

Who is in control?

Automation in road traffic

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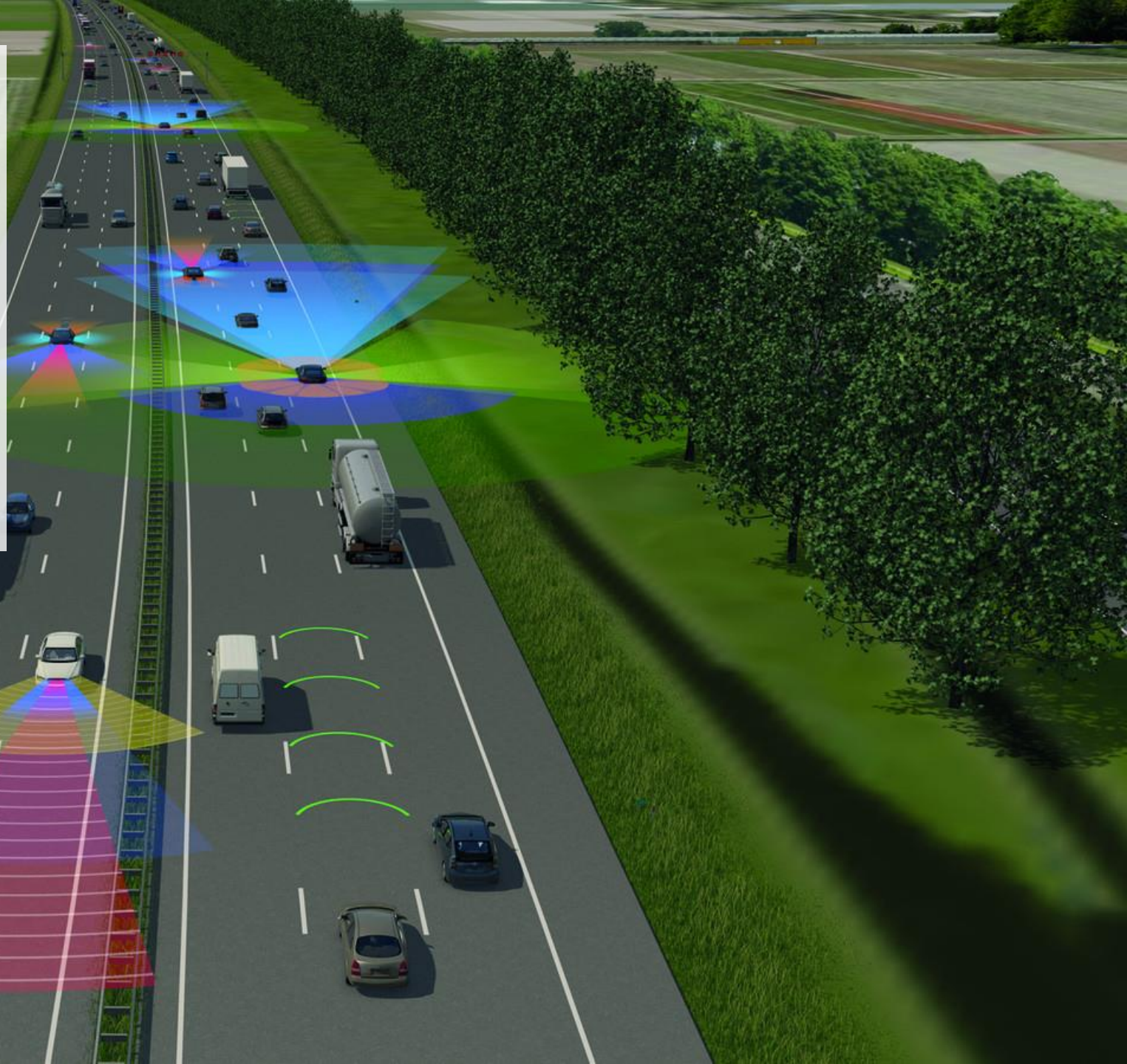
<https://www.youtube.com/watch?v=QsVadd8L9b0>



<https://www.onderzoeksraad.nl/en/page/4729/who-is-in-control-road-safety-and-automation-in-road-traffic>



