



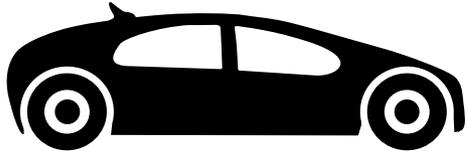
UK perspectives on the legal and social matters to be resolved before accepting running L4 vehicles



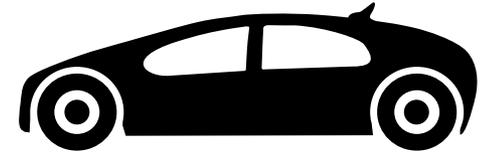
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Overview of today's presentation

- 1) Definitions and common terminology
- 2) How safe is safe enough?
- 3) Marketing

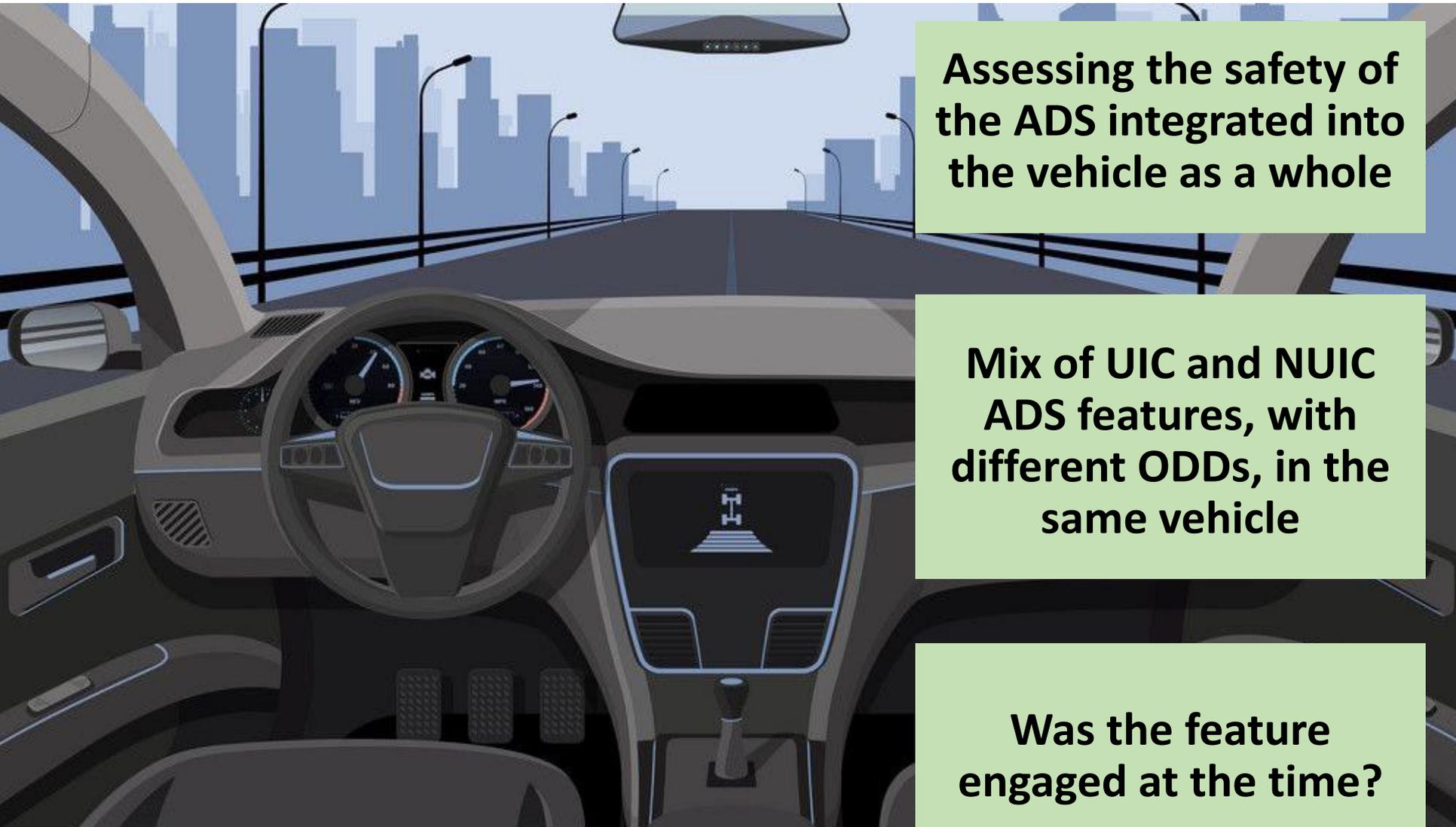


Part I: definitions



- **Authorised Self-Driving Entity (ASDE)**
 - Vehicle manufacturer or software developer who puts vehicle forward for categorisation as self-driving and is responsible for ongoing safety
- **User-in-charge**
 - Individual in the driving seat
 - Responds to a transition demand
 - Responsible for vehicle maintenance, insurance and reporting accidents
- **NUIC Operator**
 - Responsible for vehicles with no user-in-charge
 - Duties include supervising and maintaining vehicles, and reporting incidents

Authorising vehicles with self-driving features



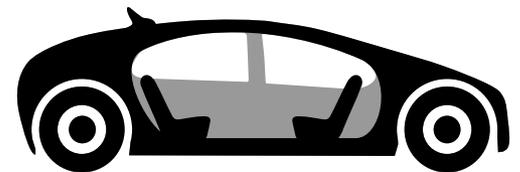
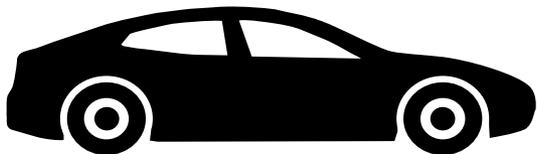
Assessing the safety of the ADS integrated into the vehicle as a whole

Mix of UIC and NUIC ADS features, with different ODDs, in the same vehicle

Was the feature engaged at the time?

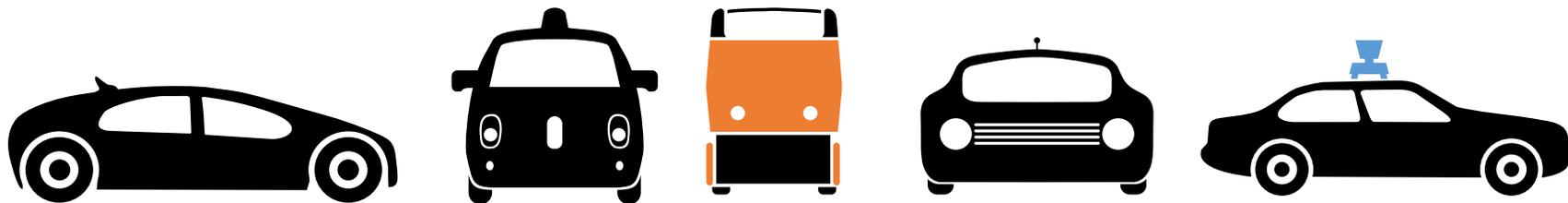
Self-driving vs driver assistance vs remote driving

- When does driving automation cross the legal threshold from driver assistance to “self-driving”?
- One clear line – either the person in the driving seat is paying attention or they are not.
- Where does ‘remote driving’ fit?



The meaning of self-driving: 'no monitoring'

For an ADS feature to be self-driving, the authorisation authority must be satisfied that it can **control** the vehicle so as to **drive safely and legally**, even if an **individual is not monitoring** the driving environment, the vehicle or the way it drives **with a view to immediate and safety-critical intervention**.



Part II: How safe is safe enough? A political decision

- Secretary of State should publish safety standard for measuring safety of AVs. Should include comparison with human drivers
- Authorisation authority should have regard to standard (performance expectation)
- In-use regulator should publish data measuring safety of AVs against standard



Part III: Marketing of driving automation

Issue: drivers using systems which fall short of self-driving may be misled into thinking that they do not need to pay attention to the road

New offences:

- to restrict the use of certain terms (such as “self-driving”); and
- to prohibit practices likely to confuse drivers about the need to pay attention.





Thank you!

