

Ministry of Infrastructure
and Water Management

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Smart Mobility

The Hague
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Our reference
IenW/BSK-2022/19353

Date February 25, 2022
Subject Response to report by Dutch Safety Board 'Who is in control?'

Dear Mr. Van der Straaten,

Thank you for your response to the Dutch Safety Board's recommendation directed at OICA and ACEA. Your response to the Dutch Safety Board's report is much appreciated and shows commitment to the topic of improving road safety. Furthermore, it is without doubt that ACEA and its members adhere to the high standards set by the international community. In this letter I will elaborate on my view of our cooperation in the area of improving road traffic safety, specifically through vehicle automation. The Dutch Safety Board, the House of Representatives, ACEA and the ministry of Justice and Security receive a copy of this letter.

In its report 'Who is in control? Road safety and automation in road traffic'¹ the Dutch Safety Board presents its investigation on Advanced Driver Assistance Systems (ADAS) and the effects on road traffic safety. The Board argues that vehicle automation can help improve road safety, but also identifies several new road safety risks that so far have not been sufficiently recognized or managed. As the Board points out, both public and private parties do not yet sufficiently take such risks into account. Its conclusions focus on ADAS, though are applicable to Automated Driving Systems (ADS) as well.

Vehicle automation is a complex issue and asks for a different perspective on ensuring traffic safety and vehicle admission. The Board's report and recommendations are supporting in realizing that new outlook. Hence, I support the Board's emphasis on the importance of the principles of responsible innovation. In essence, innovation should demonstrably improve road safety. Responsible innovation does not focus solely on private responsibility. Both public and private parties must do their share to realize a transparent, interactive process that aids the development of safe, new technologies. This goes for realizing safe ADAS and ADS, as well as for a safe interface for other supporting innovations like navigation, car climate control and smartphone connection. Following the principles of responsible innovation, I believe we can work on future-proof standards that will positively impact road traffic safety.

¹ [Who is in control? Road safety and automation in road traffic - Onderzoeksraad](#)

Needless to say, I believe in the close cooperation between public and private parties to realize safe development, admission and use of vehicle automation. Hence, I would like to invite you for an open conversation to discuss how OICA (and ACEA) and the ministry can support each other: in light of suitable rules and legislation that invite for higher standards, responsible innovation and the changing role of vehicle manufacturers. When the situation allows, I would be open to visit one of your members, as kindly suggested by ACEA, to support that conversation.

Yours sincerely,

THE MINISTER OF INFRASTRUCTURE AND WATER MANAGEMENT,

Mark Harbers

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