APPROVED
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Decree
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The experimental legal regime program in the field of digital innovation for highly automated vehicles

I. The direction of developing, testing, and launching digital innovations

1. According to Part 2 of Article 1 of the Federal Law "On experimental legal regimes in the field of digital innovations in the Russian Federation" (hereinafter referred to as the Federal Law), the development, testing, and launching of digital innovations are aimed at the design, production, and operation of vehicles, including highly automated vehicles and unmanned aircraft, the certification of their operators, the provision of transport and logistic services, and the organization of transport services.

2. This Program uses the following technical terms:

Automated control system: Software and hardware that controls a vehicle without the safety driver's physical actions.

Automated control mode: The mode of driving a vehicle by means of an automated control system.

Safety driver: A person in the driver's seat or the front passenger seat of a highly automated vehicle of the first category. They control the vehicle's movement in automated control mode and in manual control mode in the driver's seat if the automated control system is deactivated. The safety driver is recognized as a driver in accordance with the provisions of the Traffic rules of the Russian Federation approved by the Resolution of the Council of Ministers and Government of the Russian Federation on October 23, 1993 No. 1090 "Traffic rules" (hereinafter called the traffic rules).

Highly automated vehicle: A vehicle that's certified in accordance with the procedure established by the legislation of the Russian Federation and redesigned because an automated control system was installed.

Highly automated vehicle of the first category: A highly automated vehicle that operates with a safety driver in the driver's seat or in the front passenger seat.

Highly automated vehicle of the second category: A highly automated vehicle that operates without a driver (including a safety driver) in the cabin, with routing and dispatching performed remotely by an operator.

Declaration on the safety of a highly automated vehicle: A statement by the subject of an experimental legal regime in the field of digital innovations

(hereinafter referred to as the experimental legal regime) that a highly automated vehicle or a batch of them meet the requirements established by this Program (except the requirements in subparagraph "a" of paragraph 16). This statement is a required part of the application for testing that the subject of the experimental legal regime submits to the testing laboratory.

Certificate of compliance: A statement that a highly automated vehicle or a batch of them comply with the requirements established by paragraph 16 of this Program. The certificate is issued to the subject of the experimental legal regime by the testing laboratory based on the safety declaration and the test report (or reports) from the testing laboratory that confirm that the highly automated vehicle complies with the requirements in subparagraph "a" of paragraph 16 of this Program.

Testing laboratory: A testing laboratory (or center) accredited in the field of assessing vehicle compliance with the requirements established by the "Safety of wheeled vehicles" (CU TR 018/2011) technical regulations of the Customs Union (hereinafter referred to as the technical regulations) and included in the unified register of compliance assessment bodies of the Eurasian Economic Union.

Operator: An individual who isn't a safety driver, who is outside a highly automated vehicle of the second category, who performs routing and dispatching of a highly automated vehicle of the second category (determines and changes the route, activates, and deactivates the vehicle) and monitors its movement in accordance with paragraph 20 of this program, who doesn't control a highly automated vehicle of the second category.

A batch of highly automated vehicles: No more than 150 highly automated vehicles that have been redesigned in an identical way in terms of their construction, installed automated control system, and the method of changes related to the installation of an automated control system.

A passenger of a highly automated vehicle: A person who doesn't drive or control the movement of a highly automated vehicle and is inside it, as well as a person who gets in or out of a highly automated vehicle.

Operational design domain (ODD): The conditions that the automated control system is designed to work in. These are determined by the subject of the experimental legal regime.

E-stop device: A device that allows the safety driver, sitting in either the driver's seat or the front passenger seat, to use the braking system of a highly automated vehicle (including emergency braking) as well as to fully stop it.

II. A description of the digital innovation that's planned to be created, used, or implemented in the framework of the experimental legal regime for digital innovations according to paragraph 2 of Article 2 of the Federal Law

3. A digital innovation is the operation of highly automated vehicles, as well as the provision of transport and logistic services using highly automated vehicles.

To implement digital innovation in the transportation of passengers and baggage, the subject of the experimental legal regime carries out the following activities:

a) Purchases equipment or components.

b) Changes the vehicle design using components that are manufactured by themselves or by third parties (hereinafter referred to as additional equipment).

c) Develops specialized software that's necessary for the operation of a highly automated vehicle.

d) Trains safety drivers and operators.

e) Tests a highly automated vehicle in a closed area and uses it on public and non-public roads.

f) Controls the technical condition, maintenance, and repair of a highly automated vehicle, as well as organizes vehicle compliance assessment in a testing laboratory and obtains the certificate of compliance.

g) Monitors the movement of a highly automated vehicle of the first category (this is done by the safety driver).

h) Routes and dispatches the movement of a highly automated vehicle of the second category (this is done by the operator).

i) Provides access to digital innovation to individuals and legal entities by making it possible to order transportation by a highly automated vehicle via an information service of the subject of the experimental legal regime.

j) Provides information support for passengers of a highly automated vehicle of the second category (this is done by the operator).

III. Information about technologies used in the framework of the experimental legal regime based on the list of technologies approved according to paragraph 2 of Article 2 of the Federal Law

4. Within the framework of the experimental legal regime, the following technologies are used:

a) Neural networks and artificial intelligence technologies, including those in the field of computer vision, machine recommendations, and decision making support.

b) Technologies for working with big data, including technologies in the following areas:

Data traceability and interoperability.

Software defined data storage.

Data processing and utilization using machine learning.

Data enrichment.

Descriptive, prescriptive, and predictive analytics.

Centralized and decentralized data collection, storage, and processing.

c) Robotics and sensor technologies, including technologies in the following areas:

Sensorimotor coordination and spatial positioning.

Sensors and sensor data processing.

Intelligent control systems for robotic technologies.

Control automation systems.

d) Industrial internet technologies (the internet of things), including technologies in the field of autonomous decision-making.

e) Industry-specific digital technologies, including:

Technologies aimed at digital transformation of industries, including the technological transformation of the creation of products (or services) and technologies of interaction with contractors.

Data analysis technologies.

IV. The objectives of establishing an experimental legal regime in accordance with Article 3 of the Federal Law

5. The objectives of establishing an experimental legal regime:

a) To establish new types, forms, and methods of economic activity based on the results of the experimental legal regime trial.

b) To improve general regulation based on the results of the experimental legal regime trial.

c) To create favorable conditions for the development and implementation of digital innovations.

V. The timeframe of the experimental legal regime

6. The experimental legal regime is active for 3 years.

VI. The time of participation in the experimental legal regime

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7. The subject of the experimental legal regime participates in it for the whole duration of the experimental legal regime.

VII. The territory where the experimental legal regime is active

8. The experimental legal regime for highly automated vehicles of the first category is active in Moscow (operation zones are listed in paragraphs 32 and 33 of this Program), Innopolis (Republic of Tatarstan), and the federal territory Sirius.

