

Automated Driving: The Importance of Up-To-Date Driver Training

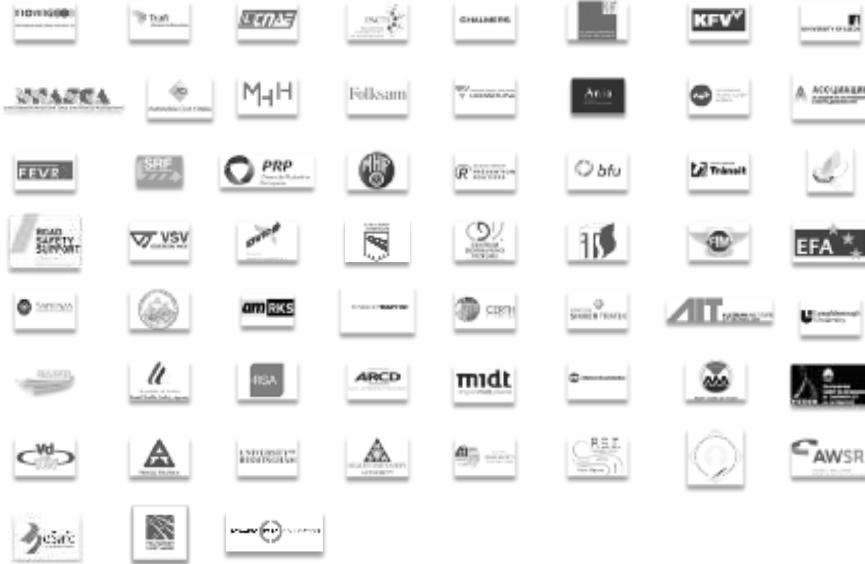
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SIMUSAFE Workshop
Brussels, 16 May 2019
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Antonio Avenoso
Executive Director



- ✓ A science based approach to road safety
- ✓ Secretariat in Brussels
- ✓ 60 member organisations from across Europe
- ✓ More than 200 experts contributing to ETSC's work
- ✓ The European Commission, Member Organisations, Member States and corporate sponsors are funding our work

ETSC NETWORK



ETSC ACTIVITIES



Monitoring EU transport safety policy



Road Safety Performance Index (PIN)





CHANGE IN ROAD DEATHS (%) 2010-2018

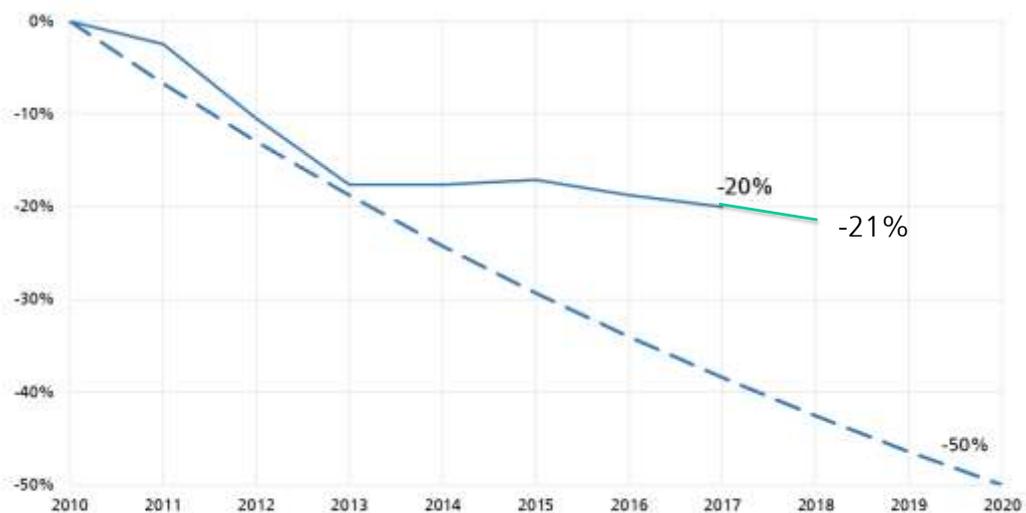


Figure: Reduction in the number of road deaths since 2010 (blue line) plotted against the EU target for 2020 (blue dotted line)

25,100

people died in road
traffic in the EU in
2018*

** Provisional figures European Commission*

135,000

seriously injured in road traffic in
the EU in 2018 according to
MAIS3+ definition

**MAIS3+ estimates by the European Commission*

GENERAL SAFETY REGULATION

- Agreement on the new General Safety Regulation
- A regulation as important for saving lives as the seatbelt
- Focus on advanced driver assist systems to help prevent collisions and/or reduce the severity of collisions.



GENERAL SAFETY REGULATION

PAVING THE WAY FOR AUTOMATED DRIVING

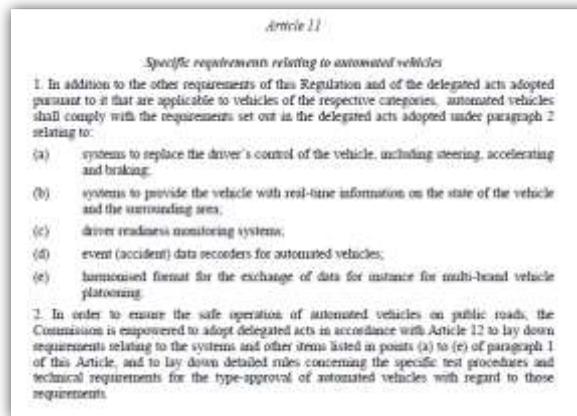
ISA is a building block for future autonomous driving. Respecting speed limits is a pre-requisite for vehicle automation.

