



# Charter for Improvement of Legal System and Environment for Automated Driving Systems

## Overview and Major Progress

■ A charter for improvement of legal system and environment for automated driving systems, a policy for reviewing relevant legal systems required to realize automated driving systems (level 3 or above) by 2020, was formulated and finalized on April 17, 2018, by the Strategic Headquarters for the Advanced Information and Telecommunications Network Society (IT Strategic Headquarters).

### Overview

### Major Progress

- Establishment of Safety Standard for Automated Driving Vehicles
  - i. To establish vehicle safety requirements etc. as guideline
  - ii. To establish safety standard for automated driving vehicles

- Traffic Rules
  - iii. To improve domestic traffic rules based on the progress of technology development and international discussion
  - iv. To consider necessary measures in order to make automated driving systems observe traffic rules
  - v. For the time being, driverless automated driving transport service can be commercialized to utilize the current field operational test (FOT) framework

- Setting Conditions of Driving Environment
  - vi. To set conditions of driving environment (limited speed, route, time, etc.) to secure safety of automated driving

- Liability Issues
  - vii. To relief victims rapidly using compulsory automobile liability insurance when an accident occurs
  - viii. To consider of criminal liability
  - ix. To consider obligation to install of driving record devices

Regarding i, **Safety Technology Guidelines for Automated Driving Vehicles** has been formulated and announced in September 2018.

Regarding ii, vi and ix, **Partial revision to the Road Transport Vehicle Act** to ensure safety uniformly from the design and manufacturing processes through the use processes of automated driving vehicles and other vehicles.

Regarding iii, iv and ix, **Partial revision to the Road Traffic Act** to develop provisions related to driver obligations in response to practical implementation of automated driving technologies.

Regarding v, it is confirmed that the current FOT framework can be used to commercialize driverless automated driving transport service.

Regarding vii, The existing concept that a person that puts an automobile into operational use is liable to compensate for damage arising from the operation of the automobile if this results in the death or bodily injury of another person in **Act on Securing Compensation for Automobile Accidents** has been maintained for automated driving vehicle.