

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 226

Program: n/a

Division/Agency: National Transport Commission

Topic: Regulation and deployment of automated vehicles

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. I note that an issues paper was issued last week on regulation of automated vehicles. What are the main issues that need to be looked at?
2. Has any work been done on the traffic efficiency of automated vehicles? If yes, by who, and what did it find?
3. What is the timeframe for significant penetration of the Australian market of automated vehicles?

Answer:

1. The purpose of the National Transport Commission's issues paper, *Regulatory barriers to more automated road and rail vehicles* (February 2016), is to review regulations in Australia to identify any regulatory barriers associated with the introduction of more automated road and rail vehicles. Key issues for road vehicles relate to:
 - clarity over whether the human driver or the Automated Vehicle System controls the vehicle and has responsibility for compliance with traffic laws;
 - the term 'proper control' in the road rules is currently interpreted by enforcement to mean having at least one hand on the steering wheel – this may need to be adapted as driving safely without the human driver holding the steering wheel is under development;
 - Australian Design Rules (ADRs) and in-service vehicle standards that assume the driver is human and could not be complied with by some highly automated vehicles;
 - liability and responsibility for the actions of an automated vehicle is expected to be more complex; and
 - automated vehicles may generate personal information (depending on the technology used) which may warrant regulating access to automated vehicle data for enforcement purposes.

Unlike road vehicles, the rail sector has adopted a safety management system approach to manage safety risks. The existing regulatory framework does not have prescriptive rules and there are unlikely to be any significant regulatory barriers to introducing more automated trains in Australia.

2. Not by the NTC.
3. The timing of market deployment of automated vehicles, and their rate of uptake, will be determined by industry and consumer demand.

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Topic: Co-operative intelligent transport systems (C-ITS)

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has any work been done on the related issue of co-operative intelligent transport systems and their use to improve traffic flow and the productivity of existing transport infrastructure?
2. If yes, by who, and what did it find?

Answer:

In December 2013 the National Transport Commission released the [Cooperative Intelligent Transport Systems Final Policy paper](#) which analysed the risks, barriers and potential regulatory reforms required to ensure a national, harmonised platform for C-ITS technologies.