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*Automated Driving Applications and
Technologies for Intelligent Vehicles*

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Technical Workshop

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*Legal Barriers and opportunities
for experimenting and deploying
AD systems in Europe*



// Content / Questions and Answers

- What do we mean by „**Legal Aspects**“ ?
- Can we conduct open road experiments with automated vehicles?
- Can we deploy, by law, automated vehicles onto the market? Now ? Tomorrow?
- What are the liabilities in case of a crash involving an automated vehicle?
 - Civil Liability
 - Criminal Liability
- Does AD have an impact on insurance laws and data privacy issues and reversely ?
- Conclusions - Take away



//What do we mean by „Legal Aspects“

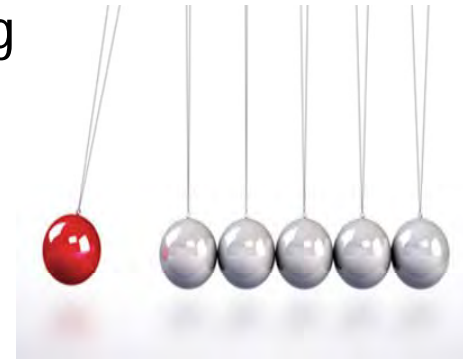
- Regulations for experimenting AD
- Traffic Rules (national and international such as international conventions)
- Technical Vehicle Regulations
- Civil and criminal laws (do they apply « like this » to AD or are changes needed?)
- Insurance code (does it apply « like this » to AD or are changes needed?)
- Data privacy issues
- Standards and norms
- Ethical aspects



// Can we conduct (open roads) experiments with automated vehicles?

- **Yes, we can.** There is even a big momentum for this (but there are also some restrictions. Everything is not permitted by public authorities)

- France, Sweden, Finland, the Netherlands, the UK, Greece, etc. have introduced special legal modalities to encourage real-world testing
- Mcity in the US
- Law in preparation in Germany
- Let's benefit from this !



// Can we deploy automated vehicles onto the market? Now ? Tomorrow?

- This is controversial today. Compliance with international treaties is required
- The new amendment of the Vienna Convention is the following:



Amendment of Article 8:

Article 8 paragraph 5bis to be inserted into Article 8. The paragraph 5bis shall read:

