

18 June 2020

The 4th preparatory meeting of HLM CAD Helsinki

Theme: Outcome of the High-Level Meeting

Time Thursday 11 June 2020 at 10.00–13.00 Central European Time
Venue Webex online meeting

Welcome and introductions

Kirsi Miettinen, Ministry of Transport and Communications, Finland, presented the next steps of the preparatory process (please see slides attached)

- After the meeting on 11th June first round of written comments; deadline 31st July, comments by email to kirsi.miettinen@lvm.fi and maaria.mantyniemi@lvm.fi
- 25 June industry representatives meeting
- 10 September final preparatory meeting; Schiphol Amsterdam/online; to be confirmed
- After the meeting on 10th September second round of written comments
- 7 October Ministerial Meeting; Helsinki/online/hybrid model; to be confirmed by the end of August

Presentation of the 1st Draft of Gambit Paper by the Presidency

Kirsi Miettinen presented the paper.

Discussion:

- In general the participants welcomed the paper and the overview presented.
- The discussion covered a wide variety of elements. The need for holistic approach was underlined. It was also pointed out that practical concepts are needed. Having a shared and visual understanding of the CCAM domain would make discussions in general much more productive.
- Traffic rules are an important theme; digitation of traffic signs. Now there is fragmentation. HD maps would need electronical information directly from database.
- Synchronisation needed between UNECE WP.1, WP.29 & European Commission
- Common taxonomy of automation needed.
- Links to post covid19 recovery process?
- GDPR: Regarding legal basis in the gambit paper. Most people seems to agree that we need a common European legal basis instead of nationally regulated legal bases – how to get there?
- Prudent approach needed, there are benefits but need to be considered carefully.
- Auditability is a missing element in the context of algorithmic transparency.
- Is there need for regulatory framework for AI?
- Connectivity is needed for the next big revolution. Cyber-security needs to be addressed.

- Industry makes products that customers eventually maybe want to take into use; competitiveness of different actors; we need to be careful with accountability, misuse linked to competitiveness?
- Road authorities and their own jurisdiction, global system needed.
- Also local issues such as winter conditions and infrastructure.
- To the issue of ethics, it might be beneficial not only to focus on ethics of the use of AV but also on ethics of development (manufacturing, programming etc.). Risks and benefits can be also seen from the perspective of ethics as a value added to traditionally perceived attributes.
- Human centricity is key, and covers concrete issues: functional understandability and safe operation by users. But what does “safer” mean (e.g. statistically or how)?
- Focus also on other types of vehicles. The issue of vehicle sharing is missing.
- In HLM recommendations, important to not to duplicate working foras

Presentation of the Discussion paper for the basis to the “Conclusions from the High-Level Meeting on Connected and Automated Driving, HLM CAD Helsinki”

Kirsi Miettinen and Erik Vrijens (Ministry of Infrastructure and Water Management, Netherlands) presented the draft.

Task force to promote algorithmic transparency

Discussion:

- The Commission has set up a group for ethcial questions on AI; report to be published by September. One of the recommedation goes into the area of algorithmic accountability. Work could probably continue then based on the recommendations, towards concrete actions
- Many participants pointed out that it is worth considering and waiting for the publication of these findings. Discussion will thus continue in the HLM CAD preparatory meeting in September.
- Continuing the Ethic Task Force got some support.
- AI4People; there will be practical steps to implement the 7 AI ethical principles into AVs: <https://www.eismd.eu/ai4people/>

Proposals for continuation of the work of the Data Task Force

As regards the proposals linked to DTF, they are early stage drafts and the work is still ongoing. Discussion will continue at later stages. We need to indentify the gaps, so that also the future work will bring added value.

Discussion:

- PoC on NAPs, there will be coordination mechanism. connecting DTF work with this work. Private partners will be involved.
- Need to continue the good work, hence no support for option D
- All other options got some support: A) Enhancing B2G data sharing with high value data sets, B) with support to existing activities and the need to consider, what do we want in the future (e.g. public transport), C) with some initiatives that could be highlighted.
- Need for standardised data is missing.

Road map for regulatory approach on CAD

In general the road map was welcomed by the participants. Many possible modifications and additions were discussed.

Discussion:

- Establishing joint understanding of terminology important; many participants highlighted this. And not only in Europe but also globally needed
- What is the role of member states, what is the role of the Commission?
- The Commission has important initiatives which can complete the roadmap. Need to know what is already done. Beneficial to cluster the initiatives. No duplication of the work.
- Standardisation of data is an element still missing from the road map?
- The idea of "upgrading infrastructure, both physical and digital" to be added?

Guidelines for testing automated and connected vehicles

Based on the discussion this element could be omitted.

Discussion:

- There is a forum already in place; CCAM platform WG4 works on defining the guidelines. All stakeholders are already represented in CCAM platform. WG4 brings the views of different players closer together. If MS highlight topic in this forum, it is important to translate that willingness into active participation in WG4.
- If HLM CAD wants to address the topic, possibility to get a political mandate? EU Member States could set an ambition of seamless cross-border testing with emphasizing the need for mutual recognition.
- On the other hand, CCAM platform as an expert group has a different scope than HLM CAD

Further information

Maaria Mäntyniemi
 Ministerial Adviser
 Ministry of Transport and Communications, Finland
maaria.mantyniemi@lvm.fi, +358 50 444 0922