The experimental legal regime for highly automated vehicles of the second category is active in Innopolis (Republic of Tatarstan) and the Skolkovo Innovation Center in Moscow.

VIII. Provisions (requirements, prescriptions, prohibitions, and restrictions) of general regulation acts that don't apply in the experimental legal regime

9. The following provisions of general regulation acts don't apply in the experimental legal regime:

(a) Paragraph 5[1] of the basic provisions on the admission of vehicles to operate and the duties of officials to ensure road safety, approved by the resolution of the Council of Ministers and the Government of the Russian Federation on October 23, 1993 No. 1090 "Traffic rules" (hereinafter referred to as the basic provisions on the admission of vehicles to operation).

b) Paragraph 1 of Article 15 and section 3 of paragraph 2 of Article 20 of the Federal Law "Traffic safety"

c) Paragraph 1 of Article 17 of the Federal Law "Traffic safety" regarding the compliance with mandatory vehicle safety requirements that apply during

technical inspection for vehicles of certain categories listed in paragraph 38 of Annex No. 1 to the Rules for technical inspection of vehicles approved by the Government of the Russian Federation decree on September 15, 2020 No. 1434 "On technical inspection of vehicles and on amendments to certain legislative acts of the Russian Federation" (hereinafter referred to as the rules for technical inspection).

d) Paragraph 4 of Article 18 of the Federal Law "Traffic safety" regarding the additional equipment of a highly automated vehicle that underwent maintenance and repair and its compliance with the basic provisions on the admission of vehicles to operation.

e) Sections 2, 4, and 10 of paragraph 1 of Article 20 of the Federal Law "Traffic safety" exclusively regarding highly automated vehicles of the second category.

f) Section 7 of paragraph 1 of Article 20 of the Federal Law "Traffic safety" regarding the additional equipment of highly automated vehicles of the second category.

g) Paragraph 7 of article 11, paragraphs 1-3 of article 11^1, and paragraph 1 of Article 32 of the Federal Law "On compulsory insurance of civil liability of vehicle owners" exclusively regarding highly automated vehicles of the second category.

h) Parts 1 and 2 of Article 6 and parts 2 and 5 of Article 31 of the Federal Law "Charter of road transport and urban land electric transportation."

i) Article 9 of Federal Law No. 69-FZ of April 21, 2011 "On amendments to certain legislative acts of the Russian Federation."

j) Part 2 of Article 5 of the Federal Law "On technical inspection of vehicles and on amendments to certain legislative acts of the Russian Federation" regarding the application of paragraph 38 of Appendix No. 1 to the Rules of technical inspection.

k) Item 38 of Appendix No. 1 to the Rules of technical inspection.

m) Order of the Ministry of Transport of the Russian Federation No. 368 dated September 11, 2020 "On approval of mandatory details and the procedure for filling out travel sheets."

n) Subparagraph "c" of paragraph 82, paragraphs 89 and 90, and subparagraph "a" of paragraph 91 of the Rules for the carriage of passengers and luggage by road and urban land electric transport, approved by the Decree of the Government of the Russian Federation of October 1, 2020 No. 1586 "On approval of the Rules for the carriage of passengers and baggage by road and urban land electric transport".

IX. Mandatory provisions in accordance with this Program, if such provisions aren't included in general regulation acts or differ from them

10. Before the date of submission of the documents to the testing laboratory specified in paragraph 12 of this Program, the subject of the experimental legal regime must insure the risk of liability that may arise as a result of harm to the life, health, or property of other persons, in favor of third parties at the amount of 10

million rubles per each highly automated vehicle. The insurance must be maintained during the whole trial of a highly automated vehicle under this experimental legal regime.

11. The subject of the experimental legal regime applies to the testing laboratory in order to obtain a certificate of compliance for a highly automated vehicle. The certificate of compliance is considered received:

With respect to a specific unit of a highly automated vehicle of the first category, if it previously received a certificate of compliance of its design changes with the safety requirements of the Regulations on conducting an experiment on trial operation of highly automated vehicles on public roads approved by the Government of the Russian Federation decree on November 26, 2018. No. 1415 "On conducting an experiment on trial operation of highly automated vehicles on public roads" (hereinafter referred to as the Regulation on conducting an experiment on trial operation of highly automated vehicles).

With respect to a specific unit of a highly automated vehicle of the second category, if it previously received a certificate of compliance of its design changes with the safety requirements of the Regulations on Conducting an experiment on the trial operation of highly automated vehicles, and the laboratory that issued the certificate received a declaration on the safety of a highly automated vehicle in accordance with the recommended form in Appendix No. 1 from the subject of the experimental legal regime.

12. In order for the testing laboratory to assess the compliance of a highly automated vehicle with the requirements established by paragraph 16 of this Program, the subject of the experimental legal regime must submit the following documents:

a) An application for a certificate of compliance containing information about a highly automated vehicle or a batch of them [brand, model, identification number (VIN), state registration mark, series, number, date and place of issue of the vehicle passport, and vehicle technical description (only in cases stipulated by the provisions of the technical regulations)].

b) A declaration on the safety of a highly automated vehicle in accordance with the recommended form in Appendix No. 1 to this Program.

c) A copy of a document confirming the ownership of a highly automated vehicle or the right of possession of a highly automated vehicle.

d) A highly automated vehicle.

If the assessment of compliance of a highly automated vehicle with the requirements established by paragraph 16 of this Program is carried out for a batch of vehicles, the testing laboratory randomly selects one item from the batch.

13. The compliance assessment that's carried out by a testing laboratory involves:

a) A verification that the subject of the experimental legal regime submitted a complete set of documents in accordance with paragraph 12 of this Program and a verification of the information provided in the documents.

b) An assessment of a highly automated vehicle's compliance with the requirements established by subparagraph "a" of paragraph 16 of this Program.

c) An issuance of a certificate of compliance if a highly automated vehicle or a batch of them complies with the requirements established by paragraph 16 of this

Program, or a rejection in case of non-compliance with the requirements (if the experiment is planned to be carried out for a batch of highly automated vehicles, there is also a list of vehicles that make up the batch).

14. The requirements specified in Appendix No. 1 to the Rules of technical inspection apply to a highly automated vehicle taking into account the additional equipment installed on it. However, the additional equipment itself isn't subject to technical inspection if the highly automated vehicle receives a certificate of compliance.

15. Based on the certificate of compliance, the Ministry of Internal Affairs of the Russian Federation makes an entry on recognizing the vehicle as highly automated in order to participate in the experimental legal regime in the "special notes" column of the vehicle registration certificate and the vehicle registration card and indicates the restrictions on the operation of the vehicle exclusively for the duration of the experimental legal regime.

