



UNECE

88th WP.1: Remote Activities Related to Driving United Kingdom of Great Britain and Northern Ireland, Germany & Finland



Thursday, 21 March 2024

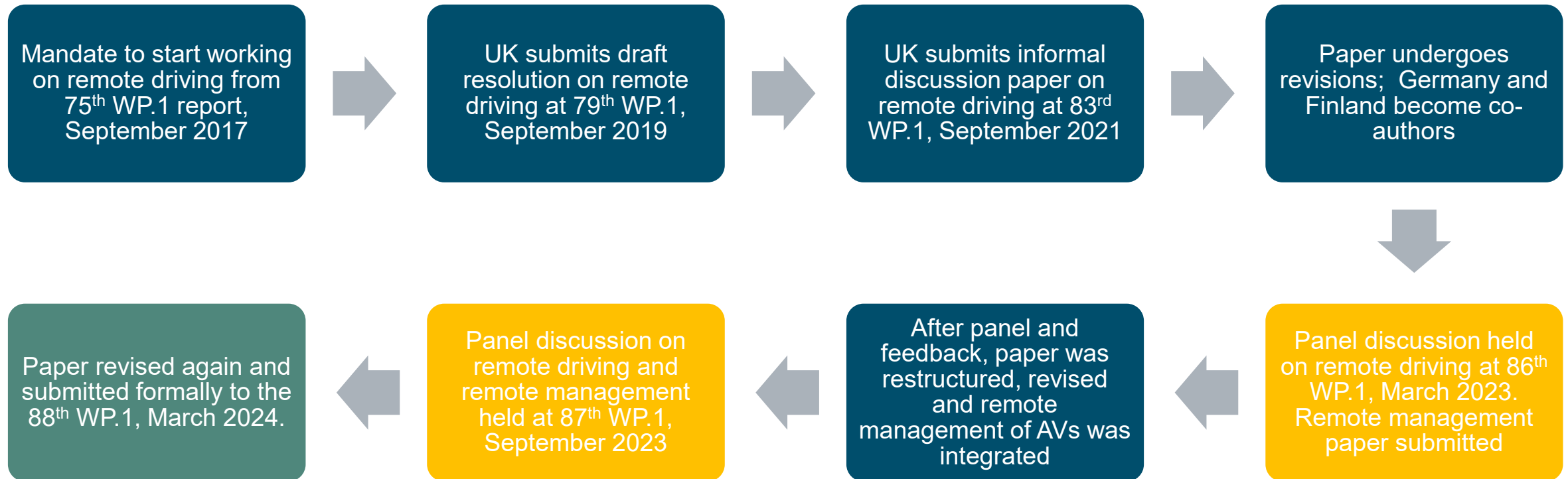
Contents

1. Timeline
2. Why discuss remote activities related to driving?
3. WP.1 & Remote Activities
4. Overview of the paper
5. Some changes since 87th WP.1
6. Any questions?

Copyright 21/03/2024 UK Centre for Connected and Autonomous Vehicles, all rights reserved. For reproduction permission and all other issues, please contact enquiries@ccav.gov.uk.

For slide 5, copyright 10/11/2021 German Federal Ministry for Digital and Transport, all rights reserved. For reproduction and all other issues, please contact Ref-StV22@bmdv.bund.de.

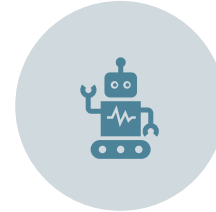
Timeline of Remote Activities at WP.1



Why discuss remote activities related to driving?



Not explicitly prohibited by either the 1949 or 1968 Conventions on Road Traffic



The technology is being developed, adapted and tested now



Several elements of remote driving fall within WP.1 competence



There are safety concerns with the technology, requiring attention from regulators

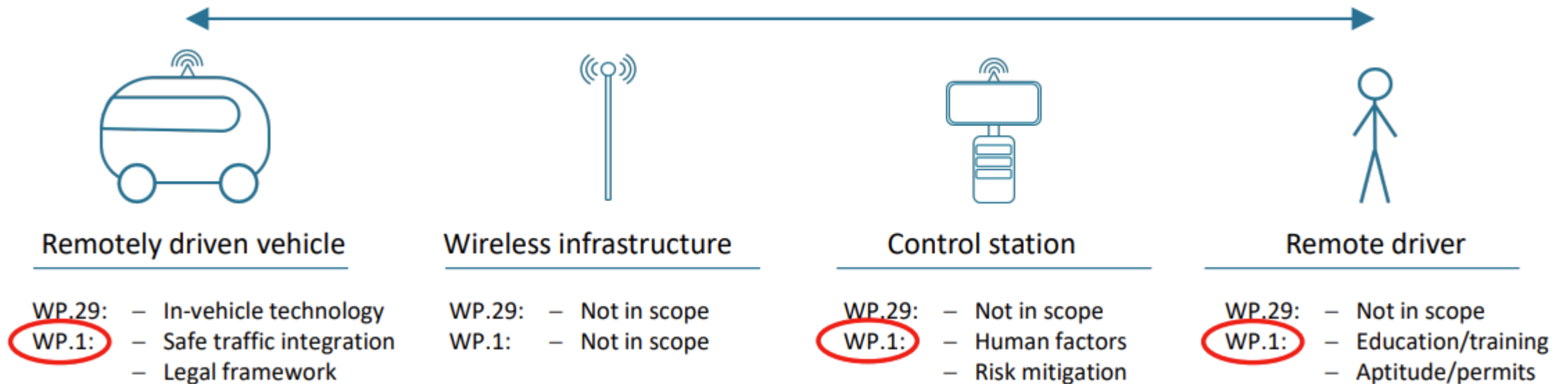


The technology has applications in logistics, services and for supporting ADS



Remote drivers may operate from outside jurisdiction of where the vehicle operates

WP.1 & Remote Activities Related to Driving



WP.1 competences for remote activities related to driving:

- safe traffic integration
- international legal framework for road traffic
- driver education and training
- licencing and permits

Overview of the paper

ECE/TRANS/WP.1/2024/3

Contents

	<i>Page</i>
I. Introduction	3
II. Scope	3
III. Definitions.....	4
IV. Recommendations for remote management providers (companies).....	4
V. Recommendations for remote management agents (individuals).....	7
VI. Recommendations for manufacturers.....	8
VII. Recommendations for Contracting Parties to the Convention on Road Traffic done at Geneva On 19 September 1949, and the Convention on Road Traffic done at Vienna on 8 November 1968	8
VIII. Final provisions.....	9
References.....	10

Some changes since 87th WP.1 (September 2023)

Clearer distinction between remote driving, and remote monitoring and assistance of automated vehicles

'Recommendations for manufacturers' section simplified into design specific, other and for remote driving

Simplified definitions, and removed references to remote oversight

Considered OICA/ CLEPA feedback on the previous version

Removal of 'Essential safety features of remote management' section

New considerations for contracting parties on managing workload

Simplifying remote agent responsibilities for passengers and cargo

Adding references to relevant UNECE papers, and relevant domestic publications

Thank you for your attention.

Any questions?



Oliver.downey@ccav.gov.uk



ECE/TRANS/WP.1/2024/3 - [Remote activities related to driving - \(Finland, Germany, and the United Kingdom\)](#)

