**Discussion Guide: Closing review of performed test drives**

This document serves as a discussion guide for the closing review between organisation, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) and the Contact Point Automated Mobility on the test drives performed under the certificate with the ID. The BMK and the Contact Point invite organisation to ask further questions or provide additional feedback.

### Testing on public roads

* How did your organisation benefit from the test drives?
* What specific added value did the test drives provide to society?
* Was it possible to gain further insights from the test drives beyond the research questions, and if so, which ones?
* Did the test drives reveal any deviations or changing requirements regarding the vehicle or the route due to the prevailing real-life situation? Describe the prevailing real-life situation.
* What reactions from third parties or society were identified (e.g. acceptance, deviating driving behaviour of other road users, increased demand for the test offer, negative feedback, etc.)? How were these reactions dealt with in the project (e.g. adjustments, increased communication, etc.)?
* How would you describe the cooperation with the responsible authorities, road operators and the Contact Point? What could be improved from your point of view?

### Presentation of results and knowledge transfer

* Are you planning any media events or high-profile events to present the results or draw attention to them?
* Did you collect data or information during the test drives that can be made accessible to other companies or the public sector? How can the data be made available (e.g. via mobilitaetsdaten.gv.at)?
* What good practices do you recommend to other testing organisations for successful implementation of test drives?

### Information on incidents and irregularities during the test phase

Note: Detailed definitions of incidents can be found in the Code of Practice. Appropriate documentation of incidents and irregularities that have occurred must be provided for the closing review.

* Explain each incident category (technical / operational malfunction) or irregularity that occurred during the test phase:
  + The number and cause, which automated driving functions were active and/or used, information on environmental conditions and weather conditions.
  + Assessment: Do you rate the incident as vehicle specific or vehicle-independent? How could the incident have been avoided and how can the knowledge gained from the incident be considered in further tests?

### Accidents and critical situations

* If an accident or a critical situation did occur, how was the cooperation with authorities and the BMK organised?
* What impact did this accident or critical situation have on your test phase and planned activities?

### Safety & Security

* Please describe the general findings regarding system safety and system reliability.

### Data privacy

* How were any potential data protection concerns addressed?

### Future tests and regulation

* Are further tests planned according to the use cases of the currently valid AutomatFahrV?
* Do you see a need of additional use cases within the framework of the AutomatFahrV or to adapt/modify existing use cases in order to carry out further tests?
* Are you already planning further tests that currently are not regulated by the AutomatFahrV?
* Based on your tests and experience, where do you see a need for a focus in future national research funding?

### Other

* Do you have any other comments you would like to share with us that could support the process of issuing a test certificate in the future?
* Do you have any other suggestions for improvement?