Making changes to the registration data of a highly automated vehicle in accordance with this paragraph or paragraph 14 of the Regulations on conducting an experiment on the trial operation of highly automated vehicles is the basis for admitting the vehicle in road traffic within the experimental legal regime.

16. A highly automated vehicle must meet the following safety requirements:

a) Mandatory requirements established by the technical regulations and the rules of the United Nations, which are applied by the Russian Federation by virtue of participation in the Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/ or be used on wheeled vehicles, and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, made in Geneva on March 20, 1958.

b) A highly automated vehicle has an installed automated control system that:

Ensures compliance with traffic rules.

Monitors the traffic situation by technical vision and interacts with other road users safely and predictably.

Reacts in a safe manner to the mistakes of other road users in order to minimize their potential consequences.

Allows for detecting malfunctions of an automated control system at any stage of its operation.

Is active only within the established environment of regular operation.

Can create conditions that ensure a minimum possible risk level in the event of a malfunction of the automated control system or another vehicle system.

c) Subjects of the experimental legal regime are provided a highly automated vehicle with:

- A device for continuous uncorrected registration, collection, and storage of sensor data from an automated control system, providing information recording in a read-only format.
- Devices for continuous uncorrected video recording that record the actions of the safety driver and/or passenger of a highly automated vehicle and the surrounding traffic situation during operation.

- A device for activating and deactivating an automated control system that the safety driver or operator can access.
- A special "Autonomous control" sign attached to the rear window or tailgate cover of a highly automated vehicle. The sign is a white equilateral triangle with a red border, a horizontal base, and the letter "A" inscribed in black (the side of the triangle is at least 200 mm and the border width is 0.1 of the side).
- An E-stop device.
- A software and hardware complex that allows the operator to remotely select the route and stops of a highly automated vehicle of the second category.
- Special marks on the rear side window on the side of the driver's seat containing a telephone number by which, in the event of a traffic accident, any road user or third party can contact the subject of the experimental legal regime.

d) When the automated control system of a highly automated vehicle of the first category is deactivated, the safety driver gains control.

e) The operator can deactivate the automated control system of a highly automated vehicle of the second category only after its complete stop.

f) The automated control system must clearly and effectively notify the safety driver or operator by sound, visual, tactile, or other means that it's beyond its ODD.

g) When an automated control system installed in a highly automated vehicle of the first category leaves or is expected to leave its ODD, the automated control system must warn the safety driver in advance that they need to take control.

h) When the automated control system installed in a highly automated vehicle of the second category leaves or is expected to leave its ODD, the automated control system must ensure the possibility of safely stopping the vehicle and of the passenger getting out of the vehicle.

i) A highly automated vehicle of the first category must remain in automated control mode until the safety driver takes control. The automated control system of a highly automated vehicle must ensure the possibility of checking the functioning of the automated control system at any stage of operation, including obtaining information about the active or inactive automated control mode, being in the ODD, and errors that interfere with the automated control system.

k) The passenger of a highly automated vehicle must be able to contact client support of the subject of the experimental legal regime.

l) The ODD where the subject of the experimental legal regime guarantees the safety of the automated control mode is defined. In the regular operation environment, it's mandatory to determine the types of roads, geographical environmental conditions, and other conditions under which the use of an automated control system is permitted, as well as whether the vehicle is a highly automated vehicle of the first or second category and whether the safety driver is required to be behind the wheel in automated control mode.

m) A highly automated vehicle must be equipped with means that are aimed at ensuring cybersecurity and prevent external interference, except in cases where

such interference is provided by the automated control system itself in order to ensure security, including operator intervention.

17. The subject of the experimental legal regime must:

a) Own a highly automated vehicle based on the right of ownership or other legal grounds.

b) Observe the safety requirements of a highly automated vehicle established by paragraph 16 of this Program when making changes to the vehicle design.

c) Take measures to eliminate the problems of the automated control system that are identified during operation.

d) Take the necessary measures to obtain information about the non-compliance of the automated control system with safety requirements during operation.

e) Update the automated control system software that's necessary to eliminate identified threats to the safety of road users, including threats to cybersecurity.

f) When operating highly automated vehicles in Moscow, according to the procedure and terms established by the regulatory legal acts of Moscow, submit to the relevant state information system (if such a system is provided in the regulatory legal acts) the following data about:

- The owner of a highly automated vehicle.
- The location of a highly automated vehicle with a status indication, namely, movement in the passenger taxi mode (free and taking orders, free but not taking orders, busy without a passenger, busy with a passenger) or outside the passenger taxi mode.
- The highly automated vehicle state registration number and category (first or second).

g) Inform the passenger of a highly automated vehicle that interfering in the driving process is prohibited.

h) Develop a system of internal control over operators which makes the subject of the experimental legal regime responsible for training operators in accordance with the operator training program and overseeing the admission of operators to work.

i) Before a highly automated vehicle of the second category starts operation in each of the experimental legal regime territories, carry out the following stages of preparation for at least one highly automated vehicle of the second category:

Stage 1: Permanent remote monitoring of the movement of a highly automated vehicle of the second category by an operator (one operator per one vehicle) and visual monitoring of its movement by an employee of the subject of the experimental legal regime (one employee per no more than 3 vehicles).

Stage 2: Permanent remote monitoring of the movement of a highly automated vehicle of the second category by an operator (one operator per one vehicle).

Stage 3: Constant remote monitoring of the movement of a highly automated vehicle of the second category by an operator (one operator per more than one vehicle).

18. The subject of the experimental legal regime may move to the next stage when all of the following criteria are met:

a) The current stage of preparation for the operation of a highly automated vehicle of the second category has lasted at least 100 hours.

b) At the current stage, there have been no road accidents caused by the movement of a highly automated vehicle in violation of traffic rules in the last 100 hours of operation.

c) The subject of the experimental legal regime hasn't identified any technological and/or organizational obstacles to the transition to the next stage.

19. The safety driver must meet the following requirements:

a) The safety driver must have:

A driver's license confirming his/her right to drive a vehicle of the appropriate category.

At least 3 years experience of driving vehicles of the corresponding category.

No cases of administrative responsibility for road safety violations involving the termination of privileges of driving a vehicle of the corresponding category over the past 3 years.

