



Notification Number: 2015/406/UK

## The Pathway to Driverless Cars: A Code of Practice for testing of automated vehicle technologies

Date received : 22/07/2015

End of Standstill : 23/10/2015

### Message

Message 001

Communication from the Commission - TRIS/(2015) 02317

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2015/0406/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késéket - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201502317.EN)

#### 1. Structured Information Line

MSG 001 IND 2015 0406 UK EN 22-07-2015 UK NOTIF

#### 2. Member State

UK

#### 3. Department Responsible

Department for Business, Innovation and Skills  
European Reform Directorate  
1 Victoria Street, London, SW1H 0ET.

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#### 3. Originating Department

Department for Transport  
International Vehicle Standards  
33 Horseferry Road



LONDON SW1P 4DR

#### **4. Notification Number**

2015/0406/UK - T40T

#### **5. Title**

The Pathway to Driverless Cars: A Code of Practice for testing of automated vehicle technologies

#### **6. Products Concerned**

This Code of Practice provides guidance for anyone wishing to conduct testing of highly or fully automated vehicle technologies on public roads or other public places in the United Kingdom. It details recommendations which the government believes should be followed to maintain safety and minimise potential risks.

The Code is not intended to apply to the testing and development of Advanced Driver Assistance Systems (ADAS) or to tests carried out on private test tracks or areas not accessible to the general public. Nevertheless testers may wish to consider whether the guidelines are relevant to these situations.

#### **7. Notification Under Another Act**

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#### **8. Main Content**

The Code recommends engagement with road/highway authorities, the public and emergency services, to an appropriate level dependent on factors such as the novelty of the vehicles under test. It includes recommendations for training and behaviour of test drivers, operators and assistants. It also includes recommendations for vehicle design such as data recording, transition between manual and automated modes, and failure warning. It reminds testers of the existence of regulation on insurance and data protection.

#### **9. Brief Statement of Grounds**

The UK government recognises the potential benefits of driverless and automated vehicle technologies, particularly the potential to improve road safety and reduce casualties. The government therefore wishes to support and facilitate the development and introduction of these technologies to our roads.

Manufacturers have a responsibility to ensure that highly and fully automated vehicle technologies undergo thorough testing and development before being brought to market. Much of this development can be done in test laboratories or on dedicated test tracks. However, it is expected that controlled 'real world' testing will also be necessary. Such testing should be carried out with the minimum practicable risk.

This Code of Practice is intended to help those organising testing of these technologies by providing clear guidelines and recommendations for measures that should be taken to maintain safety during this testing phase. It is non-statutory but should be used by testing organisations in conjunction with detailed knowledge of the legal, regulatory and technological landscape.

#### **10. Reference Documents - Basic Texts**

No Basic Text exists

#### **11. Invocation of the Emergency Procedure**



No

**12. Grounds for the Emergency**

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**13. Confidentiality**

No

**14. Fiscal measures**

No

**15. Impact assessment**

Impact Assessment not available

**16. TBT and SPS aspects**

TBT aspect

No - The draft has no significant impact on international trade

SPS aspect

No - The draft is not a sanitary or phytosanitary measure

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European Commission

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