Re-establishing a joint European agenda
for the deployment of automated transport (informal discussion note)[1]

The EU has the opportunity to set a global benchmark in the safe and responsible deployment of automated transport. The EU has already shown leadership by establishing type approval regulations for various use cases of automated transport. Although the development is market-driven, the technology must fit into the society it enters: automated vehicles need to interact safely and smoothly with other road users. While this is a Member State competence, EU coordination maybe needed for cross-border traffic and legal certainty. Otherwise, different and conflicting requirements may be imposed on both vehicles and their users depending on the countries they are in.

A new ecosystem and the involvement of additional stakeholders are essential. In line with the Declaration of Amsterdam and the commitments made during the High-Level Dialogue in June 2024 and the Draghi report, we propose to translate our common intentions into specific actions: *what needs to be done, by whom and when* to realize successful deployment? A joint European agenda for the deployment of automated transport may include the following topics:

1. *Ensuring safe and smooth interaction between all road users*: everyone participates in traffic, as a pedestrian, a cyclist, or a human being driving a (motor) vehicle. Whereas, current traffic is organized around people, automated vehicles, are typically non-human controlled road users. To make them part of existing traffic systems, we need to clarify how both people and public authorities relate to automated vehicles and to consolidate this by appropriate (legal) means like traffic regulations, driving licenses, traffic enforcement and sanctioning.
2. *Ensuring legal certainty for all:* to ensure legal certainty for road users, manufacturers and operators across the EU, responsibilities and liabilities need to be defined and allocated to appropriate entities or organizations.
3. *Involving and engaging with the general public in the societal transformation*: in the long run, automated transport can have a significant impact on mobility and public space, like the introduction of motorized vehicles did in the past. Involving the general public will be a key factor for success. The general public needs to trust in the transformation that is unfolding, and people should be willing and able to safely use automated transport as intended.
4. *Facilitating large-scale testing on public roads*: in parallel to the commercial use and operation, manufacturers should be enabled to train their systems in real-life European traffic situations. These tests will provide valuable insights to operators and public authorities about the practical implications for the admission, use and operation of automated transport, as well as for supervision and enforcement.

We invite the European Commission to organize a constructive dialogue between all relevant parties to re-establish a joint European agenda for automated transport, to monitor progress at the EU level, and to align the Commission's activities with those of national authorities. Given the global nature of the automotive industry, it is essential to align approaches with the European Economic Area, the United Kingdom, and other countries outside Europe. By leveraging the responsibilities and competences of the stakeholders involved, we can make automated transport a reality for Europe.

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[1] This is not the formal position of the Netherlands and could therefore be subject to change.