No medical contraindications to driving a vehicle of the appropriate category, including the absence of signs of exposure to harmful and/or hazardous production factors, conditions, and diseases that hinder work performance, including alcohol, narcotic, or other intoxication and residual effects of such intoxication. The confirmation is carried out by the subject of the experimental legal regime in case signs of possible contraindications are detected.

b) The safety driver must be in the driver's seat or the front passenger seat in automated control mode or in the driver's seat in manual control mode.

c) The safety driver must study the safety driver's manual on using the automated control system.

d) The safety driver must use the automated control system only within the limits of the ODD defined by the subject of the experimental legal regime.

e) The safety driver can't be distracted from monitoring the traffic situation during the operation of the automated control system (this includes not using a phone without a hands-free device).

f) The safety driver must immediately take control of the highly automated vehicle by operating the controls if:

- The automated control system sends a signal that manual control is required.
- Based on specific circumstances, the safety driver determines that the automated control system left the ODD or has functioning errors.
- It's necessary to prevent an emergency.

g) In the event of a traffic accident, the safety driver must behave in accordance to the legislation of the Russian Federation, taking into account the requirements of this Program.

20. The operator must meet the following requirements:

a) The duties of the operator regarding a highly automated vehicle of the second category include:

- Activation and deactivation of the automated control system.
- Monitoring the state of the automated control system.
- Dispatching and routing traffic (selection of route points and routes, including forced stops in safe places).

- Monitoring the compliance of operating conditions with the specified parameters (the weather, infrastructure condition, routes, and other conditions).

b) The operator can simultaneously route and dispatch more than one highly automated vehicle of the second category.

c) The operator must undergo training according to the operator training program approved by the local act of the subject of the experimental legal regime and meet the safety driver requirements established by subparagraph "a" of paragraph 19 of this Program.

d) In the event of a traffic accident, the operator must immediately call 112, report a traffic accident, and give information about the possible presence or absence of harm to the life and health of all participants.

21. The duties of the passenger of a highly automated vehicle are the same as the passenger duties described in the traffic rules.

22. The subject of the experimental legal regime has the right to:

a) Provide services on a fee basis to third parties using a highly automated vehicle.

b) Paint or decorate a highly automated vehicle in any colors and in any style at their discretion.

23. Transportation of passengers and baggage by a highly automated vehicle in the passenger taxi mode is carried out taking into account the following features:

a) A highly automated vehicle is a category M_1 vehicle that's used for the transportation of passengers and baggage in accordance with the public charter agreement.

b) Transportation of passengers and baggage by a highly automated vehicle is carried out on the basis of a public charter agreement made by the charter provider taking the charter's order in accordance with part 3 of Article 31 of the Federal Law "Charter of road transport and urban land electric transportation."

d) The charter order is accepted by the charter provider, who is the subject of the experimental legal regime, using any means of communication, at the location of the charter provider or their representative. The charter is given the opportunity to select a highly automated vehicle.

e) In a highly automated vehicle transporting passengers, the contact numbers of the technical support of the subject of the experimental legal regime are indicated inside the vehicle cabin.

f) The transportation of passengers and baggage by a highly automated vehicle is carried out without the subject of the experimental legal regime obtaining a permit to carry out the transportation of passengers and baggage by passenger taxi.

g) Waybills for the transportation of passengers and baggage by a highly automated vehicle of the second category aren't subject to registration.

24. If it's necessary to stop a highly automated vehicle of the second category when it's moving, a police officer contacts the operator by the phone number that's indicated on the rear side window on the driver's side and posted on the official website of the subject of the experimental legal regime. The police officer informs the operator about the need to stop a specific vehicle by dictating its state registration number. Upon receipt of a police officer's request to stop the

vehicle, the operator ensures that it stops in the nearest safe place. If the police officer requires the presence of a representative of the subject of the experimental legal regime, the subject must ensure that their representative arrives there within an hour from the police officer's request.

25. In case of a road traffic accident involving a highly automated vehicle that didn't cause harm to people's life and health, the fact of an accident is registered by its participants in accordance with the traffic rules, taking into account the features established by paragraph 26 of this Program.

26. In case of a traffic accident involving a highly automated vehicle of the second category, any road user may contact the subject of the experimental legal regime by calling or sending an SMS text message to the phone number that's indicated on the rear side window on the driver's side and posted on the official website of the subject of the experimental legal regime.

Within an hour after information about the traffic accident is received, the subject of the experimental legal regime must ensure the arrival of their authorized representative at the scene of the accident to register it in accordance with the procedure established by the legislation of the Russian Federation.

27. As part of the analysis and registration of a traffic accident involving a highly automated vehicle, each party provides explanations of the accident and available evidence. The representative of the subject of the experimental legal regime must provide continuous video recordings from CCTV cameras of a highly automated vehicle involved in a traffic accident (video material in MP4, AVI, or MKV format for assessing the situation) to the department of the State Traffic Safety Inspectorate of the Russian Ministry of Internal Affairs, which carries out the proceedings on the traffic accident. The recording quality must allow for a detailed assessment of the surrounding situation at the time of a traffic accident at any time of day under any weather conditions. The video recording must cover the moment of the traffic accident and a period of 30 seconds before and after it.

28. In the event of a traffic accident involving a highly automated vehicle of the second category that caused harm to a person's life and health, the operator contacts emergency services. The traffic accident is registered in accordance with the traffic rules, and the subject of the experimental legal regime must ensure the presence of their authorized representative at the registration of a traffic accident within an hour after the accident.

The operator is responsible for harm to the life and health of a passenger of a highly automated vehicle of the second category and/or to other road users caused by flaws in the routing and dispatching of the vehicle.

The sole executive body of the subject of the experimental legal regime and/ or persons responsible for the technical condition of a highly automated vehicle of the second category are responsible for harm to the life and health of the passenger of the vehicle and/or other road users caused by flaws of additional equipment installed by the subject of the experimental legal regime on the vehicle or by the vehicle's technical condition.

29. Within 5 calendar days after the Decree of the Government of the Russian Federation #309 of March 9 2022 "On the establishment of an experimental legal regime in the field of digital innovations and approval of the program of an experimental legal regime in the field of digital innovations for the

operation of highly automated vehicles" comes into force, the subject of the experimental legal regime must send to the regional supreme executive body of the of the Russian Federation, the Russian Ministry of Internal Affairs, the Federal Guard Service of the Russian Federation, and the Federal Security Service of the Russian Federation a written notification containing the contact number of a representative of the subject of the experimental legal regime for resolving issues related to the operation of a highly automated vehicle. If the phone number changes, the subject of the experimental legal regime must notify in writing the supreme executive body of the subject of the Russian Federation where the experimental legal regime is active, the Russian Ministry of Internal Affairs, the Federal Guard Service, and the Federal Security Service of the Russian Federation within 5 calendar days after the change.

30. If the Moscow government decides to terminate (temporarily or partially suspend) the movement of highly automated vehicles on the territory of Moscow, the subject of the experimental legal regime must terminate (temporarily or partially suspend) the movement of highly automated vehicles on the territory of Moscow in accordance with the terms and restrictions established by the relevant legal acts of the Moscow mayor or government.

