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?