Also AEBS, LKAS, and EDR prepare vehicles for the future.

But also...

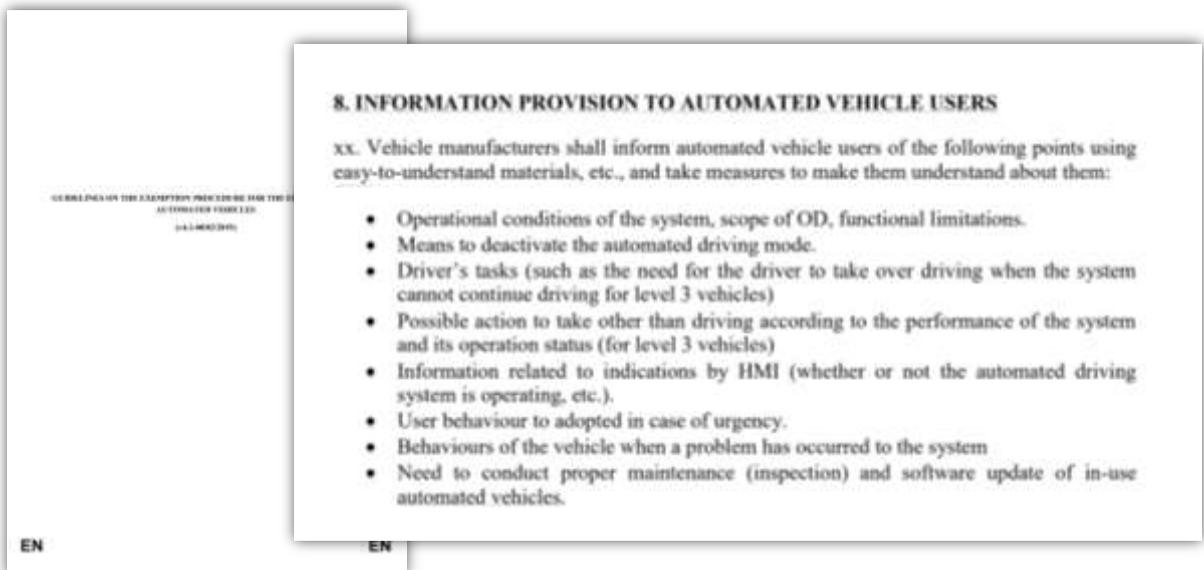
GENERAL SAFETY REGULATION

... PAVING THE WAY FOR AUTOMATED DRIVING



But rules are far away from adoption!

EXEMPTION PROCEDURE GUIDELINES

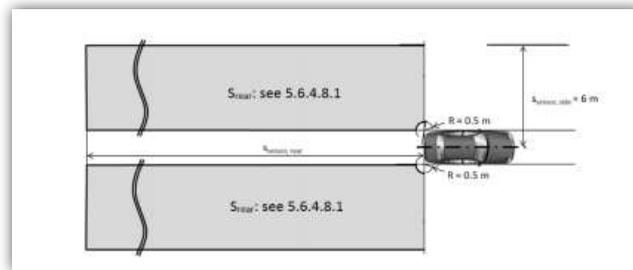


DRIVER OVERESTIMATION: LANE CHANGE ASSIST

Driver Overestimation

Example: UN(ECE) Regulation 79 - Lane Change Assist

- Only required to check at the rear of the vehicle



AUTOMATED DRIVING



LETTER TO THE EUROPEAN COMMISSION



- What regulatory measures has the Commission taken or will it take to ensure that drivers of vehicles with advanced driver assist systems on-board are properly informed about the systems' abilities and limitations as well as their responsibilities as driver?

LETTER TO THE EUROPEAN COMMISSION



- How will the Commission ensure that **all** potential drivers are informed about the systems' abilities and limitations, and not merely the purchaser of the vehicle i.e. when taking delivery of a new vehicle? Other drivers may include other family members, rental car drivers, second-hand purchasers etc.

EU Automated Driving Strategy

“Finally, the Commission will assess the consequences of automation for some existing EU legislation concerning drivers, such as Directive 2006/126/EC on driving licence, the Directive 2003/59/EC on professional drivers training or Directive 2002/15/EC on driving time.”



CONCLUSIONS

- Despite the lack of a robust framework, partially automated vehicles could be on Europe's road rather sooner than later due to the exemption procedure;
- Overreliance and lack of understanding of the limitations of systems are a major concern and have already led to fatal collisions;
- Not yet clear how the driver will be addressed and supported in the future legislative framework.

RECOMMENDATIONS

At EU Level:

- Amend the Driving Licence Directive (2006/126/EC) to include specific training and licencing on semi and full automation and how to use the technology including disengaging and re-engaging.
 - Should be updated regularly as the technology develops.
- Adapt driver training, including the development of a curriculum, so that drivers can gain a working knowledge of when and how to use automation features and understand the basics, advantages and limits of the technology.

RECOMMENDATIONS

At Member State Level:

- Develop driver training so that drivers are able
 - to use semi-automated vehicles, and
 - to switch from automated to non-automated mode.
- Consider adapting driver licence systems that take into account the level of automation of the vehicles driven.

THANK YOU!



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