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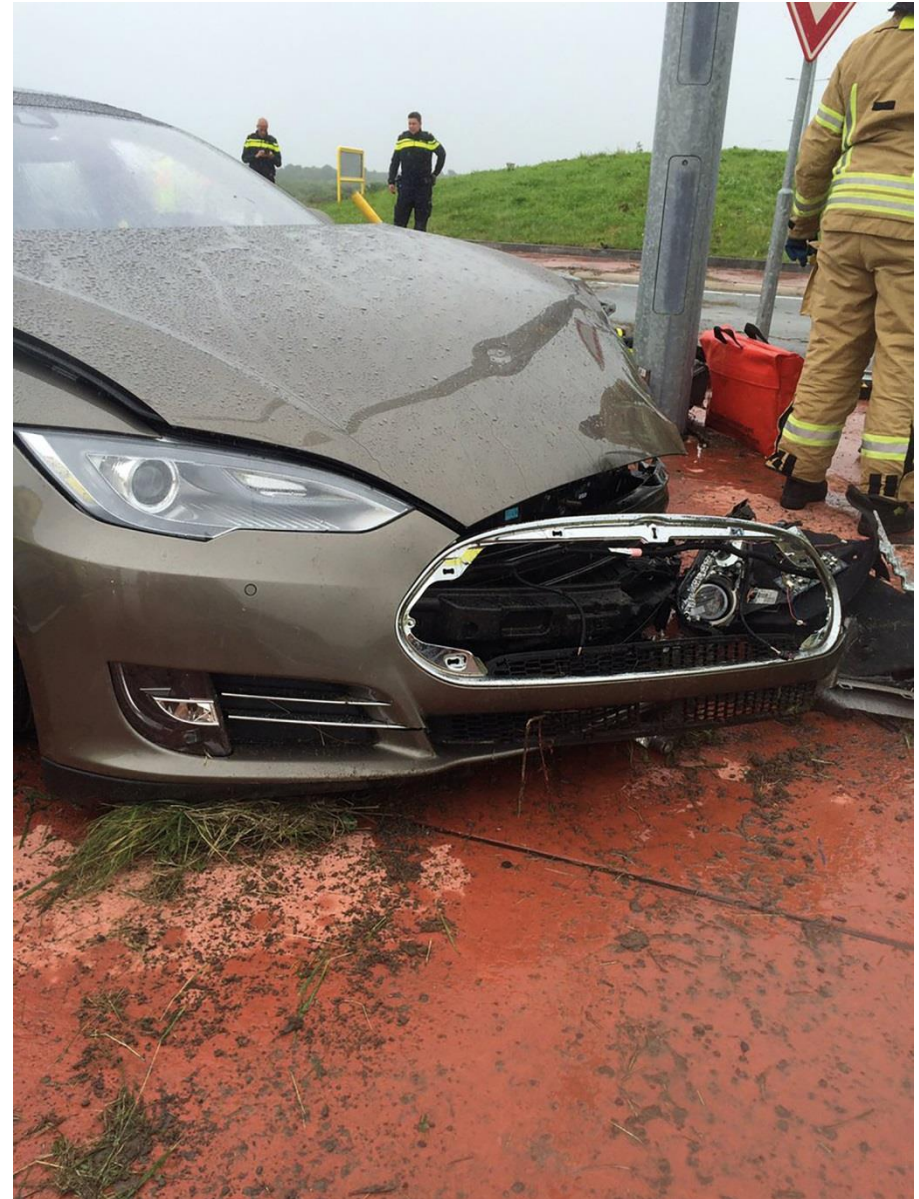
New role of the driver

- Longer response times
- Reduced alertness
- Operating errors of ADAS:
 - Foolproof design
 - Clarity who is in control



Lack of knowledge driver

- Users have only limited insight into the operation and limitations of ADAS
- Communication in advertisements and media is inadequate
- Provision of information and instruction is often lacking
- Driving test does not include ADAS
- Diversity of ADAS
- Users rely on ADAS



Conclusion: Driver not the central point of focus



New role driver

Lack of knowledge driver

Regulation

- No improvement of safety level required for new ADAS
- Unclear how the level of safety must be assessed
- Manufacturers are not obliged to learn from accidents
- Legislation has little focus on interaction with users
- Oversight not set up for changes during lifetime

- Legislation in development only for SAE3+:
 - Validation (including a risk analysis and risk assessment)
 - Data storage
 - Human factors (no working group)
 - Instruction of drivers (no working group)

