French National Strategy for Automated Driving
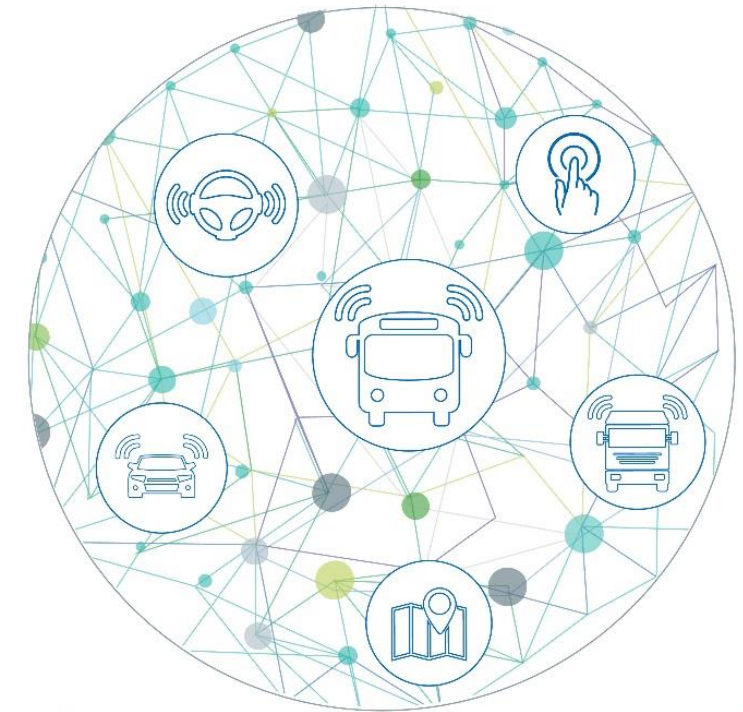
Anne-Marie IDRAC
High representative
for the development of automated vehicules

SIP-ADUS regional workshop
12 november 2019

DÉVELOPPEMENT DU VÉHICULE AUTOMATISÉ
Orientations stratégiques pour l'action publique

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Context : Mobility Law

Main objectives

- **Ensure sustainable infrastructure planning and funding for day-to-day mobility**

- **Reduce social and territorial gaps by providing alternative solutions to private cars**

- **Unlock innovations' potential for mobility**
  - **Inter alia for transport automation**

- **Reduce mobility's environmental footprint**

Reshaping mobility to improve citizens' day-to-day life

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MOBILITÉS

The French AD strategy at a glance

Key principles : safety, progressivity, acceptability

Key priorities :

- Foster testing

- Adapt driving rules

- Adapt responsability rules

- Upgrade safety validation / approval framework

- Assess needs and challenges of connectivity for AD

- Assess and address acceptance challenges

- Integrate AD in local mobility policies

- Assess and prepare skills adaptation
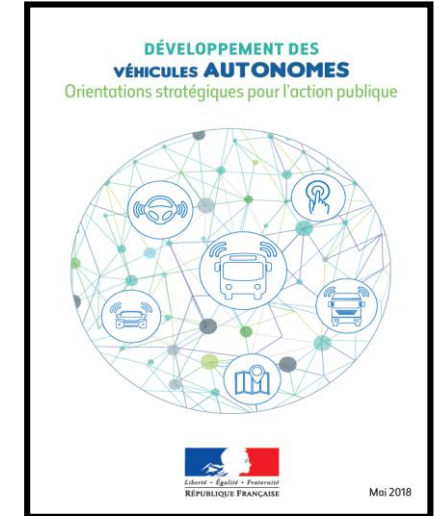
Main milestone = 2020-2021 : regulatory framework and service deployment for highly automated transport (public, shared) on pre-defined paths

Strategy implementation's governance

- Overall coordination : Government's High Representative

- Joint implementation by ministries for transport ; interior ; justice ; cybersecurity

- Structured interfaces with the industry (France Véhicules Autonomes)
  - by macro-use-cases : individual cars ; public transport ; freight and logistics
  - by themes (safety validation ; driving rules ; connectivity; cybersecurity ; enforcement)

- Consultation group (industry, NGOs, local authorities, academia) on societal issues

- Ad'hoc groups / studies on transversal issues :
  - (e.g. economic models and local mobility policies ; research priorities)

- International involvement
  - EU platforms / projects
  - UN-ECE (WP29+WP1)

Main actions to date

- Revised (extended) testing autorisation framework (june 2019)

  - Driver not in charge of driving task when system activated and can be located outside

- Draft regulation for permanent regime (in Parliament)

  - Share of driving tasks and responsabilites (driver / system)

  - National autorisation regulation for automated public transport

  - Vehicle's data exchange regulation (B2G and B2B)

- Draft regulation on automated public transport on dedicated paths (ongoing)

- French concepts for a new validation framework at UN-ECE (jan. 2019)

- Use-case-based review of driving rules gaps (ongoing)

- French proposals to adapt the Vienna Convention (sep. 2019)

- National experiment program (april 2019)

- National and local acceptance studies (from 2018)

- Connectivity needs and deployment strategy (dec 2018 + ongoing specifications)

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Thank you