

First Quarterly Meeting – Meeting notes

The first quarterly meeting of the *Network AD regulations* was held on the 18th of September 2023 at Lindholmen, Gothenburg.

We first gathered some expectations from the participants and introduced the four themes. The issues discussed during the meeting are documented as follows:

Overview of current and upcoming regulatory initiatives

An overview of current and upcoming regulatory initiatives relevant for automated vehicles (AVs) and automated driving (AD) will be written and published during the autumn. It will then be updated every six months. At the meeting, the group discussed the content and scope of the overview. The group thought that focus should be on recent or ongoing regulatory initiatives at UNECE, EU and Swedish level, but there was also a request from several participants to include information about the legislative work in some other European countries as well (limited to a few; countries especially mentioned was Germany, France, Netherlands and UK). There was also a request to include definitions/terminology in the overview.

Theme #1: Practical interpretation and guidance of new and existing regulations

We first discussed **terminology** related to AVs and AD, e.g., automated vehicles/driving, remote driving/control/management/etc.

The role of a driver: Drivers usually do more than just drive a vehicle, such as securing the load, ensuring that children wear seatbelts, etc. When drivers no longer accompany the vehicle, several practical challenges arise. Who should be responsible for the tasks being carried out and how do you solve it practically? The group discussed these issues.

Some practical issues with the **warning triangle** were mentioned and discussed. For example, what is an acceptable timespan for drivers to place the warning triangle in case of an accident/incident? Is there any other physical or digital solution that can potentially replace the traditional warning triangle in the future?

Police controls (and other interactions between AVs and authorities) was another topic that was discussed within the theme. The police will occasionally need to interact with AVs and carry out controls. How should this be solved when there is no driver present in the vehicle? The discussion suggested that it is important for the vehicle (or the driver located remotely) to be able to verify that it is indeed a police officer (i.e. police officers should be able to identify themselves to the vehicle). And it is not only police controls that needs to be considered. For example, how should the customs get access to the vehicle to be able to control the load? AVs should also be able to recognize emergency vehicles and take actions accordingly. Possible tools that can support communication with AVs were also discussed. It was highlighted that solutions need to have global standards, as vehicles are sold on an international market and traffic moves across national borders.

Conclusion: the two cases will be revisited and we will add a case about **approaching emergency vehicles** the next time. Examples from other countries and feedback from the OEMs are of interest. **Other tasks than driving** that today are part of the driver's responsibility are also interesting to discuss.

Theme #2: Proactive input to new international regulations

The main interest of the project group, besides EU and international regulations, is to find out more about **other countries' legislative work** in this area. It is important to have a **harmonized view** of how AVs should function and how the infrastructure should be used in Europe. This is especially important for OEMs so they do not have to develop many country-specific solutions.

Theme #3: Proactive input to Swedish legislation to be on par with international legislation

Sweden, like many other countries, has begun to rewrite the legislation for a wider adaptation of AD. "**Driver in readiness**"¹ ("förare i beredskap" in Swedish) is used in the Swedish legislative proposal to address the transition towards AD. The proposed liability regime for manufacturers, vehicle owners, and driver-in-readiness was presented and discussed. The liability regime for AD varies between countries but is basically still quite similar. (In most countries that either already have or are about to introduce legislation on AD, a division of responsibilities and liability is usually envisaged which is shared between drivers², vehicle owners and manufacturers. The major innovation in the new legislations concerns the driver, who gets a new role with different responsibilities – and a more limited criminal liability – but also certain new tasks and remaining responsibilities for other tasks than driving.)

Project partners will be asked to provide relevant content to discuss within this theme, i.e. feedback related to the government investigations (**Ds 2021:28 and SOU 2018:16**).

How driver-in-readiness could be applied to the context of **remote management** was also discussed during the meeting.

Theme #4: Proactive input to adaptation of infrastructure

Results from the project "Traffic rules of the future" (Drive Sweden Policy Lab – Case 4 Framtidens trafikregler) were presented and discussed within the group. We discussed the importance of **digitalising traffic regulations** and how access to **data on traffic rules** (as digitalised by decision-making authorities) would benefit AD. Some issues related to the interpretation of traffic rules were also discussed.

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¹ We use "driver-in-readiness" as a translation of the proposed new driver role, but please note that there is no official translation of the term "förare i beredskap" in the Swedish proposal in Ds 2021:28.

² Driver here also means roles that have been proposed to replace today's driver role when it comes to automated driving, e.g. driver-in-readiness (Sweden), user-in-charge (UK), technical supervisor (Germany), operator etc.