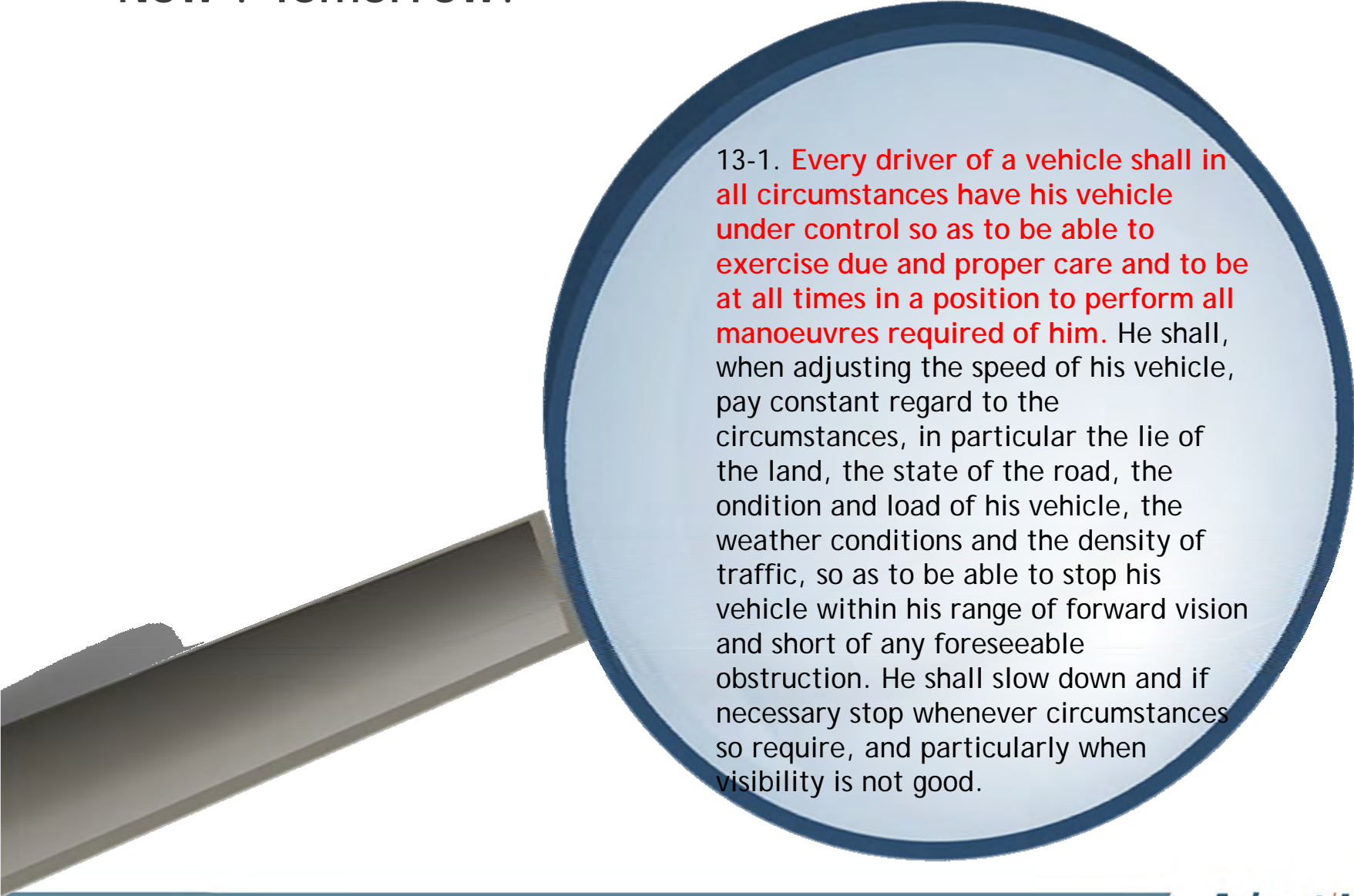
5. Every driver shall at all times be able to control his vehicle or to guide his animals.

Influence

See next page

Vehicle systems which influence the way vehicles are driven and are not in conformity with the aforementioned conditions of construction, fitting and utilization, shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13, when such systems can be overridden or switched off by the driver.

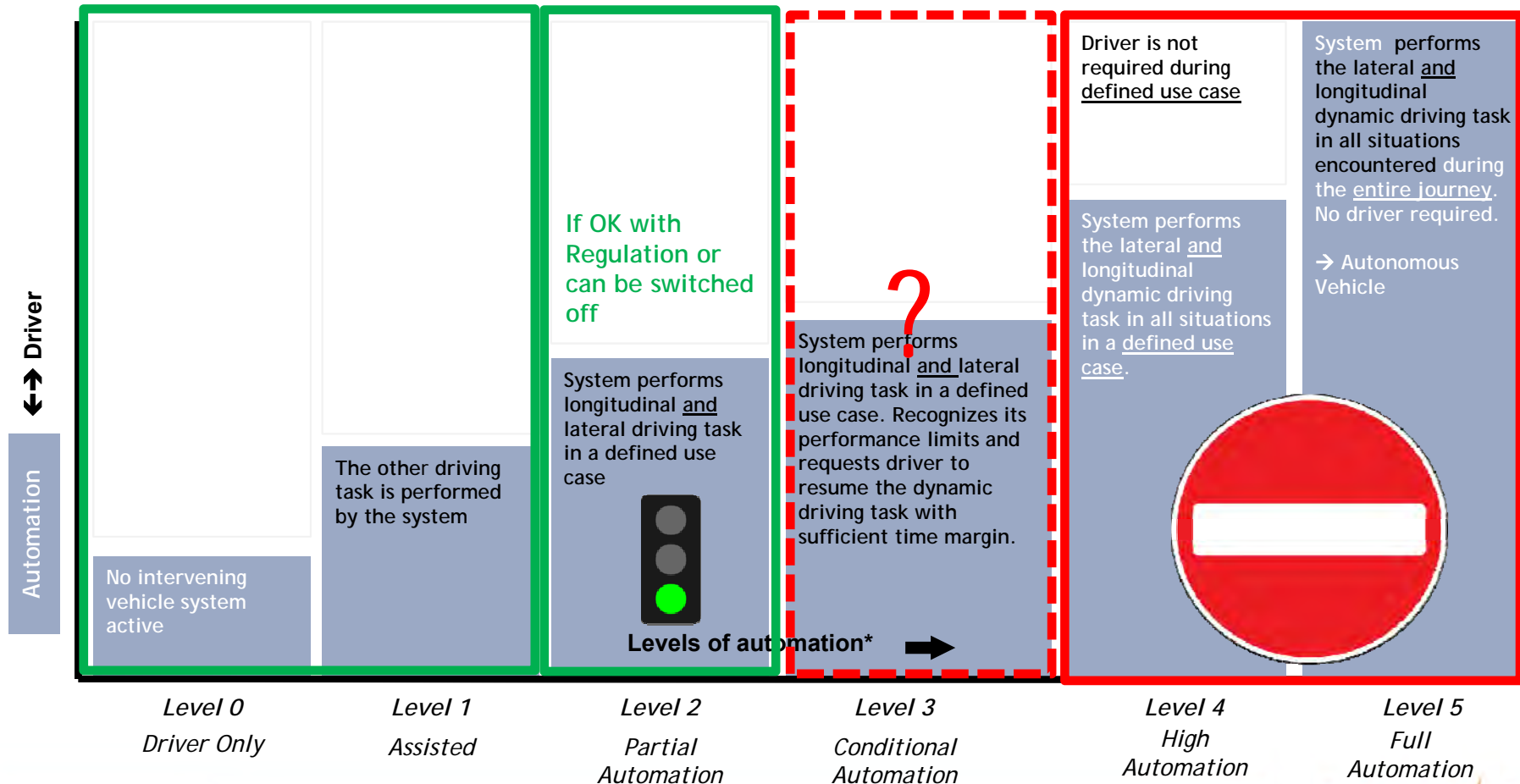
// Can we deploy automated vehicles onto the market? Now ? Tomorrow?



