



Submitted by the experts
from CLEPA and OICA



Presentation 5
6th GE.3, 4-5 May 2023
Provisional agenda item 5(b)

Industry views on assessment activities towards realising a new legal instrument for automated vehicles in traffic

(GE.3) Group of Experts, Global Forum for Road
Traffic Safety, 4th-5th May 2022



Key highlights from Industry submission in GE3 third session (May 2022)*

- ❖ Facilitate cross-border traffic via mutual legal recognition between governments of AV safety and operating regimes.
- ❖ Provide legal certainty for operation of L4 and L3 systems by ensuring governments retain suitable legal frameworks.
- ❖ Flexibility in traffic rules enforcement in the context of ambiguous or conflicting traffic laws.
- ❖ Addressing traffic laws governing drivers beyond dynamic driving task provisions, impacting road safety.
- ❖ Avoid road safety risks emerging from nationally led operational design domains (ODDs) and allow manufacturers to set ODDs in alignment with the development of technology.
- ❖ Continued collaboration between WP.1 and WP.29 on areas of common responsibility and interest.



Additional industry considerations in the development of the new LIAV (Jan - Apr 2023)*

- ❖ Clarification of provisions when addressing automated vehicles with a driver vs when addressing automated vehicles without a driver.
- ❖ Re-assess the need for new regimes seeking cross-border legal assistance over and above existing regimes and procedures for investigation purposes.
- ❖ Concerns on inclusion of roles and responsibilities which may conflict with existing national frameworks and technical regulations.
- ❖ Provisions on government structures to be set up for AV approval to be streamlined to avoid the development of too many authorities within one jurisdiction.
- ❖ Concerns on inclusion of provisions for remote driving and remote assistance prior to the complete development and exchange at WP.1 and subsidiary forums.



Industry views on assessment activities towards developing the new LIAV

- ❖ Gap assessment can be categorised into three -
 - With existing international conventions
 - With existing national frameworks
 - With Output documents from FRAV as well as VMAD/other technical workstreams.
For example, provisions for a safety management system; data collection central repository in the New Assessment Test Methods (NATM) document.
- ❖ Development of a “go-to baseline document” containing the assessment of gaps and outcome of this assessment to achieve cross-border traffic and mutual recognition.
- ❖ Enlist and prioritise traffic rules beyond dynamic driving task affecting road traffic safety to address as part of the new LIAV.
- ❖ Enabling continued exchange and input between WP.1 and WP.29 as key stakeholders.



THANK YOU