31. Highly automated vehicles operate within the zones established by this Program.

32. The operation zones of highly automated vehicles of the first category are:

a) Moscow (for operation without transportation of passengers or baggage): Aivazovskogo street, Tarusskaya street, Yasnogorskaya street, Litovsky boulevard, Rokotov street, Solovyiny passage, Novoyasenevsky avenue, Vilnyusskaya street, Golubinskaya street, Odoevskogo passage, Paustovskogo street, Inessy Armand street, Karamzina gassage, Pavla Fitina street, Mikhaila Greshilova street, Proyektiruyemy passage No. 5408, Tyutchevskaya alley, Sevastopolsky avenue, Aminyevskoe highway, Vinnitskaya street, Michurinsky avenue, Generala Dorokhova avenue, Lobachevskogo street, Ramensky boulevard, Komsomolsky avenue, Timura Frunze street, Lva Tolstogo street, Frunzenskaya embankment, Obolensky Lane, Olsufevsky lane, Rossolimo street, Nesvizhsky lane, Maly Bozheninsky lane, Malaya Pirogovskaya street, Trubetskaya street, Usacheva street, Bolshaya Pirogovskaya street, Novodevichy passage, Pogodinskaya street, Abrikosovsky lane, Efremova street, 3rd Frunzenskaya street, 10-letiya Oktyabrya street, Dovatora street, Proyektiruyemy passage No. 2309, Savelyeva street, Cooperativnaya street, Usachevsky lane, Novodevichya embankment, Maly Savvinsky lane, 2nd Truzhenikov lane, Elanskogo street, Devichyego Polya passage, 1st Vrazhsky lane, 7th Rostovsky Lane, Plyushchikha street, Zubovskaya street, Zubovsky passage, Khamovnichesky Val street, Krymsky passage, Kseninsky lane, Pugovishnikov lane, Yazykovsky lane, Luzhniki bridge, Vernadskogo avenue, Universitetsky avenue, 1st Dobryninsky lane, 1st Krasnogvardeysky passage, 1st Nagatinsky passage, 1st Ochakovsky lane, 1st Setunsky passage, Aminevsky bridge, Bakinskaya street, Barvikhinskaya street, Bolshaya Ochakovskaya street, Bolshaya Tulskaya street, Varshavskoye highway, Veernaya street, Vitebskaya street, Vyazemskaya street, Dobryninsky tunnel, Zaporozhskaya street, Kavkazsky boulevard, Kantemirovskaya street, Kashirskoe

highway, Komissariatsky lane, Krymsky bridge, Lipetskaya street, Matveevskaya street, Molodogvardeyskaya street, Mytnaya street, Nagatinskaya street, Nagornaya street, Nagorny passage, Nezhinskaya street, Nikulinskaya street, Novocheremushkinskaya street, Ozernaya street, Oktyabrsky tunnel, Ochakovsky overpass, Ochakovskoye highway, Partizanskaya street, Presnenskaya embankment, Proyektiruyemy passage No. 1432, Proyektiruyemy passage No. 4423, Proyektiruyemy passage No. 6443, Proyektiruyemy passage No. 6444, Proyektiruyemy passage No. 6445, Proletarsky avenue, Proletarsky street (except between the intersection with Obrucheva street and Nametkina street), Ryabinovaya street, Sevanskaya street, Simferopolsky boulevard, Staromozhayskoe highway, Testovskaya street, Yartsevskaya street, Tolbukhina street, 1905 goda street, Bozhenko street, Vavilova street, Gorbunova street, Grimau street, Dmitriya Ulyanova street, Koroviy Val street, Kosygina street, Kubinka street, Lesteva street, Luzhniki street, Marshala Shestopalova street, Moskvorechye street, Obrucheva street, Osipenko street, Pavla Andreeva street, Potylikha street, Przhevalskogo street, Svetlanova street, Stoletova street, Shuvalova street, and Skolkovo innovation center.

b) Moscow (for operation involving transportation of passengers and baggage): Aivazovskogo street, Tarusskaya street, Yasnogorskaya street, Litovsky boulevard, Rokotova street, Solovyiny passage, Novoyasenevsky avenue, Vilnyusskaya street, Golubinskaya street, Odoevskogo passage, Paustovskogo street, Inessy Armand street, Karamzina passage, Pavla Fitina street, Mikhaila Greshilova street, Proyektiruyemy passage No. 5408, Tyutchevskaya alley, Sevastopolsky avenue (from the intersection with Aivazovskogo street to the intersection with Ostrovityanova street), and Skolkovo innovation center.

c) Innopolis, Republic of Tatarstan.

d) The Sirius federal territory.

33. The operation zones of highly automated vehicles of the second category are:

a) Innopolis, Republic of Tatarstan.

b) Skolkovo innovation center, Moscow.

X. Risk Assessment of harm to people's life, health, or property or the property of a legal entity, damage to state defense and/or state security and other values protected by federal law

34. During the operation of highly automated vehicles on public roads, there may be risks of harm to people's life, health, or property or property of a legal entity, damage to state defense and/or state security and other values protected by federal law, both through the fault of the subject of the experimental legal regime and through the fault of other road users.

In order to comply with the legitimate interests of citizens and legal entities, the subject of the experimental legal regime must take into account the risks described in this paragraph related to the operation of highly automated vehicles.

35. The risks of harm to people's life, health, or property or the property of a legal entity, damage to state defense and/or state security, and damage to other

values protected by federal law are caused by the possibility of traffic accidents involving highly automated vehicles for the following reasons:

a) Violation of traffic rules and/or highly automated vehicle operation rules.

b) Technical malfunctions of a highly automated vehicle.

c) Deliberate actions of third parties.

d) Noncompliance of the safety driver of a highly automated vehicle of the first category with the requirements in the safety driver's manual on using the automated control system.

e) Other reasons.

36. The subject of the experimental legal regime must take measures to minimize the risks of harm to people's life, health, or property or property of a legal entity, damage to state defense and/or state security, and damage to other values protected by federal law.

XI. Mandatory measures aimed at minimizing the risks specified in section X of this Program

37. Measures aimed at minimizing risks during the operation of a highly automated vehicle of the first category when the safety driver is in the passenger seat:

a) The training of safety drivers with subsequent verification of their knowledge and skills (including periodic verification) of using a highly automated vehicle.

b) Regular maintenance of a highly automated vehicle, as well as pre-trip or pre-shift monitoring of its technical condition.

c) The implementation of a diagnostic system that monitors the operability of software and electrical equipment in real time.

d) Centralized assessment and decision making regarding the compliance of operating conditions with the requirements, including on the basis of statistical indicators.

e) Assessment of equipment ergonomics and user interface, including long-term tests at a closed test track.

f) Development of software and equipment in accordance with the quality and functional safety standards of the subject of the experimental legal regime.

g) Iterative selection of the dynamic limits of the E-stop device and other interdependent dynamic parameters in a given operating mode to comply with safety conditions.

h) Selection of static and dynamic intervals based on the requirements established by paragraph 16 of this Program.

i) Individual selection of the optimal fit and adjustment of the controls of a highly automated vehicle during the safety driver's training.