13-1. **Every driver of a vehicle shall in all circumstances have his vehicle under control so as to be able to exercise due and proper care and to be at all times in a position to perform all manoeuvres required of him.** He shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction. He shall slow down and if necessary stop whenever circumstances so require, and particularly when visibility is not good.

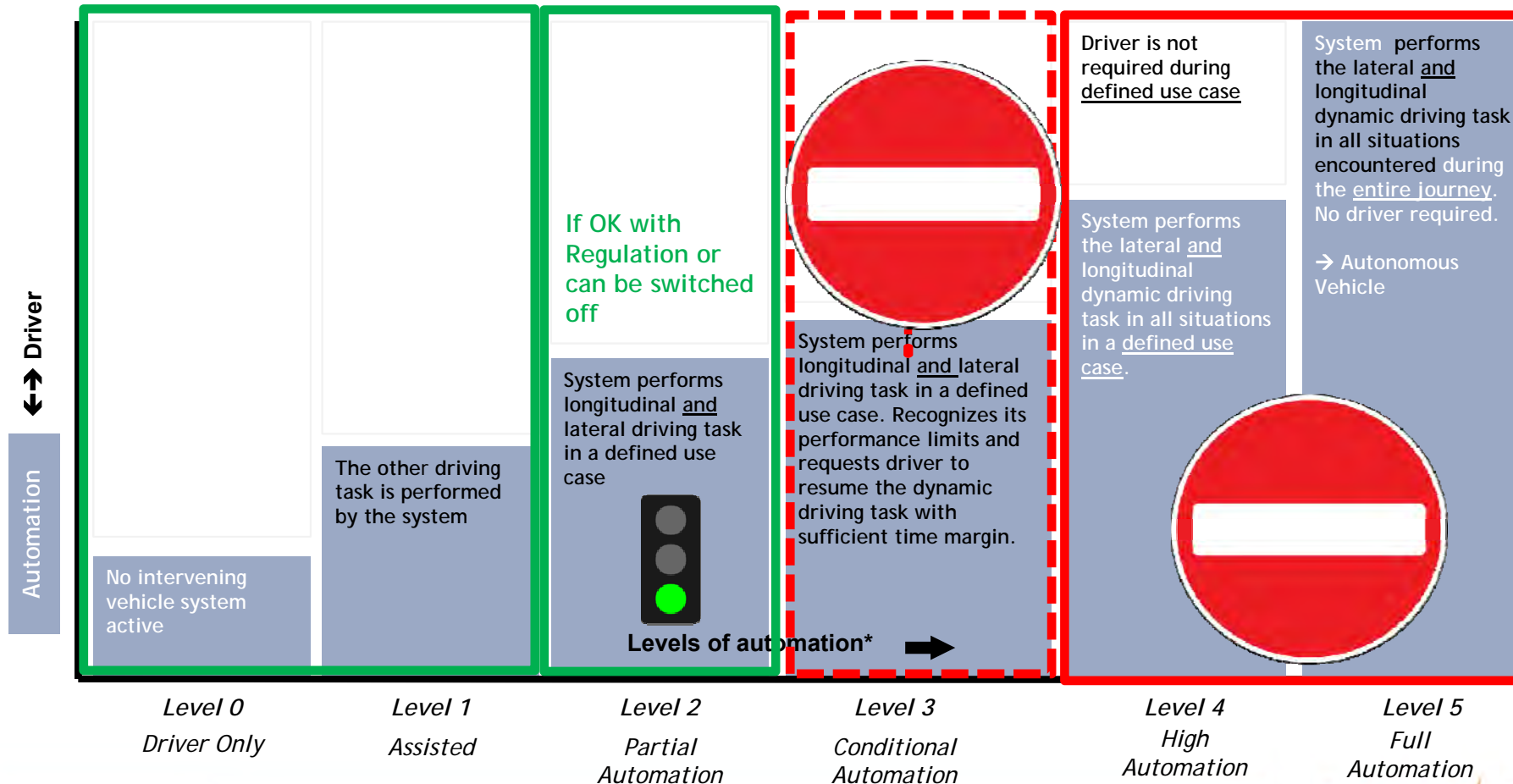
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- This is controversial today



