new Convention;
- Most country representatives think that definitions have to be derived from those in the Resolution of September 2018. Some would like to take the time to discuss whether highly, fully or conditionally ADS should be within the scope of the draft text;
- Some countries believe that the system should be able to respond to law enforcement orders whereas for others it remains a role of the driver, at least with the very first marketed systems;
- ADS should work even if all seat belts are not fastened;
- Driver versus ADS remains an issue for some colleagues: an ADS can perform some driving tasks without becoming a “human”. For many countries, this point shall be clarified. For others we should also address the situation where the driver is outside the vehicle;
- For some countries the term "driver" should no longer be used, but "user“;
- Do ADS have to recognise all signs, which may differ from country to country or do they only have to be able to do it in their ODD?

## UNECE Member States reactions (2)

- The opening of doors should remain the responsibility of the driver;
- Some countries are not in favour of the vehicle being marked when the ADS is performing the driving task. It seems that we need to talk to our colleagues in WP.29, but in some countries, like France, this is a priority issue for law enforcement services;
- Conditions to the admission in traffic = to provide good information on driving functionalities to domestic authorities in order for them to verify whether ADS comply with the domestic legislation. Is it a shared responsibility between automotive manufacturers and the public authorities?
- The new Convention should take into account provisions regarding safe traffic behaviour of vehicles equipped with ADS;
- Provisions in case of a road accident?
- Some colleagues mentioned the importance to have the content of the Convention checked periodically by other relevant institutes as well, such as road authorities, enforcement agencies, human factor specialists, type approval agencies, OEM's, driver education institutes, scientific research centers, etc.

## UNECE Member States reactions (3)

- The new Convention shall work well in practice;
- We shall remain flexible during the process of our work;
- We shall remain open to the latest developments as well as new insights from scientific research.