38. Measures aimed at minimizing risks during the operation of a highly automated vehicle of the second category:

a) Introduction into the automated control system of built-in algorithms for searching for failures and determining its own state, as well as collecting and combining various physical information from functional sensors.

b) Equipping a highly automated vehicle with a device that ensures disconnection of the automated control system from the vehicle systems in case of its failure.

c) Regular maintenance of a highly automated vehicle and pre-trip monitoring of its technical condition.

d) The implementation of a diagnostic system that monitors the operability of software and electrical equipment in real time.

e) Centralized assessment and decision making regarding the compliance of operating conditions with the requirements, including on the basis of statistical indicators.

f) Development of software and equipment in accordance with the quality and functional safety standards of the subject of the experimental legal regime.

g) Iterative selection of the dynamic limits of interdependent dynamic parameters in a given operating mode to comply with safety conditions.

h) Selection of static and dynamic intervals based on the requirements established by paragraph 16 of this Program.

i) Stage-by-stage preparation for the operation of a highly automated vehicle in accordance with subparagraph "i" of paragraph 17 and paragraph 18 of this Program.

XII. List of subjects of the experimental legal regime

39. The subject of the experimental legal regime is Yandex.Testing LLC, OGRN 5177746092695.

XIII. Requirements for the subjects of the experimental legal regime

40. The subject of the experimental legal regime must meet the following requirements:

a) The requirements in part 1 of Article 8 of the Federal Law.

b) Participation in an experiment on trial operation of highly automated vehicles on public roads, provided for by Decree of the Government of the Russian Federation No. 1415 dated November 26, 2018 "On conducting an experiment on trial operation of highly automated vehicles on public roads", for at least a year on the day of filing an application for joining the experimental legal regime.

XIV. Possibility for other entities to join the experimental legal regime and the procedure for joining

41. Other subjects may join the experimental legal regime in accordance with the procedure established by Article 11 of the Federal Law.

XV. Grounds and terms of suspension of the status of a subject of the experimental legal regime

42. The status of a subject of the experimental legal regime is suspended in the following cases:

a) Failure by the subject of the experimental legal regime to submit a report on their activities within the framework of the experimental legal regime and/or a report on the results of their activities within the framework of the experimental legal regime provided for in sections XXV and XXIX of this Program, as well as the submission of incomplete or unreliable information in such reports. In this case, the status of the subject of the experimental legal regime is suspended until they submit a report on their activities within the framework of the experimental legal regime and a report on the results of their activities within the framework of the experimental legal regime or the submission of updated reports.

b) Identification of at least 1 violation of the requirements in sections III, VII, IX (except for the requirements specified in subparagraph "e" of paragraph 17 and paragraph 30 of this Program), X, XI, and XXVI–XXVIII of this Program if these violations meet the criteria established by paragraphs 46 and 47 of this Program. In this case, the status of the subject of the experimental legal regime is suspended until the identified violations are eliminated.

c) A traffic accident involving a highly automated vehicle operated by a subject of an experimental legal regime which resulted in serious or moderate harm to a person's health or their death. In this case, the status of the subject of the experimental legal regime is suspended until the final procedural decision of the official (court) on the absence of violations of traffic rules and/or rules of operation of the vehicle.

d) The establishment of the fact that the subject of the experimental legal regime doesn't comply with the requirements established by part 1 of Article 8 of the Federal Law and violation of the requirements in subparagraph "e" of paragraph 17 and paragraph 30 of this Program. In this case, the status of the subject of the experimental legal regime is suspended until the identified violations are eliminated.

XVI. Grounds for renewal of the status of the subject of the experimental legal regime

43. The status of the subject of the experimental legal regime is renewed on the following grounds:

a) Submission to the Ministry of Economic Development of the Russian Federation, the Ministry of Transport of the Russian Federation, the Ministry of Industry and Trade of the Russian Federation, and the organization of the business community of a report on their activities under the experimental legal regime and a report on the results of their activities under the experimental legal regime or updated reports containing complete and reliable information about their activities within the framework of the experimental legal regime (if the status of the subject was suspended on the grounds specified in subparagraph "a" of paragraph 42 of this Program).

b) Receipt by the Ministry of Economic Development of the Russian Federation of information from the state control (supervision) body that the subject of the experimental legal regime eliminated the violations (if their status was suspended on the grounds specified in subparagraph "b" of paragraph 42 of this Program).

c) Receipt by the Ministry of Economic Development of the Russian Federation of a procedural decision of an official (court) on the absence of violations of traffic rules and/or vehicle operation rules (if the status of the subject was suspended on the grounds specified in subparagraph "b" of paragraph 42 of this Program).

d) Receipt by the Ministry of Economic Development of the Russian Federation of information that the subject of the experimental legal regime eliminated the violations (if their status was suspended on the grounds specified in subparagraph "d" of paragraph 42 of this Program).

XVII. Grounds and terms of termination of the status of the subject of the experimental legal regime in accordance with part 2 of Article 12 of the Federal Law

44. The status of the subject of the experimental legal regime is terminated on the following grounds:

a) The grounds specified in paragraphs 1, 2, and subparagraphs "a"-"c" of paragraph 3 of part 2 of Article 12 of the Federal Law.

b) Repeated violation of the requirements specified in subparagraph "e" of paragraph 17 and paragraph 30 of this Program within 3 calendar months from the previous violation. In this case, the decision to terminate the status of the subject of the experimental legal regime is made by the Ministry of Economic Development of the Russian Federation within 5 working days from the day after the day of receipt of information about the violation.

c) A violation of traffic rules and/or vehicle operation rules that results in a traffic accident specified in subparagraph "b" of paragraph 42 of this Program. In this case, the decision to terminate the status of the subject of the experimental legal regime is made by the Ministry of Economic Development of the Russian Federation within 5 working days from the day following the day of receipt of information about the fact of violation of traffic rules and/or vehicle operation rules that resulted in a traffic accident specified in subparagraph "b" of paragraph 42 of this Program.

45. Termination of the status of the experimental legal regime is carried out within the time limits established in the Regulations on the adoption by the Ministry of Economic Development of the Russian Federation of the decision on suspension or termination of the status of the subject of the experimental legal regime in the field of digital innovations and on notification of the subject of such a decision, approved by decree of the Government of the Russian Federation No. 1888 dated November 19, 2020 "On approval of the regulations on the adoption by the Ministry of Economic Development of the Russian Federation of a decision on suspension or termination of the status of a subject of an experimental legal regime in the field of digital innovations and on notification of a subject of an experimental legal regime of such a decision."