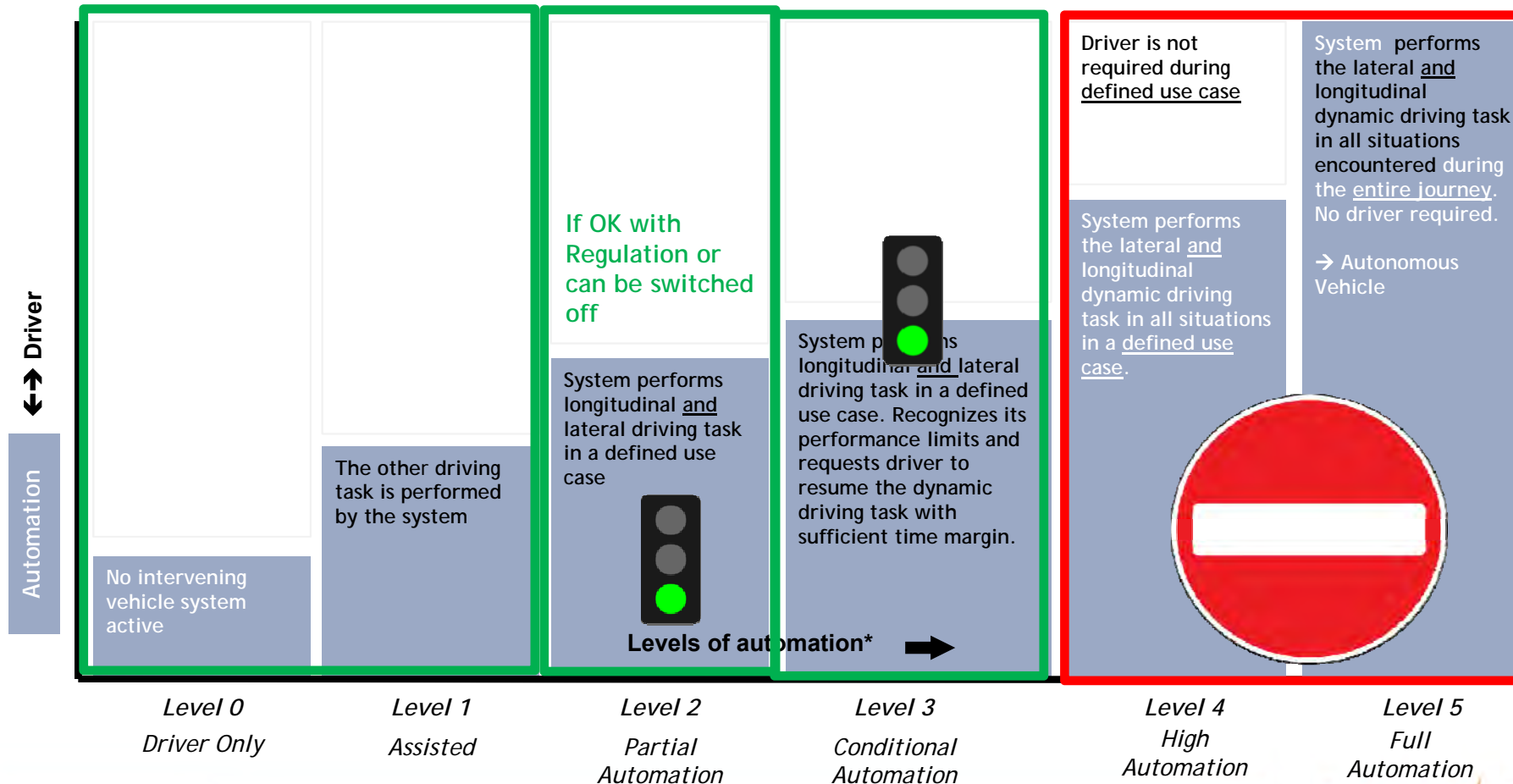
// Can we deploy automated vehicles onto the market? Now ? Tomorrow?

