Governance Model Studies and Challenges of Autonomous Vehicles

Shanshan He

Intelligent & Connected Mobility Academy · Autonomous Driving Law Center
&
Anli Partners · Automobile and AI legal group
sshe@autoailaw.com

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Complex traffic environment in China

Complicated overpass

Irregularly shaped object

Mixed traffic

Unclear road mark

He Shanshan  Head of ·Autonomous Driving Law Center of Intelligent & Connected Mobility Academy; sshe@autoailaw.com
Smart Road Infrastructure Challenges

Large Investment  Unclear Business Model  Lack of Technical Standards
Governance Approaches for Automated Driving

Ensuring Safety

Encouraging Development

- Law
- Policy
- Standard
- Ethics

He Shanshan  Head of Autonomous Driving Law Center of Intelligent & Connected Mobility Academy; sshe@autoailaw.com
Beijing’s Governance Model for Autonomous Vehicles

Safety & Controllability = Guidance, Supervision and Innovation
可控=引导、监督和创新

Standards 标准
From group standards, to industry standards, to national standards

Policies 政策
• To emphasis on the supervision and guidance of technology and management;
• To guide the innovative development of technologically advanced enterprises;
• To require vehicles comply with traffic rules;
• To achieve stability and adaptability

Classification 分级
Classifying test roads, scenarios, to match different car capabilities

He Shanshan  Head of ·Autonomous Driving Law Center of Intelligent & Connected Mobility Academy; sshe@autoailaw.com
Autonomous Vehicles: Legal Issues of Road Testing

1. Application Process of Testing Licenses
2. Requirements for Test Driver
4. Collection, Transmission and Storage of Data in Road Testing
5. Guarantee and Insurance Requirement in Road Testing
6. Accident Liability Distribution in Road Testing

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China’s Efforts on Governance Model for Autonomous Vehicles

Major cities conduct pilot programs, to gather practical experience, so as to develop rules and adjust them continuously.

1. Welcoming the testing regulations overseas
2. Showing Chinese characteristics and innovation
3. Showing strengths of local governments
4. Achieving systematic and complete testing regulations
5. Encouraging innovation and ensuring safety

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As to automated vehicles, lawmakers should be innovative.

It is necessary for legislation to provide guidance and supervision while encouraging development and ensuring security.

He Shanshan  Head of ·Autonomous Driving Law Center of Intelligent & Connected Mobility Academy;  Head of Automotive and AI Group  sshe@autoailaw.com
ICMA has been deeply involved in the legal study on autonomous driving since 2012, and has kept track of the global legislative progress of intelligent and connected vehicles. Besides, ICMA has close cooperation with industry participants, academia and the competent authorities on the legal and policy issues involved in intelligent and connected vehicles.

ICMA is committed to conducting study on the legal and policy issues regarding the automotive and mobility industry, focusing especially on in-depth research on cutting-edge legal issues relating to autonomous driving, cybersecurity, data compliance, shared mobility, new energy vehicles, and geographic information.

ICMA is dedicated to providing legal solutions for domestic and international companies, and supporting relevant ministries and local governments in carrying out legal study and preparing legal normative documents on automated driving, cybersecurity, data protection and geographic information.

Anli Partners -- related practices including: Automotive and Artificial Intelligence, Cybersecurity and Data Security, TMT.

Ms. He Shanshan  Head of Autonomous Driving Law Centre of Intelligent & Connected Mobility Academy, sshe@autoailaw.com
Ms. He Shanshan is the head of Autonomous Driving Law Centre of Intelligent & Connected Mobility Academy, leader of Automobile and Artificial Intelligence Group of Anli Partners. Ms. He Shanshan is also the expert of Autonomous Driving Law Expert Committee of Beijing.

She has been closely working on the automated driving projects and providing legal advice since 2012. She keeps following closely to the development of global legislations on intelligent and connected vehicles, and she also keeps close discussion and cooperation with industry field, academic field and relevant authorities domestically and overseas, not only on law but also the policy issues related to intelligent and connected vehicles.

She has more than thirteen years’ working experiences both in the legal area and the automotive industry. Currently, she is mainly engaged in providing legal advice and support for companies in automotive industry. Ms. He Shanshan also has in-depth study on many frontier legal issues related to automated driving, riding sharing business, new energy vehicles, cybersecurity and data protection, as well as geographic information and surveying law.

She obtained the bachelor of law degree and master of law degree from Tsinghua University School of Law, the master of law degree from Columbia University in New York. She is both qualified in P.R. China and New York of the United States. With respect to working experiences, she used to work at a leading international law firm and led many transnational investment transactions, and later on she joined a famous multinational automobile company leading its legal and compliance department, where she provided legal and commercial advice to the automated driving project, as well as cybersecurity, mobility and automobile relevant projects.
THANK YOU

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