

Submitted by the expert from the United Kingdom
of Great Britain and Northern Ireland



Department
for Transport

Informal document **GRVA-19-58**

19th GRVA, 25 June 2024

(For review at the

Troy meeting 20-24 May 2024

Agenda item 11

European Union (Notification of Withdrawal) Bill

A
B I L L

Automated Vehicles Act 2024

Introduction and overview

Foundations

Law Commissions' joint report published 2022, recommending new legislation

Brought together four years of legal review, three consultations, and hundreds of responses from the public and organisations

75 recommendations setting out shape of new legal framework for safe deployment of self-driving vehicles

Government's CAM2025 report accepted and committed to future legislation

Legislation called for by industry, stakeholder groups, and Transport Select Committee

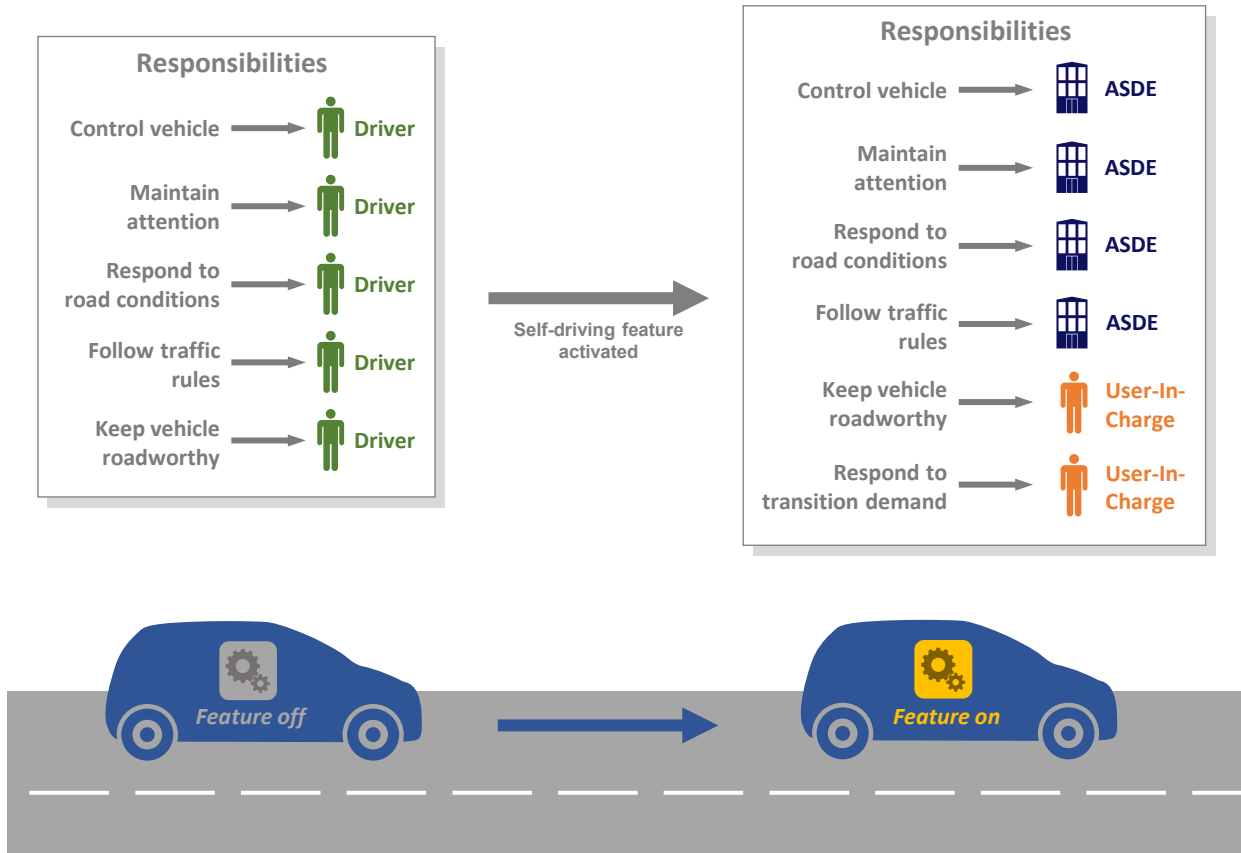


The Bill has several key elements



Liability

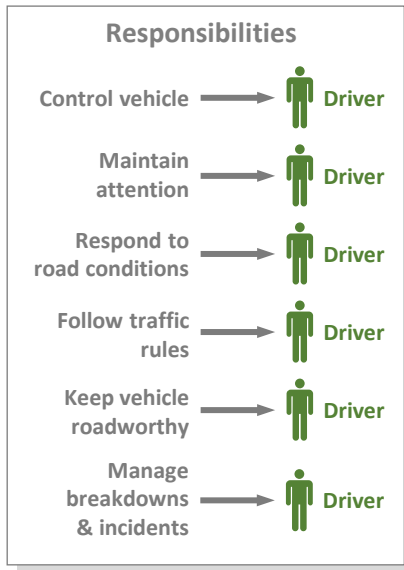
New concepts: Authorised Self-Driving Entity (ASDE) and User-In-Charge



New concept: No-User-In-Charge (NUIC) and No-User-In-Charge Operator (NUICO)

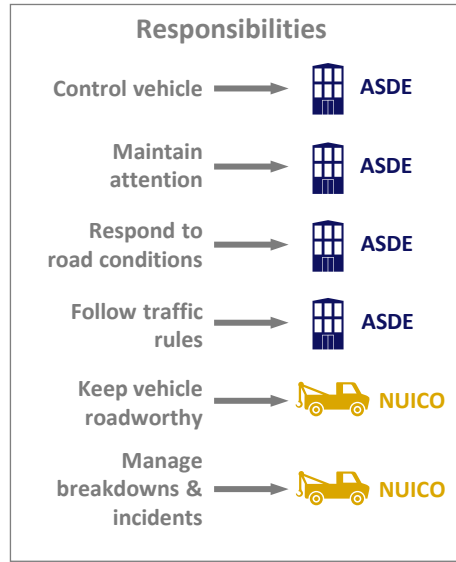
No self-driving features activated

Driver is responsible for all elements as normal



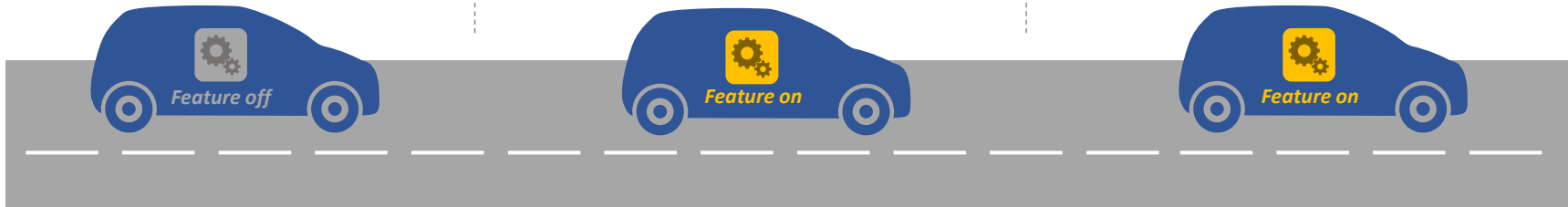
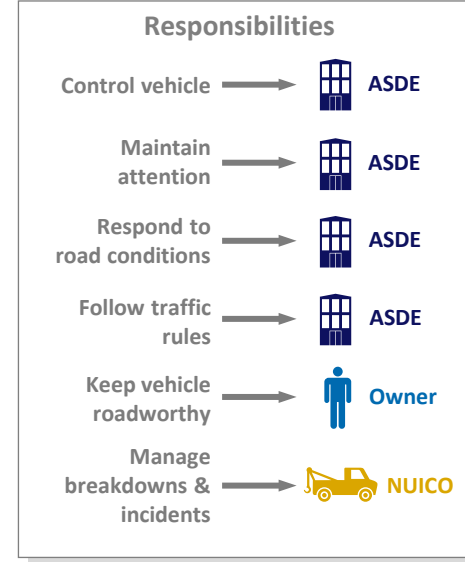
NUIC feature activated - vehicle owned and operated as part of a fleet

