



Ministerie van Infrastructuur
en Waterstaat

Recognizability of ADS from the perspective of enforcement

85TH MEETING GLOBAL FORUM FOR ROAD TRAFFIC SAFETY

AGENDA ITEM 'OPTICAL AND/OR AUDIBLE SIGNALS IN DAS
AND ADS VEHICLES'



In general

- › Continue discussion on recognizability
- › Focus on perspective of enforcement
- › Work toward a harmonized standard?
- › Promote cooperation between WP.1 and WP.29
- › Include varying fields of expertise



Considerations

- › Responsibility
- › Remote operation
- › Exemption/permit/status of the system
- › Police street checks



Responsibility

- > Who is responsible for a certain action?
- > No confusion
- > No snap decision
- > Availability of (certain) information



Remote operation

> Practical challenges

- How can the enforcement officer determine who the remote operator is, and where the remote operator is located?
- How do the enforcement officer and the remote operator deal with situations where the remote operator can no longer control the vehicle?
- How does the enforcement officer know whether the remote operator meets the standards for remote operation?
- How should enforcement deal with cross-border remote operation, and should we allow cross-border remote operation at all?

> Additional standards?



Exemption/permit/status of the system

- › Clear to enforcement officer what driver/passenger is (not) allowed to do
- › Documents and information should be readily available and interpretable



Police street checks

- › Respond to (stop) signs from enforcement officers



Final note

- > Please share your views
- > How to proceed?
 - (In)formal document with considerations?
 - Formal statement?