

WG2 conclusions/recommendations on testing on open roads:

- 1) The testing of vehicles is already possible in Member States. It was confirmed that the 1968 Vienna convention on international traffic allows these tests.**
- 2) There is no need to harmonize the national testing rules at this stage.**
- 3) There is a need to exchange on lessons learnt (exchange on best practice).**
- 4) MS could further work on the common building blocks for possible mutual recognition of the approval/authorization of vehicles as it could be useful for cross border testing**

1) The testing of vehicles is already possible in Member States. It was confirmed that the 1968 Vienna convention on international traffic allows these tests that these tests comply with the convention.

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

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The group identified that testing is already possible on open roads in several Member States (NL, DE, ES, F, etc.). It was confirmed that the Vienna convention is OK for testing up to SAE level 4.

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 procedures 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 cross border testing – 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.

3) There is a need to exchange on lessons learnt - during testing (exchange on best practice).

To take the full benefit of testing over Europe, the group recommends to set up a mechanism to exchange on the lessons learnt from testing. The form of such cooperation needs to be further discussed.

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

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.