NUICO responsible for upkeep and responding to incidents



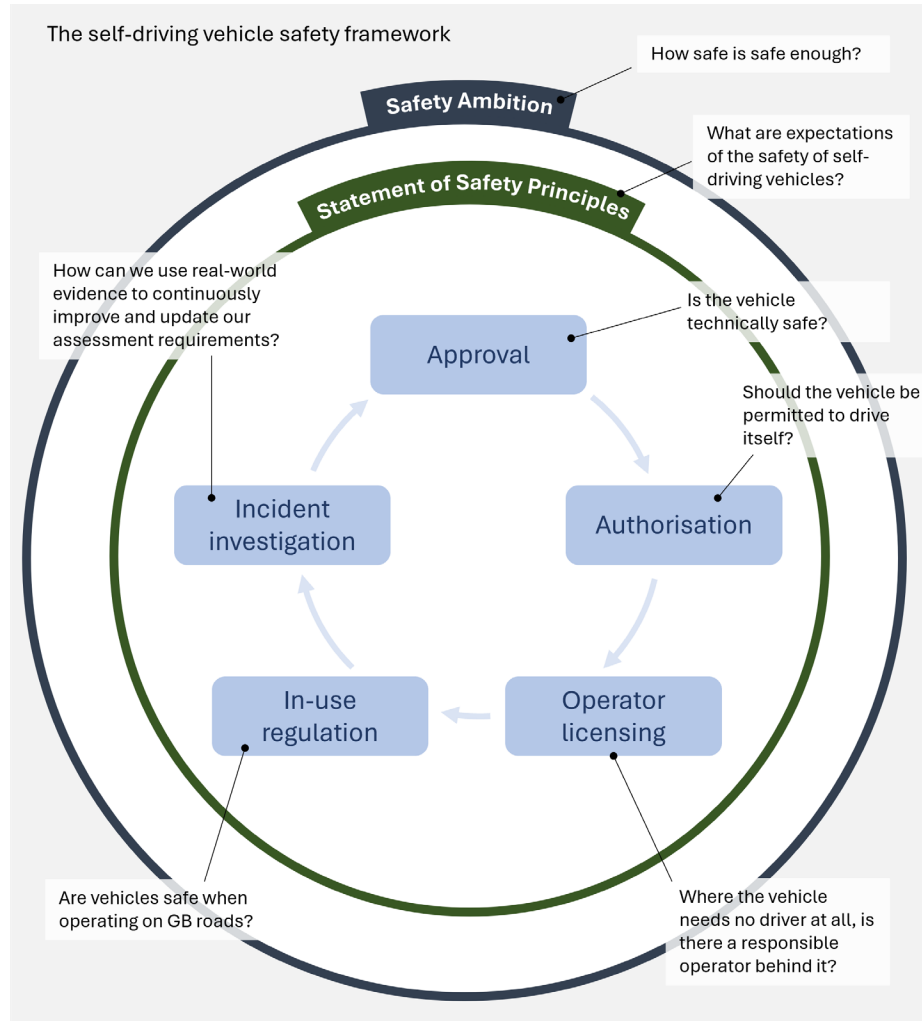
NUIC feature activated - vehicle privately owned

Owner may retain some responsibilities eg upkeep



Safety

A new safety framework



Marketing

Misleading Marketing

Only vehicles authorised for self-driving can be marketed as such.

Clear distinction between self-driving and advanced assistance



Permits for self-driving passenger vehicles

