EUROPEAN COMMISSION
Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Industrial Transformation and Advanced Value Chains
Automotive and Mobility Industries

GEAR 2030 Working Group 2 – Highly automated and connected vehicles

Project Team 1 – Policy and regulatory issues

5th meeting – 8 November 2016 (10:00 – 13:00 hrs)

Place :European Commission – Breydel 2 Building- Room 05/428 avenue d'Auderghem, 19, 1040 Brussels/

Documents: https://circabc.europa.eu/w/browse/71af35a5-9f9d-4636-b824-af3197c45723

DRAFT REPORT

1. **Adoption of the agenda**

   Participants: DG CNECT/H2, DG GROW/C4, JRC/C4, DG MOVE (B4 and C2), DG RTD/H2, CoR, AT(ASFINAG), Germany (BMVI), Netherlands (Ministry of infrastructure+RDW) Spain, UK (DfT), ACEA, ACEM, Bosch, CLEPA, CECRA, DIGITAL EUROPE/QUALCOM, ESIA, FIGIEFA, FIM, GDV, Intel, Insurance Europe, PSA, Renault, Toyota, Tom-Tom, Volkswagen, Volvo cars.

   The agenda was adopted.

2. **Adoption of the report of the last meeting**

   Report adopted with comments from Insurance Europe that GEAR 2030 should take into account the work already made in the C-ITS Platform for data access.

   The report on CIRCABC will be updated accordingly.

3. **Confirmation of the draft recommendations for 2020 as concluded at the last meeting:**

   The group reviewed the draft recommendations as established at the last meeting on testing on open road, liability, road safety and data storage.

   -Testing on open roads
   The group fine-tuned the recommendations. It was agreed that the possible mutual recognition of authorizations will be covered in the explanatory part of the recommendations.
   The Netherlands made a presentation on the follow-up for the common building blocks. This will be more detailed at the next PT1 meeting.

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Member States were asked to contribute on the building blocks for the next meeting.

-Liability for upcoming systems and data storage needs
The recommendations were slightly amended during the session
Liability
CLEPA gave its comments (available on CIRCABC) on the recommendations and in particular the need to continue discussing a possible strict liability regime and the need to harmonize the liability regimes across Europe to foster the deployment of automated vehicles. It was agreed that this will be considered in the second phase of the working group (in 2017). The representative from the UK noted that not all MS insure in the same way, for example the UK insures the driver and not the vehicle
Volvo noted that the liability should be on the vehicles' autonomous system and not on the driver if the system drives autonomously.
The Netherlands commented that there are potential unforeseen situations in which the system may be functioning normally but still results in an accident e.g. deer jumping on the road and that this risk needed to be insured.

Data storage
UK: please keep it open between UNECE and EU legislation.
Some members considered that data storage should only be required from SAE level 3 and 4 whereas others considered that there may also be an interest to regulate data storage for other levels (even if the fitting would not be necessarily mandatory). The group agreed to leave it open at this stage as the exact scope will be discussed when the relevant legislation is developed.
Discussion concerning a possible distinction between conditional and unconditional access led to their mention being deleted from the recommendations as this would be better explain in the explanatory part of the one pager.

-Road safety.
The awareness of the driver on the limits of the system were reinstated.
ETSC put reservation on the recommendation and required more time to check them. ETSC will prepare the 1 page paper for the next meeting.

-Connectivity needs for automation
Digital Europe presented revised recommendation. They were amended during the meeting.

Driving time
The group confirmed that changing the driving time directive would not be needed before 2020

4. Special focus: Vehicle assessment and certification needs

Due to the lack of time, the consideration of this agenda point was postponed to the next meeting. Participants were asked to contribute on this point.

5. Conclusions and next steps
-The group was informed that the draft recommendations would be sent to Sherpa meeting on 18/11/2016 to check whether they are going in the right direction.
- For the next meeting on 13/12 (a.m.) each topic leader will have to draft a 1 pager explaining in more details the agreed recommendations.