TO:
Centre for Connected and Autonomous Vehicles
Department for Transport
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Automated vehicle trialling code of practice: invitation to comment

First of all, a lot of thanks to Department for Transport (Centre for Connected and Autonomous Vehicles) for organising this important consultation.

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This opinion does not contain:
- any business secrets
- any trade secrets
- any confidential information.

This opinion is public.
PDF file of this opinion can be added to a relevant web page.
Annex 1 holds information about disclaimers and copyright.

Best Regards,

Jukka S. Rannila
citizen of Finland
signed electronically

[Continues on the next page]
Previous consultation about automated vehicles

I have published an opinion based on discussion about automated vehicles.

EN: Opinion 85: Regulatory options for automated vehicles

http://www.jukkarannila.fi/lausunnot.html#nro_85

That consultation was organised by National Transport Commission (Australia)

National Transport Commission / Material published

General page about automated vehicles in Australia is following:

Automated vehicles in Australia


General page about the previous consultation (Regulatory options for automated vehicles) is following:


NOTE: This address may not work in the future.

Proposal: Centre for Connected and Autonomous Vehicles (UK) could assess material published by the National Transport Commission (Australia).

Possibly there can be interesting issues when material from Australia is assessed carefully.

Summary of SAE International’s standard J3016 (Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems)

Summary of SAE International’s standard J3016 is mentioned on the NTC Discussion Paper.

Summary of SAE International’s standard J3016 an be downloaded freely after registering an account.

SAE International’s standard J3016: Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems

https://www.sae.org/autodrive

Summary of SAE International’s standard J3016 lists six levels for automation of vehicle automation: (0) No automation; (1) Driver assistance, (2) Partial automation; (3) Conditional automation; (4) High automation; (5) Full automation.

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Proposal: Automation issues could be divided into different automation classes – e.g. based on summary of SAE International’s standard J3016.

Open horizontal standards / One issue repeated based on opinion 85

There are differences between horizontal and vertical standards. A simple example is naturally email solutions. There are several vertical standards when creating technically email solutions. Then there are horizontal standards which enable sending messages between technically different email solutions. Horizontal standards enables technological solutions which can work together. Horizontal standards hides different complexities in information systems.

Proposal: There could be assessment of vertical and horizontal standards.

Proposal: Using horizontal standards could be favoured when creating different information systems.

Opinion: The number of redundant standardisation efforts should be minimal.

Proposal: There could be separation of horizontal standards and vertical standards.

Proposal: There could be different standardisation efforts to horizontal standards and vertical standards.

Personally I have advocated using different horizontal standards. For example email standards (horizontal) are implemented with very different technologies (vertical).

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Proposal: Governments should especially concentrate on horizontal standards.

Proposal: Some government agencies could apply for memberships of different standard setting organisations which develop especially horizontal standards.

Complex networks of different information systems

In reality different information systems are interlinked in many ways. There could be one central system (CS) which is then used by other information systems. Previously mentioned open horizontal standards can be mentioned once more.

Proposal: Different layers related to automation of vehicles (also standards) should be assessed carefully.

Good luck!!

This opinion is quite limited. Hopefully there are other constructive ideas presented in other opinions. This remains to be seen.

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ANNEX 1

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