

WG2 conclusions/recommendations on testing (experiments) on open roads:

1) The testing of vehicles is already possible in Member States. It was confirmed that the **1949 Geneva and 1968 Vienna Conventions** on **Road** traffic allows these tests.

2) There is no need to harmonize the national testing rules at this stage

3) There is a **value added** to exchange on lessons learnt.

4) MS could further work on the common building blocks for possible mutual recognition of the authorization of **testing** as it could be useful for cross border testing

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1) The testing of vehicles is already possible in Member States. It was confirmed that the **1949 Geneva and 1968 Vienna convention** on **road** traffic that these tests comply with the convention.

Testing an open road is an important to make progress on automated and connected vehicles both for manufacturers and regulators.

The group identified that testing is already possible on open roads in several Member States (NL, DE, ES, F, etc.). **The UNECE working party 1 (Road Safety Forum) confirmed that "amendments to the 1949 and 1968 Conventions are not necessary for public testing of driverless vehicles ..." where there is a person who is ready, and able to take control of the experimental vehicle(s) and that; this person may or may not be inside the vehicle**

[<http://www.unece.org/fileadmin/DAM/trans/doc/2016/wp1/ECE-TRANS-WP.1-153e.pdf>]

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2) There is no need to harmonize the national testing requirements at this stage

The conditions set by member States may be different (pre-approval or code of practice for testing). This was not felt as a problem by the group. On the contrary, national assessment procedure were preferred over European harmonization of assessment procedures. It is also important to be able to test the vehicles under different conditions. The results of these assessments should - in case of **testing explicitly dedicated to cross border circulations** - become available for other member states to prevent double testing. Cross border testing across all the 28 MS is not a priority at this stage and there is a preference to perform cross border testing on a bi- or multilateral basis.

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3) There is a **value added to exchange on lessons learnt from testing**.

To take the full benefit of testing over Europe, the group recommends to **encourage the exchange on main common lessons learnt from testing**. The form of such **exchanges** needs to be further discussed.

4) MS could further work **to identify common items to be documented for possible mutual recognition of authorization of testing (experiments) as it could be useful for cross border testing**.

Common items to be documented could fall under the following areas :

- description of vehicles (including VIN and licence plate)
- description of automation functionalities and their activation and deactivation conditions

Deleted: The group already identified common building blocks which could help for the mutual recognition of the approvals/authorisations granted for testing and could help for cross border testing (put the table in Annex). Some Member states (e.g. The Netherlands, Spain) already apply this mutual recognition principle unilaterally. This exercise could be further developed in a next stage.

- description of driving environment (infrastructure / route / periods) during the experiment
- specific requirements concerning drivers and passengers, including their information and training
- risk analysis, when available

Furthermore, on a case – by – case basis, bi-national authorities (national, regional or local) granting autorisations, would define common assessment questions they require from an explicitly cross-border test.