



Conférence Européenne
des Directeurs des Routes
Conference of European
Directors of Roads

CEDR Position on Road Vehicle Automation

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Background

Automated driving is becoming increasingly important, and will place demands to NRAs (National Road Authorities) in very near future, before 2020. While automated driving will bring about several benefits to NRAs, it will cause also costs and changes in the traditional roles of the NRAs. The cooperation with key stakeholders such as vehicle manufacturers, the telecommunication industry and the IT industry will intensify as a consequence. Closer collaboration with globally operating industries makes it necessary for NRAs to intensify their European and intercontinental cooperation (Americas, Asia-Pacific). The development will also bring a number of new challenges concerning legal issues, data security, and road safety especially in the transition phase towards high automation. Coming to full automation, general mobility and interworking with other transport means will fundamentally change. Furthermore, totally new players are expected to enter the market.

In April 2016, the European Transport Ministers gave out a declaration on connected and automated driving, indicating strong EU and Member State support to developing and deploying road vehicle automation. A week later, the CEDR Governing Board discussed road vehicle automation in a dedicated workshop facilitated by CEDR Task Group “Utilising ITS for NRAs”. This position paper reflects the GB view based on that workshop. In doing so, this position paper complements the CEDR ITS Position Paper (issued 2014).

CEDR view on road vehicle automation

CEDR

- recognizes that automation is already happening now and is becoming increasingly important
- supports the European Transport Ministers’ Declaration of Amsterdam on connected and automated driving, and will work towards a common strategy for CEDR and NRAs with the aim of ensuring road safety, transport efficiency and sustainability in the process towards high level automation, including the transition phase
- recognizes the need to act right now since automation is disruptive, will affect NRA core business of network operation, is developing very fast, and only by being active CEDR and the NRAs will be able to promote their interests and assure the benefits of data availability for both travelers and road operators.
- realizes that as all NRAs can act proactively, some NRAs need to take more active role than others. These active NRAs will benefit from “learning by experience” using a rapid learning circle via piloting and test areas, and from open exchange of information between the NRAs involved in pilots and test areas.
- aims for a written policy on road trials that allow harmonisation with other NRAs to enable cross border pilots and trials

- continues exchange of experiences, sharing of knowledge, discussion on the possibly changing roles of the NRAs, and formulation of common views on road vehicle automation among NRAs within the framework of CEDR cooperation
- encourages strong liaison with European and national regulatory bodies in order to remove legal barriers for connected and automated driving
- encourages a strong public partnership of NRAs across the world, and of road operators across Europe for facilitating road vehicle automation and for forming common views on points of crucial interest for road authorities and operators
- encourages public private cooperation with industry and service providers in the automotive, telecommunications, IT, mobility, and other relevant sectors in order to ensure required research and innovation, testing and piloting, evaluation, and deployment actions. This should be done in close liaison with the European Commission for synchronizing the European and national research, innovation and deployment funding and support.
- considers setting up a multi-stakeholder coordination group (referring to the working model of the Amsterdam Group) on road vehicle automation and/or selected aspects of it
- highlights the importance of agreeing on the requirements of automated driving towards NRAs with regard to the types and quality of the physical infrastructure, the digital infrastructure, the traffic management/ control/ information centres, real-time information systems and services, as well as traffic management and circulation plans, etc. The requirements should be set on the level, which is optimal from the cost-benefit and cost-efficiency perspectives