XVIII. Criteria of violation of the provisions of this Program

46. The criteria for violation of the provisions of this Program (except gross violation of the provisions of this Program) is causing harm to human life, health, property, or the property of a legal entity due to noncompliance with the requirements of sections III, VII, IX (except for the requirements specified in subparagraph "e" of paragraph 17 and paragraph 30 of this Program), X, XI, and XXVI–XXVIII of this Program.

XIX. Criteria of gross violation of the provisions of this Program

47. The criterion of gross violation of the provisions of this Program is a person's death due to the subject's noncompliance with the requirements of Section IX of this Program (except the requirements specified in subparagraph "e" of paragraph 17 and paragraph 30 of this Program).

XX. Grounds and terms of suspension of the experimental legal regime in accordance with part 1 of Article 16 of the Federal Law

48. The experimental legal regime is suspended on the grounds specified in paragraphs 1 and 2 of part 1 of Article 16 of the Federal Law. The Program doesn't establish other cases of suspension.

49. The experimental legal regime may be suspended for up to 3 months.

XXI. Grounds for early termination of the experimental legal regime in accordance with part 2 of Article 17 of the Federal Law

50. The experimental legal regime is terminated prematurely on the grounds specified in paragraph 1 and sections 1-4 of subparagraph "a" and subparagraph "b" of paragraph 2 of part 2 of Article 17 of the Federal Law. The Program doesn't establish other cases of early termination.

XXII. The procedure for using products that are manufactured and tested under the experimental legal regime (the procedure for using a digital innovation)

51. This Program doesn't establish a procedure for using products that are manufactured and tested under the experimental legal regime.

XXIII. The federal executive authority that develops state policy and regulatory legislation related to the experimental legal regime

52. The federal executive authorities that develop state policy and regulatory legislation related to the experimental legal regime are the Ministry of Transport and the Ministry of Industry and Trade of the Russian Federation.

XXIV. The bodies that perform control (supervisory) functions within the experimental legal regime and determine the procedure for performing these functions, including organizing and conducting inspections of compliance with the provisions of this Program

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53. Control (supervisory) functions within the experimental legal regime, including the functions of organizing and conducting inspections of compliance with the provisions of this Program, are carried out by:

a) The Russian Ministry of Internal Affairs in the implementation of federal state control (supervision) in the field of traffic safety and supervision of road users' compliance with the legislation of the Russian Federation on traffic safety according to the procedure established by:

The Regulation on Federal State Control (Supervision) in the field of traffic safety, approved by Decree of the government of the Russian Federation No. 1101 dated June 30, 2021 "On approval and invalidation of certain acts of the government of the Russian Federation and certain provisions of certain acts of the government of the Russian Federation."

The administrative regulations for the execution by the Russian Ministry of Internal Affairs of the state function for federal state supervision over road users' compliance with the legislation of the Russian Federation on traffic safety, approved by Order of the Ministry of Internal Affairs of the Russian Federation dated August 23, 2017 No. 664 "On approval of the administrative regulations for the execution by the Ministry of Internal Affairs of the Russian Federation of the state function for federal state supervision over road users' compliance with the legislation of the Russian Federation on traffic safety."

b) The Federal service for supervision of transport in the implementation of federal state control (supervision) on road transport, urban land electric transport, and in the road sector in accordance with the procedure established by the Regulations on federal state control (supervision) on motor transport, urban land electric transport, and road facilities, approved by the Decree of the Government of the Russian Federation dated June 29, 2021 No. 1043 "On federal state control (supervision) on motor transport, urban land electric transport, and road facilities," taking into account requirements listed in paragraph 54 of this Program.

c) Executive authorities exercising the powers of regional state control (supervision) in the field of passenger and baggage transportation by passenger taxi in the subjects of the Russian Federation where the experimental legal regime is active, when they exercise said control (supervision) according to the procedure established by the regulations approved by the supreme executive bodies of state power of those subjects of the Russian Federation according to article 9^{1} of Federal Law No. 69-FZ of April 21, 2011 "On amendments to certain legislative acts of the Russian Federation.".

54. Control (supervisory) measures are carried out by the Federal Service for Supervision in the Field of Transport as on-site inspections checking whether

subjects of the experimental legal regime comply with the mandatory requirements established by paragraphs 5, 7-9 of Part 1 and paragraphs 2-7 of Part 2 of Article 20 of the Federal Law "Traffic safety" in the first quarter of 2022 and once every 2 years afterwards.

XXV. Requirements for evaluating the effectiveness and results of the experimental legal regime, including the indicators that the evaluation is based on

55. Evaluation of the effectiveness and results of the experimental legal regime is carried out as part of monitoring the experimental legal regime.

56. During monitoring, the subject's compliance with the indicators of efficiency and results established by this Program is assessed.

57. The subjects' compliance with the indicators of efficiency and results established by this Program is assessed on the basis of reports on the results of their activities within the experimental legal regime in the field of digital innovation. The reports are received in accordance with the procedure established by the Rules for monitoring the experimental legal regime, evaluation of the effectiveness and results of the experimental legal regime, and public discussion of the effectiveness and results of the experimental legal regime, approved by the Decree of the Government of the Russian Federation dated December 3, 2020 No. 2011 "On approval of the rules for monitoring the experimental legal regime in the field of digital innovation, evaluation of the effectiveness and results of the experimental legal regime in the field of digital innovation, and public discussion of the effectiveness and results of the experimental legal regime in the field of digital innovation."

58. The indicators of results and effectiveness of the experimental legal regime and their planned values are given in Appendix No. 2.

XXVI. Methods of informing persons intending to enter into legal relations with the subject of the experimental legal regime about the existence and content of the experimental legal regime, including the differences between the general regulation and the special regulation in this Program that applies to these legal relations

59. The subject of the experimental legal regime informs persons expressing an intention to enter into legal relations with them about the existence and content of the experimental legal regime, including the differences between the general regulation and the special regulation in this Program that applies to these legal relations. This is done by posting relevant information on the official website of the subject of the experimental legal regime sdg.yandex.ru.

XXVII. The need for the subject of the experimental legal regime to make publications in the mass media and on the internet about the existence and content of the experimental legal regime, including the differences between the general regulation and the special regulation in this Program,

as well as to place relevant information on the products created under the experimental legal regime, before entrances (passages) to the territory of the experimental legal regime, and before entrances to the premises where works are performed and services are provided within the framework of the experimental legal regime.

60. The subject of the experimental legal regime places a special "Autonomous control" sign on the rear window or tailgate cover of a highly automated vehicle. The sign is a white equilateral triangle with a red border, a horizontal base, and the letter "A" inscribed in black (the side of the triangle is at least 200 mm and the border width is 0.1 of the side).

