

# Report from the 20th meeting of IGEAD

WP.1 84th Session

Kirsi Miettinen

8.3.2022

# Some key issues

- There are already existing national regulations on transport automation (at least France, Germany, Japan, the United Kingdom)
- Clarity on the human roles and the tasks/responsibilities attached to these roles will be needed
  - Creating the clarity is the responsibility of the regulators
  - Failing this task will be a major traffic safety concern
- The safety of the ADS and the need for human intervention or monitoring while the ADS is engaged
  - Variety of approaches

# Automated vehicles

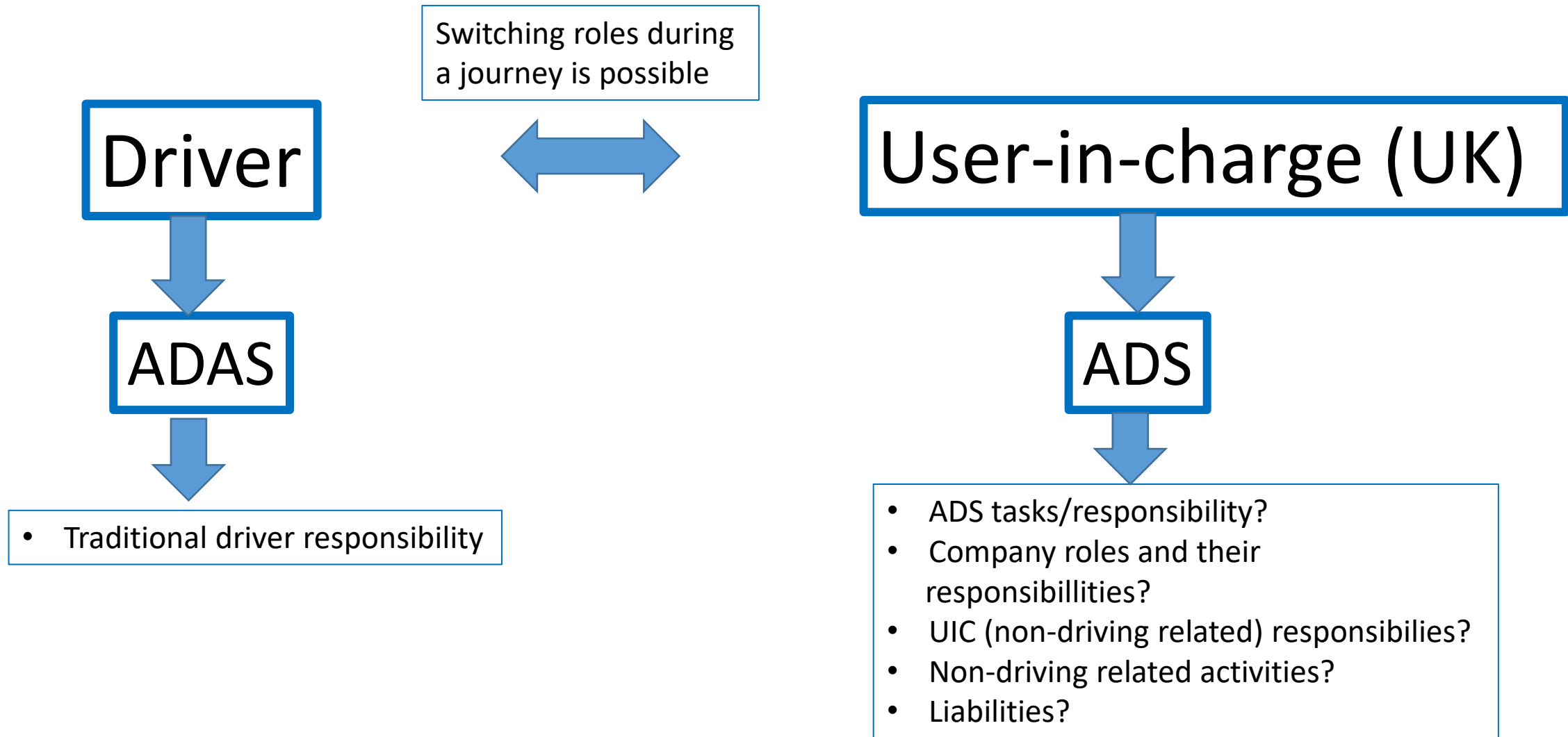
## Vehicles that can be driven by a human being

- There is a human inside the vehicle, who can either drive him-/herself, or the ADS can take care of the DDT
  - Switching the roles along the journey is possible
- Typically privately owned passenger cars
- ADS taking care of the DDT on motorways as a spearhead

