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Code of Practice Framework (Abstract)

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Summary

The objective of the work described in this deliverable was to define the framework for the Code of Practice for Automated Driving. The framework serves as a baseline for the future work in SP2. In the first step we identified the topics that need to be addressed with best practices during the development of Automated Driving functions. As a second step we defined a structure for the Code of Practice that will be filled during the course of the project and frame the best practices.

A survey was distributed to all L3Pilot partners in the beginning in order to collect the requirements of all stakeholders for the Code of Practice for Automated Driving. The structure of the survey, the data collection and the analysis process is presented in chapter 2. Chapter 3 continues with the collected feedback from the survey and derives the relevant topics to be covered in best practices. These topics were selected based on the defined criteria during a workshop. This also helped to define the matrix based structure of the Code of Practice for Automated Driving. One dimension of its structure is comprised of the development phases, an approach which is based on the existing Code of Practice for Advanced Driver Assistance Systems. The other dimension is based on categories summarising the topics collected from the survey feedback. They include the operational design domain on both the vehicle and traffic system level, safe guarding automation and human-machine interface aspects as well as behavioural design. The matrix based on these two dimensions is allocated with topics by way of example, as the final allocation will be done as part of the further work in L3Pilot.

The Code of Practice for Automated Driving will be scoped to cover motorway and parking scenarios for SAE level 3 and level 4 functions. Currently, only EU markets are in scope. Exemplary applications will be investigated to better understand the applicability of the new Code of Practice outside the initial scope. This includes non-EU regions, urban or rural traffic scenarios as well as driverless robot taxis.

The finished framework serves as a keystone for further work in SP2, including the collection of best practices, their evaluation and the final compilation of the Code of Practice for Automated Driving for publication in 2021.