61. The subject doesn't need to make additional publications in the mass media and on the internet about the existence and content of the experimental legal regime, or place such information before the entrances (passages) to the territory of the experimental legal regime.

XXVIII. The necessity (or lack thereof) for the subject of the experimental legal regime to insure civil liability for causing harm to people's life, health, or property, as well as the property of a legal entity during the implementation of an experimental legal regime

62. In addition to the contract of compulsory insurance of civil liability of vehicle owners, the subject of the experimental legal regime must insure the risk of liability that may arise as a result of harm to people's life, health, or property in favor of third parties at the amount of 10 million rubles per each highly automated vehicle. This must be done before the date of filing an application for a highly automated vehicle certificate of compliance. Insurance must be maintained during the entire period of the experimental legal regime.

XXIX. Frequency of submission of information for the purposes of monitoring the experimental legal regime and the evaluation of the effectiveness and results of the experimental legal regime

63. A report on activities within the framework of the experimental legal regime, containing information for the purposes of monitoring the experimental legal regime and evaluating its effectiveness and results, is submitted once every six months, no later than the last working day of the calendar month following the reporting six months.

XXX. The procedure and conditions for depersonalization and subsequent processing by the subject of the experimental legal regime of personal data, on condition of mandatory depersonalization of personal data, if the experimental legal regime provides for the processing by the subject of personal data obtained as a result of depersonalization, taking into account the requirements in paragraph 13[1] of Part 5 of Article 10 of the Federal Law

64. This Program doesn't establish a special procedure and conditions for depersonalization and subsequent processing by the subject of the experimental legal regime of personal data.

APPENDIX No. 1 to the Programme of the experimental legal regime in the field of digital innovation on the operation of connected and automated vehicles

(form)

SAFETY DECLARATION
of a connected and automated vehicle

_____
(full name of the legal entity, last name, first name, patronymic of the individual entrepreneur)

_____
(address of the legal entity, individual entrepreneur within the location

of the legal entity, individual entrepreneur)

Primary State Reg. No.

Phone No.

E-mail _____

Represented by _____
(Surname, first name, patronymic, position of the person entitled

_____
to act on behalf of the legal entity, individual entrepreneur without a power of attorney)

hereinafter referred to as the subject of the experimental legal regime, declares that the following connected and automated vehicle:

Brand	Model	VIN	Type	Business name	Category	EEU customs tariff number
1	2	3	4	5	6	7

1) is equipped with an automated control system that:

ensures compliance with the Road Traffic Rules of the Russian Federation, approved by the Decree of the Council of Ministers of the Russian Federation dated October 23, 1993 No. 1090 On the Road Traffic Rules;

monitors the road situation by means of technical vision, interacts safely and predictably with other road users;

responds in a safe manner to errors made by other road users in order to minimize the potential consequences of such errors;

has the ability to diagnose malfunctions of the automated control system at any stage of operation;

operates only within the defined ODD;

is able to create conditions which ensure the lowest possible level of risk in the event of malfunction of the automatic control system or other vehicle system;

ensures verification of the functioning of the automated control system at any stage of operation, including obtaining information on the active or inactive automated control mode, the ODD, the presence of errors that prevent the functioning of the automated control system;

responds to unforeseen situations in such a manner as to minimize danger to the users of that vehicle or other road users;

shares information with its users and other road users in a clear, efficient and consistent manner by providing sufficient data regarding its condition and intent;

may be deactivated in a safe manner and may transfer control to the test driver in situations in which the automated control system proves incapable of performing safe control of that vehicle;

does not cause electromagnetic interference in the vehicle on which the automated control system is installed or to other road users, and ensures cybersecurity;

2) is safe for participation in road traffic on public roads and is equipped with:

a device for continuous uncontrollable recording, collection and storage of data from the sensors of the automated control system, which provides for recording information in a read-only format;

devices for continuous uncontrollable video recording, which perform video recording of the actions of the test driver and/or the passenger of a connected and automated vehicle and the road situation during operation;

a device to activate and deactivate the automated control system which is accessible by the test driver or operator;

the special sign Automated Driving (installed on the rear window or the rear door lid of a connected and automated vehicle) in the form of an equilateral triangle of white color with the top up with a red border (triangle side at least 200 mm, border width - 0,1 of a side), in which the letter "A" of black color is inscribed;

E-stop device;

a hardware and software system that allows the operator to remotely select the route and stopping places of a connected and automated vehicle;

special markings placed on the rear side window on the side of the driver's seat, containing a telephone number, so that road users or third parties may communicate with the subject of the experimental legal regime in case of an accident;

3) is operated by the subject of the experimental legal regime, provided that such a subject:

organized communication of the passenger of a connected and automated vehicle with the technical support representatives of the subject of the experimental legal regime;

defined ODD of the automated control system, within which he guarantees the safety of the automated control mode;

equipped a connected and automated vehicle with means aimed at ensuring cyber security, preventing external interference with the automated control system, unless such interference is provided by the automated control system itself for security purposes, including the intervention of the operator.

The declaration is accepted on the basis of_____

Additional information:

the automated control system installed in a connected and automated vehicle consists of

_____

(list of the components with the brands, models, component identification numbers)

I certify that the above information is true

_____ LS. _____

(signature) (surname, first name, patronymic, position of the person having the right entitled to act without a power of attorney on behalf of a legal entity, surname, first name, patronymic of an individual entrepreneur)

The declaration is valid from the date of registration

_____ LS. _____

(signature) (Name and surname of the authorized person accepting the declaration)

_____

(declaration reg. No.)

(registration date)

APPENDIX No. 2
to the Programme of the experimental legal regime
in the field of digital innovation on the operation of connected and automated vehicles

INDICATORS of
effectiveness and efficiency of the experimental
of the legal regime in the field of digital innovation on the operation of connected and automated vehicles
and their planned values

Indicator

	Year of the experimental legal regime							
	Year 1		Year 2		Year 3			
	Semester 1	Semester 2	Semester 1	Semester 2	Semester 1	Semester 2		
Total milleage of connected and automated vehicles					10,000	20,000	40,000	60,000
					80,000	100,000		
Category 2 (at least), km								
Number of passenger transportation services provided					100	250	650	1,150
					1,650	2,150		
(at least), pcs								

Indicator

Year of the experimental legal regime					
Year 1		Year 2		Year 3	
Semester 1	Semester 2	Semester 1	Semester 2	Semester 1	Semester 2
Road accidents caused by the movement of connected and automated vehicles with violations of traffic rules, resulting in serious or moderate injury to human health (not more than), cases					
Information about the number of administrative delicts involving connected and automated vehicles of 1 and 2 categories					