





Man and machine	Cooperative driving	Mixed traffic	Urban dilemma	Self-driving city
<ul style="list-style-type: none"> Amendment to Vienna Convention Authorisation of level 1-2 vehicles Liability and insurability Driver's license requirements Human-machine interface 	<ul style="list-style-type: none"> Data & privacy Authorisation of cooperative vehicles International coordination of cooperative driving 	<ul style="list-style-type: none"> Ethical issues for self-driving vehicles Authorisation of level 3-4 vehicles International coordination of level 3-4 Minimum following distances Regulations for merging in and out of lanes 	<ul style="list-style-type: none"> Regulations and guidelines for safe and fluid level 3-4 driving in cities 	<ul style="list-style-type: none"> Authorisation of level 5 vehicles Regulations for safe and fluid level 3-4 driving in cities International coordination (level 5) Regulations for fair competition (for sharing)
<ul style="list-style-type: none"> Road lines and signs in order Adaptive planning and contracts (innovations) Cooperative and level 3-4 pilot projects 	<ul style="list-style-type: none"> Investment in V2I, V2C Upscaling level 3-4 pilot projects on highways Safety tests in mixed traffic 	<ul style="list-style-type: none"> Yes/no separate lanes for level 3-4 Yes/no adjusting width of lanes Level 5 pilot projects in cities 	<ul style="list-style-type: none"> Adjusting routes in cities for level 3-4 Road lines and signs in order in cities Upscaling level 5 in cities 	<ul style="list-style-type: none"> Established regulations for level 5 in cities Required space for parking (if sharing is in full bloom)
<ul style="list-style-type: none"> Human-machine interface Criteria for driver's licenses Safe cooperative systems Consumers' attitudes toward cooperative driving Required digital infrastructure (V2I, V2C) 	<ul style="list-style-type: none"> Ethical issues for self-driving vehicles Safe following distances in mixed traffic Required lane widths Level 3-4: comfort and car sickness 	<ul style="list-style-type: none"> Desire of consumers to autonomously drive in cities Required interventions and costs of level 4 in cities When level 5? 	<ul style="list-style-type: none"> Measures for level 5 in cities: <ul style="list-style-type: none"> Physical separation of transport modes Smart cameras and sensors Low speed limits in cities 'Forceful' vehicles 	
<ul style="list-style-type: none"> Development of sharing: to 'Sharing in bloom'? Sales and penetration of level 1-2-systems People's attitudes and acceptance (level 1-2) Societal effects of level 1-2 outside of cities Effects of pilot projects (level 3-4) 	<ul style="list-style-type: none"> Sales and penetration of level 1-2- (cooperative) systems People's attitudes and acceptance (cooperative driving) Speed of level 3-4 technology development Effects of upscaling pilot projects (level 3-4) 	<ul style="list-style-type: none"> Sales and penetration of level 3-4 systems People's attitudes and acceptance (level 3-4) Societal effects of level 3-4 in practice Speed of level 5 technology development Effects of pilot projects (level 5) 	<ul style="list-style-type: none"> People's attitudes and acceptance (level 3-4 in cities) Societal effects of level 3-4 in cities Speed of level 5 technology development Effects of pilot projects and upscaling (level 5) 	<ul style="list-style-type: none"> Development of sharing: to 'Sharing in bloom'? Sales and penetration of level 5 systems People's attitudes and acceptance (level 5) Societal effects of level 5 (primarily in cities)

REGULATION & COORDINATION

FACILITATION, EXECUTION, & EXPERIMENTATION

CONDUCTING RESEARCH

MONITORING & EVALUATION

Type of societal effects

