



Day 2: Tuesday 4 April 2017

Cooperative ITS deployment towards
connected and automated driving

Automated Driving

Joël VALMAIN

Adviser to the Interministerial Delegate
for Road Safety for European and
International Issues (Vice-Chair of
UNECE/WP 1)

Ministry of the Interior



The organisation in France

- Many Directorates General of different Ministries concerned:
 - ***Ministry of Environment, Energy and the Sea (Transport included)***
 - Road infrastructure;
 - Intelligent transport systems Unit;
 - Vehicle safety, etc...
 - ***Ministry of Economics and Finance (DG Enterprise)***
 - ***Ministry of the Interior (Road Safety Department)***
 - ***Ministry of Justice (for liability issues)***
 - ***Ministry of Foreign Affairs (regarding international Conventions, namely on road traffic)***



Legislation: the international level (UNECE) (1)

- 2 Conventions on road traffic « managed » by WP 1: Geneva 1949 and Vienna 1968
- Objectives: harmonisation of traffic rules and road safety
- Article 8 of Vienna Convention: driver in control, what was the meaning?
- Driving assistance systems (DAS): amendment to the Vienna Convention entered into force on 23rd of March 2016. The driver, still in control of the vehicle, can be helped by a system under some conditions.
- During the 71st WP 1 session (October 2015) an informal group of experts on automated driving (IGEAD) has been set up.
- European countries + Japan are members; 10 countries + European Commission (observer) + OICA + CLEPA.



Legislation: the international level (UNECE) (2)

- The 74th WP 1 session has been held from 21st to 24th of March 2017
- Where are we?
 - *Experiments to be led under the responsibility of countries national authorities;*
 - *Last amendment of the Vienna Convention not only working for DAS but also for some Automated Driving Functions (ADF);*
 - *Which ones? Those adopted by WP 29 or on the way to be (for the time being mainly systems limited to the motorways network);*
 - *First thoughts about « the driver engaged in other activities »; an amendment to be prepared in this matter;*
 - *WP 1 to commence to create a non-binding advisory instrument dedicated to highly automated and/or driverless vehicles;*
 - *After intense discussions, WP.1 requested the IGEAD to prepare a discussion paper on the remote parking function.*



Connected and Automated driving/From Connected to Automated Driving

- A step-by-step approach;
- A transitory period with « old » vehicles, « old » road infrastructure and connected/automated cars (V2V, V2I);
- During this period some items of work shall be considered as priorities: since they have a lot in common, C-ITS road safety oriented works and impact assessments on road safety of automatisisation usage cases should facilitate the implementation of connected and automated driving;
- **The most important:** at all levels (national, European and international), CAD shall be considered as a multidisciplinary matter, which needs to be worked together by the different administrative bodies;
- This could be improved, namely at European level, so that the European Union really plays a major role in the CAD technologies deployment.