<table>
<thead>
<tr>
<th>TIME</th>
<th>TITLE</th>
<th>SPEAKER</th>
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<tbody>
<tr>
<td>08:30</td>
<td>Registration &amp; Coffee</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>09:00</td>
<td>Welcome</td>
<td>Wolfgang Höf, Head of Sector &quot;Strategic Planning and Communication&quot; European Commission, DG CNETT</td>
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<tr>
<td>09:10</td>
<td>European Commission position and actions regarding the legal aspects of automated driving</td>
<td>Aria Eterna, AdaptiVe Coordinator, Volkswagen Group Research</td>
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<tr>
<td>09:25</td>
<td>Automated driving - What is possible today?</td>
<td>Andreas Knapp, Leader AdaptiVe sub-project Response 4, Daimler AG</td>
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<tr>
<td>09:45</td>
<td>Legal questions to be solved</td>
<td>Eric Hillgendorf, Professor of Law, Chairman of the Department of Criminal Law, Criminal Justice, Legal Theory, Information and Computer Science Law, The University of Würzburg</td>
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<tr>
<td>10:00</td>
<td>An overview of legal issues for automated driving from AdaptiVe Response 4</td>
<td>Maxime Flament, Head of Department Connected &amp; Automated Mobility, ERTICO</td>
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<tr>
<td>10:30</td>
<td>European legislative efforts: Germany - France - United Kingdom - Sweden</td>
<td>Bryant Walker Smith, Assistant Professor of Law, University of South Carolina School of Law</td>
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<tr>
<td>10:45</td>
<td>US legislative efforts</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>11:00</td>
<td>Coffee break</td>
<td>Yves van der Straaten, Secretary General and Technical Director OICA (International Organization of Motor Vehicle Manufacturers)</td>
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<tr>
<td>11:15</td>
<td>Regulatory law: Is the Vienna Convention allowing automated driving?</td>
<td>Jöll Valmair, WP 1 Vice Chair, Adviser for European and International Affairs to the Inter Ministerial Delegate for Road Safety</td>
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<tr>
<td>11:45</td>
<td>Technical regulation: Needs of change in UNECE-rules</td>
<td>Sophie Nierbonne, Director of Compliance, Commission Nationale de l’Informatique et des Libertés (CNIL)</td>
</tr>
<tr>
<td>12:15</td>
<td>Legal framework for highly automated driving</td>
<td>Stéphane Pénot, Director of Insurance of property and liability, French Federation of the French Insurers</td>
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<td>12:45</td>
<td>Lunch</td>
<td>Alain Bensooun, Alain Bensooun Avocats</td>
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<td>13:45</td>
<td>Main challenges in data privacy law</td>
<td>All speakers, moderated by Eric Hillgendorf</td>
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<tr>
<td>14:15</td>
<td>Necessity of new insurance business models?</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>14:45</td>
<td>Coffee break</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>15:00</td>
<td>Panel discussion: Legal aspects - Challenges and solutions</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>15:35</td>
<td>Where are we in 2040?</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<tr>
<td>16:05</td>
<td>Conclusion and closing</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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<td>16:15</td>
<td>End of event</td>
<td>Yves Page, Expert in Road Safety - Accident Research, Renault</td>
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Concluding Remarks

Yves Page, RENAULT
AdaptIVe Legal Aspects Workshop
Some Main Thanks

• Thanks to AdaptIVe Management for their support in the genesis and of organisation the workshop (Aria, Andreas, Sven, Vincent and special thanks to Sarah, Henrike, Heidi and friends) ... and also for having approved the venue (Magnificent city of Paris)

• Thanks to all speakers for their valuable statements and inputs in the field of legal aspects of automated driving

• Thanks for the brief (relevant) questions and the short (smart) answers during the panel session

• Some questions remain pending (but addressed), some others have already answers/solutions/controversies
AdaptIVE Legal Aspects Workshop
Some Basic Topics under consideration

- Regulations for experiments
- Traffic laws
- Vehicle regulations
- Standardization
- Homologation / certification
- Civil / criminal/ insurance laws
- Data protection and ‘data values’
AdaptIVe Legal Aspects Workshop
Some Main Expectations

• European Commission is pushing/supporting research and pre-development projects on automated driving (and legal aspects of automated driving 😊)

• A lot is expected by public authorities for open roads experiments which they very much support in some ‘pionneer’ countries

• Collaboration between countries and between actors within and across countries is very much necessary
AdaptIVe Legal Aspects Workshop
Some Main Challenges

• Freedom of research but also protection of human life
• Acceptance of positive and negative effects
• Civil liability: expected shift of liability from drivers to producers,
• ... But how to assign civil liability? >> EDR’s can help, clear definition of who or what a driver is too
• Criminal liability
  – Dilemma of control: relieving the driver of driving tasks vs legal duty to control the autonomous system
• Data protection laws: individuals protection but also economic values
AdaptIVe Legal Aspects Workshop
Some Main Challenges

• Data ownership is an issue: a clear concept is required
• Ethics: Moral dilemma: what is the lesser evil?
• How to prevent Cybercrime?
• Changing national laws (e.g. obligation to report serious incidents of level 3 systems)
• Insurance business models. How to assess a new risk (need for inputs from the automotive industry)?
• Managing uncertainty: begin with technologies
• Law of robots
AdaptIVe Legal Aspects Workshop
Some New Roles

• Data protection regulator role is changing
  – Protect citizens rights
  – Innovations expected in implementing a dynamic compliance framework considering pace of technological progress, and new business models: such as co-regulation

• Promotion of privacy by design

• Data Privacy discussion on course with manufacturers
AdaptIVe Legal Aspects Workshop
Some Main Progress

- Vienna and Geneva Conventions and technical regulations
  - Distracted driving is prohibited and will stay prohibited for some time
  - But ... WP1 open to technical progress, provided safety is demonstrated
  - Consistency between UNECE / WP1 and WP29
  - First amendment concerning ADAS is on its way (referring to technical regulations)
  - Role of driver is to be discussed at the next session (Sweden/Belgium proposal)
  - Vehicle regulations: Key issue is the amendment to UN R79 (steerig functions)
Have the technologies reached a level of demonstrated level of socially acceptable safety? (Bryant)
Thank you for your continuous, non-distracted participation 😊

Stay Hungry, Stay Foolish

Steve Jobs, a few years back

Do we use law as rules or tools?

Bryant Walker Smith, today 😊