

Proposed amendment for clarifying the expected ALKS response to Emergency Vehicles

Par. 5.1.2., *amend to read:*

„The activated system shall be able to cope with emergency vehicles with active external signaling according to the traffic rules in the country of operation (e.g. lighting and/or siren) approaching from the rear either by continuing the operation in accordance with traffic rules (e.g. by providing sufficient space) or by initiating a transition demand.

It is recognized that the required system reaction might be delayed when the situation is difficult to detect (e.g. large vehicle stopped behind the ALKS vehicle).”

Explanation of approach:

- “able to cope with ... by continuing the operation” we understand as continuing the operation in accordance with traffic rules, so e.g. providing the emergency vehicle sufficient space
- “external signaling according to the traffic rules in the country of operation” was used to clarify, that it is not any light or siren that requires this behavior, but the ones in accordance with traffic rules.
- Does the ALKS need to “detect Emergency Vehicles”?
 - ALKS needs to detect the situation in order to trigger an appropriate system response
 - “detection” itself can work through different channels, e.g. by detecting signals and sirens, but also through Car2X notification of an approaching emergency vehicle or the identification of an unusual driving situation to the rear, so what the system needs to be capable of technically depends on its ODD and should not be specifically regulated.

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Brainstorming during the Industry workshop of 29 January 2021 on the basis of the Industry draft text shown in red:

Par. 5.1.2., *amend to read:*

„The activated system shall be able to **respond to** ~~to cope with~~ emergency **and enforcement** vehicles with active external signaling according to the traffic rules in the country of operation (e.g. lighting and/or siren) approaching from the rear either by continue **to operate** ~~the operation~~ in accordance with traffic rules (e.g. by providing sufficient space) or by initiating a transition demand, **and in accordance with the requirements of this regulation.**

It is recognized that the required system reaction might be delayed when the situation is difficult to detect (e.g. large vehicle stopped behind the ALKS vehicle).”

Alternative 1:

“5.1.2. The activated system shall comply with traffic rules relating to the DDT in the country of operation, especially to give priority to emergency and respond to enforcement vehicles whenever required, or by initiating a transition demand.”

Alternative 2 (European Commission): **“The activated system shall comply with traffic rules relating to the DDT in the country of operation including responding to emergency/enforcement vehicles.” /**

Alternative 2 (European Commission): **“The ALKS shall detect and respond to emergency vehicles and instruction from enforcement authorities”**

Reminder: **Revisit the definition of “unplanned event”**: deletion of the emergency vehicles from the list of examples in para 2.5.