- The spirit of the Vienna convention is



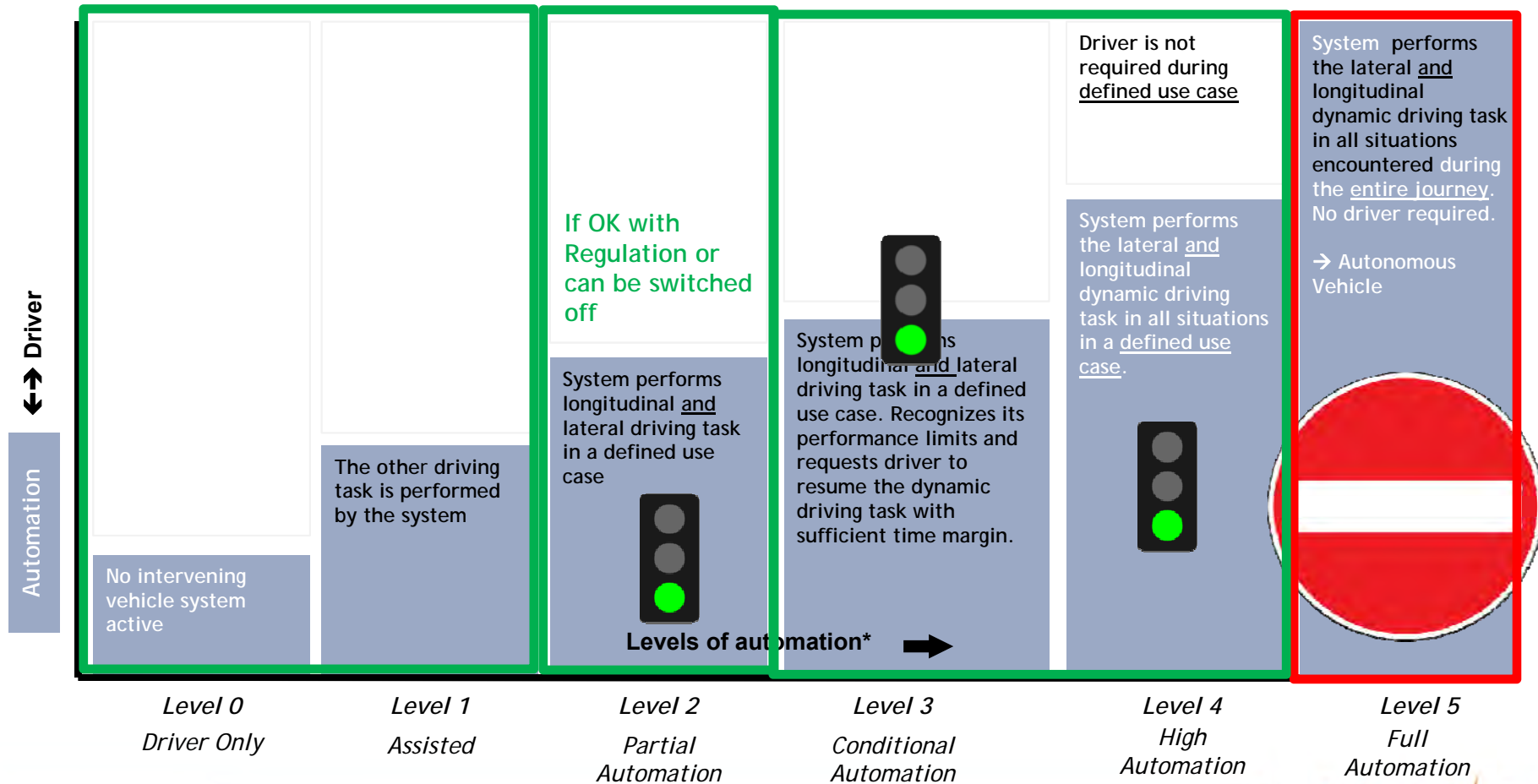
// Can we deploy automated vehicles onto the market? Now ? Tomorrow?

