

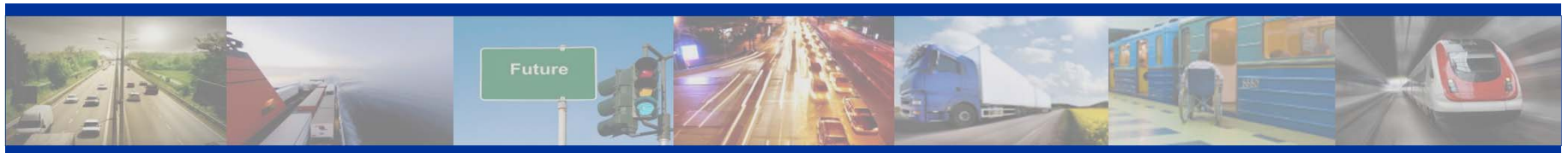


United Nations Economic Commission for Europe Transport Division

Regulatory challenges for the introduction of automated driving: *What is being done to amend the 1968 Convention on Road Traffic?*

**Session 2, ITU Symposium
The Future Networked Car
Geneva, 5-6 March 2014**

Miodrag Pesut, Chief
UNECE Transport Facilitation and Economics Section





Presentation Objectives

1. Background on UNECE and our road safety work
2. WP.1 and WP.29
3. Key road safety-related international conventions
4. "Driver Assistance Systems" and Article 8 of the 1968 Convention on Road Traffic
5. What is being done to amend Article 8
6. Current status
7. Remaining agenda





UNECE - 60 years of road safety work



Social legislation for professional drivers
(driving times and rest periods)



Road Traffic Rules



Vehicle Regulations



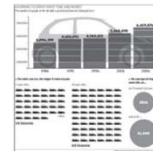
Road Signs and Signals



Dangerous Goods



Infrastructure (standards and parameters, tunnel safety, all land modes)



Statistics



Road Safety at a 360 degree approach



- **Regulatory work**
To ensure widest possible geographical coverage of UN road safety international legal instruments
- **Policy dialogue**
To strengthen road safety management and coordination
- **Analytical work**
To assist in the identification of best practices
- **Technical Assistance**
To assist countries in the ECE region and beyond to implement the UN Decade of Action for Road safety

http://www.unece.org/trans/wp1/publications/spectrum_road_safety_activites.html



The two UNECE subsidiary bodies with a global road safety impact: WP.1 and WP.29

Working Party on Road Traffic Safety (WP.1)

- the ONLY permanent intergovernmental body in the UN dealing with road safety open to all countries throughout the world
- responsible for administering the international road safety-related conventions including the 1968 Conventions on Road Traffic and Road Signs and Signals
- works in conjunction with WP.29 and other working parties to offer a platform that enables cooperation and the exchange of road safety information and best practices among governments

World Forum for Harmonization of Vehicle Regulations (WP.29)

- UN body that develops and adopts harmonized vehicle regulations that can be applied worldwide
- research-based regulations promote the design and construction of safer and more environmentally-friendly vehicles
- to date, over 140 regulations have been developed (annexed to the 1958 and 1998 "Vehicle Regulations" Agreements)
- sets standards for periodical technical inspections





Key international legislation relating to road safety

Main legal instruments

- Convention on Road Traffic, Vienna 1968
- Convention on Road Signs and Signals, Vienna 1968
- Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958
- Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997
- Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, of 25 June 1998
- European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)
- European Agreement on Main International Traffic Arteries (AGR)
- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) of 30 September 1957





Article 8 of the 1968 Convention on Road Traffic

Article 8 "Drivers"

1. Every moving vehicle or combination of vehicles shall have a driver.

...

5. Every driver shall at times be able to control his vehicle or to guide his animals.

How to appropriately amend the classic 1968 Convention on Road Traffic with rapidly changing technology covered by technical regulations that has started to become available for use in vehicles?





What is being done to amend Art.8?

To date, there has been no consensus within WP.1 as to what the amendment to Art.8, if any, should be.

Discussion has ranged from:

- No change
- Refer to the technical vehicle regulations
- Insert a new definition of "Driver Assistance Systems"





Current status

In recent WP.1 sessions, a compromise proposal has been developed, and is in the process of being refined.