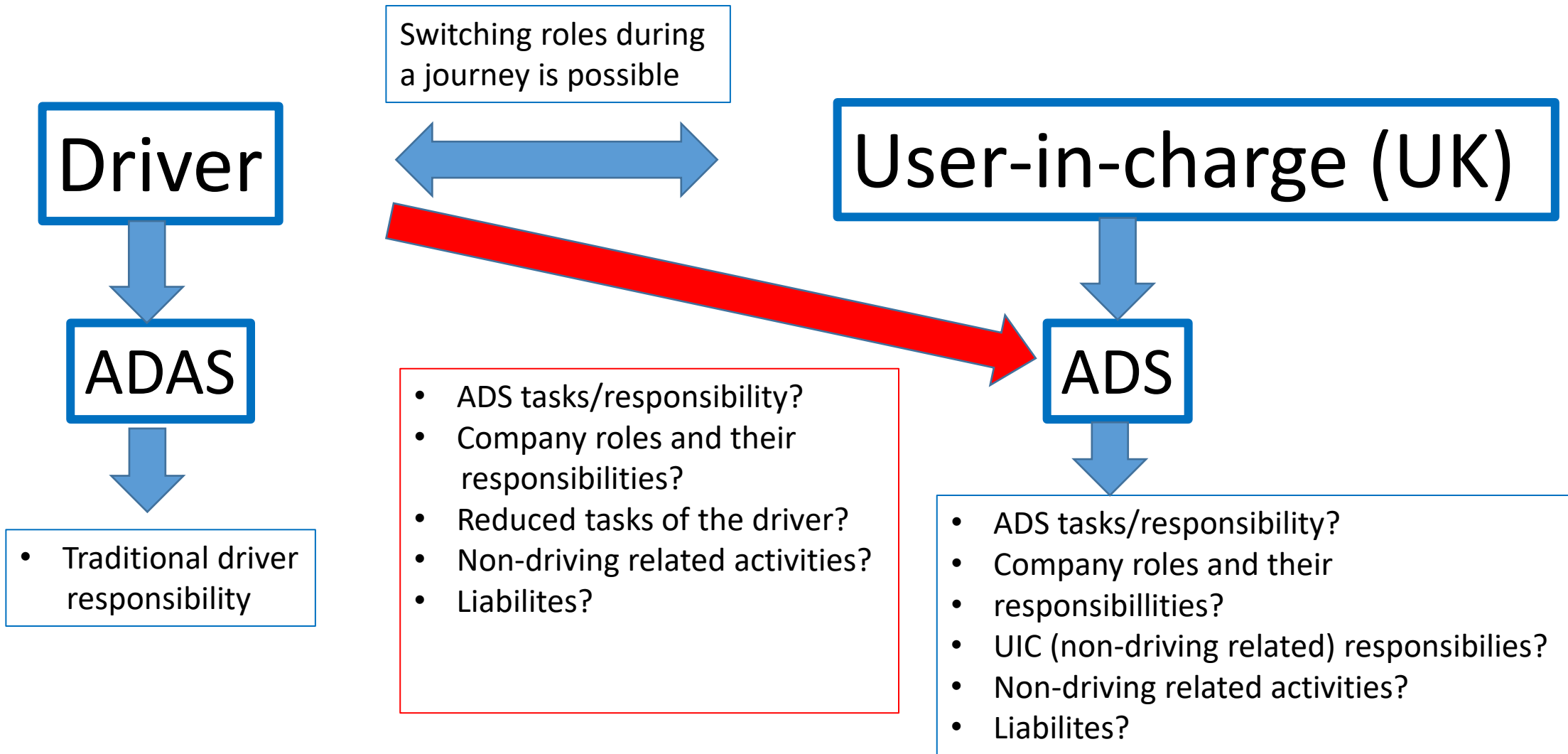
## Vehicles intended for automated transport services

- Only passengers inside the vehicle (passenger services), or no humans at all (logistics services)
- Remotely controlled/monitored/managed
- Using often designated roads or areas
- May move at slow speed, urban areas
- Shuttle busses as a spearhead

# Users of automated vehicles (individuals)



# Users of automated vehicles (individuals)



# Suggestions for the next steps of IGEAD

- Continuing the discussions on the human roles and the tasks/responsibilities attached to these roles, when the ADS has the dynamic control
  - In cooperation with the FRAV-group
- Creating the basis for more structured discussions on the "second track", ie. vehicles intended for automated transport services
  - Widening the scope of the paper concerning "remote driving"?