

WG2 conclusions/recommendations on testing on open roads:

I. Conclusions

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 that these tests comply with the conventions.

Testing on open road is 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>]

2) There is no need to legally 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 procedures were preferred over a legal 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 traffic – 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. Harmonization need may however arise at some point with the increase of complexity of testing cases (e.g. spectrum requirements).

II. Recommendations

1) There is a need to exchange on lessons learnt during testing

To take the full benefit of testing over Europe, the group recommends encouraging the exchange on main common lessons learnt from testing. Member States should exchange on lesson learnt during testing and a full collaboration on public interest subjects such as road safety evaluation of this systems or spectrum issues. The form of such exchanges needs to be further discussed but Member States and the Commission should ensure that there is coordination for cross-border open road testing in only one EU-wide working group.

2) MS could further work to identify common building blocks (including the items to be documented) for possible mutual recognition of the authorization/approval of vehicles for testing on open roads.

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 (see 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 of WG2.

In the meantime, on a case – by – case basis, bi-national authorities (national, regional or local) granting authorisations, can define common assessment questions they require from an explicitly cross-border test.