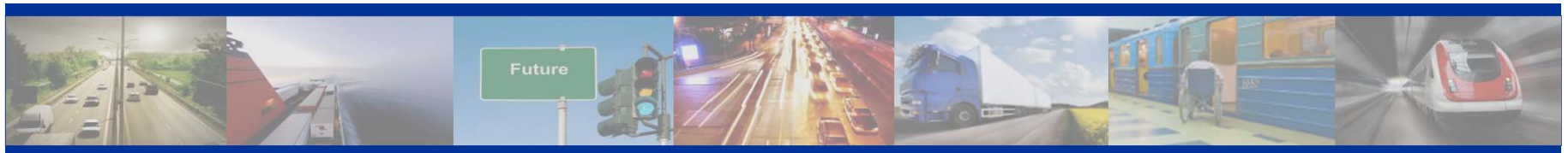
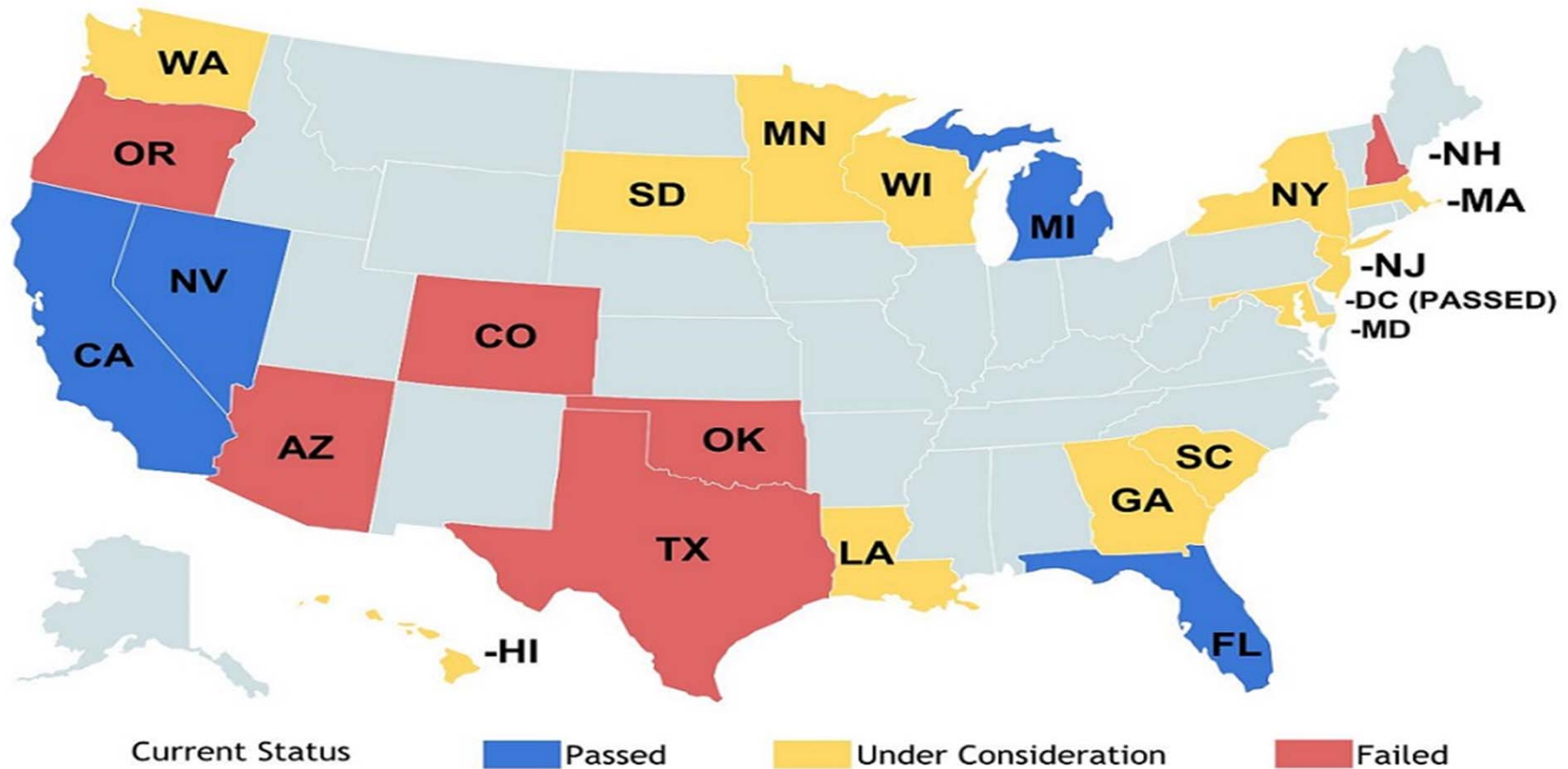
The general shape of the compromise is a new clause referring to the technical regulations as well as including a broad definition of "Driver Assistance Systems".





United Nations Economic Commission for Europe Transport Division

Legislatures in the following states are considering or have considered bills related to automated driving



Remaining agenda

- Economic and social issues
- Legal issues
- Insurance law issues
- Managing autonomous transportation demand
- Collision between autonomous vehicles and the liability system
- “But Officer, It Wasn’t My Fault, the Car Did It!”
- Privacy and cybersecurity issues





Contact Us

<http://www.unece.org/trans/main/welcwp1.html>

Miodrag.Pesut@unece.org

+41 (0) 22 917 41 36

