

## Comment from anonymous

Increased concerns on driver's abuse of highly automated function beyond the design limits may require adoption of new data recording system.

Drive sober or get pull over. Great campaign!!

But what about the present situation with highly automated system with no tools by traffic officer to judge whether a driver was using the vehicle function beyond the system limitation and its ODD or not. A driver may excuse himself by saying my vehicle was signalling I could switch to automated driving, and abusing it, hand-off, sleeping, etc.

The existing EDR use are limited to post accident reconstruction to analyse an accident but the society should not wait for accidents to occur by abuse use of system by driver of highly automated vehicle functions on their own believes that system might take them to the destination. It may take others life in danger. Several incidents of driver sleeping behind the wheel, reclining their driving seat and many other safety critical incidents have stroked news headlines.

However, under present regulation there is a huge hurdle to control these kind of system abuse because it is hard to check and control such use without any record available by traffic control officer, on site of the scene. Once driver recognizes and stops the vehicle, he/she is consciously back to the driving loop and at that point, the driving capability is back and traffic control officer can no longer proof that there was some violation without any tools to proof it. It is hard for a traffic officer who might have witnessed an abuse with violation occurred some minutes ago to the stop point to proof. This will disencorage a traffic officer to do his job. This situation is completely different to alchol abuse control in which control officer may check the blood alchol on site with portable and easy to use alcohol checkers. It is largely understood that these traffic control campaign have huge social impact in combination with officer abled to find drunk driver with the help of portable alcohol detector.

It is true that conventional video recording could be excessive privacy data but there are plenty of abstractive data that could be considered to be retrieved on site and used to indicate system violation beyond the ODD of the vehicle particular function.

There is a considerable need to introduce means to avoid misuse or violation of use limits of highly automated vehicle beyond its Operation Design Domain.

Test procedure should at least consider verifying equipment that enable easy data retrieval action of recording device with easy data retrieval by traffic officer on the road.