Discussion Paper on
Remote activities related to driving

United Kingdom of Great Britain and Northern Ireland, Germany & Finland

Thursday, September 28, 2023
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Timeline of Remote Driving at WP.1

Mandate to start working on remote driving from 75th WP.1 report, September 2017

UK submits draft resolution on remote driving at 79th WP.1, September 2019

UK submits informal discussion paper on remote driving at 83rd WP.1, September 2021

Paper undergoes revisions and gains support from Germany and Finland

New feedback welcome and discussion in IGEAD planned

Panels on remote driving and remote management planned for 87th WP.1, September 2023

After panel and feedback, paper is restructured, revised and remote management is integrated

Panel discussion held on remote driving at 86th WP.1, March 2023. Remote management paper submitted
Why discuss remote activities related to driving?

- It is not explicitly prohibited by either the 1949 or 1968 Conventions on Road Traffic
- The technology is being developed, adapted and tested now
- Remote management agents may operate from outside the jurisdiction of the vehicle
- There are safety concerns with the technology, requiring attention from regulators
- The technology has applications in logistics, services and for supporting ADS
- Several elements of remote management fall within WP.1 competence
Core changes since 86\textsuperscript{th} WP.1

- Integration of remote driving and remote management papers
- Inclusion of industry feedback
- Clearer and simpler definitions of remote assistance and remote driving, mirroring those in GE.3 scoping draft
- New chapter on recommendations for contracting parties
- Improving clarity: Removed sections which provided too much detail
- Referencing the predecessor papers in the introduction for context
Priorities for the next IGEAD

Reflections on input from 2\textsuperscript{nd} WP.1 panel

Invitation of feedback and co-authorship from those interested

Suggestions on structure and way forward
Thank you for your attention.

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