- Some others think this way



// Can we deploy automated vehicles onto the market? Now ? Tomorrow?

-or even this way



// Can we deploy automated vehicles onto the market? Now ? Tomorrow?

- This is controversial today
- The new amendment of the Vienna Convention is the following

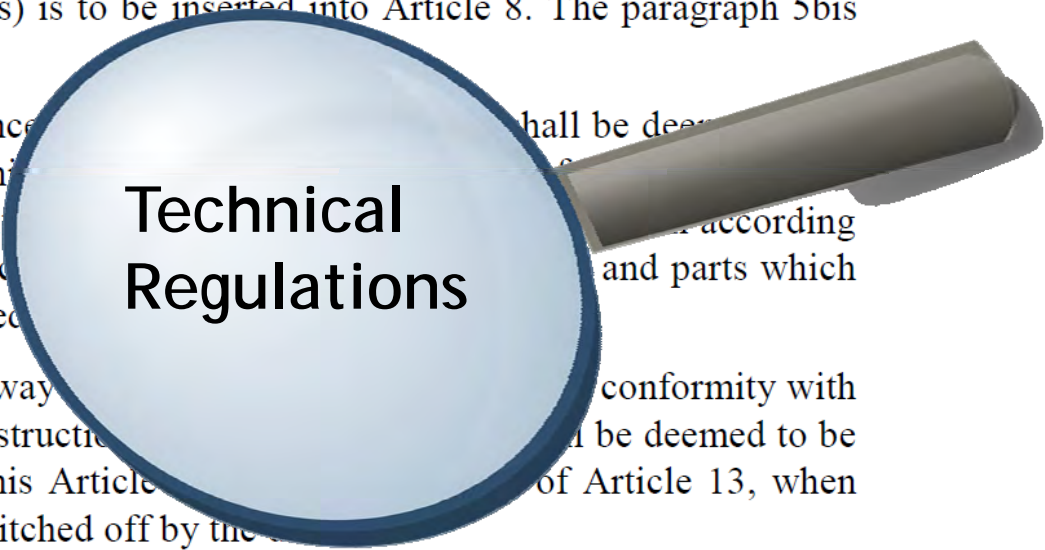


Amendment of Article 8:

A new paragraph (i.e., paragraph 5bis) is to be inserted into Article 8. The paragraph 5bis shall read as follows:

5bis. Vehicle systems which influence the way in which the vehicle is driven shall be deemed to be in conformity with paragraph 5 of this Article if they are in conformity with the conditions set out in international legal instruments concerning technical regulations and parts which can be fitted and/or be used on wheeled motor vehicles.

Vehicle systems which influence the way in which the vehicle is driven shall be deemed to be in conformity with paragraph 5 of this Article if they are in conformity with the conditions set out in international legal instruments concerning technical regulations and parts which can be fitted and/or be used on wheeled motor vehicles.



**Technical
Regulations**