

## All Party Parliamentary Group for Connected and Automated Mobility

### Minutes of AGM and Inaugural Meeting

**Date:** Wednesday 27 January 2021

**Time:** 13:30-14:45

**Location:** Virtual, Microsoft Teams

#### Minutes

##### Election of Chair and Officers

Ben Everitt MP introduced the AGM and inaugural meeting of the Connected and Automated Mobility (CAM) APPG. The election of Vice-Chairs and Officers then took place:

- Robert Goodwill MP proposed Ben Everitt MP as Chair, which was agreed to and carried.
- Robert Goodwill MP was elected as Vice-Chair, agreed to and carried.
- Gavin Newlands MP, Alexander Stafford MP, Lord Borwick, Lord Berkeley and Baroness Randerson were elected as Officers, agreed to and carried.

Everitt set out the purpose of the APPG and future programme of work including:

- **Funding:** Outlined the key issue of funding within CAM. Called for a business case to be put together to address the need for Government funding.
- **Safety:** Called for a legal regulatory framework for automated mobility and addressed challenges by the licensing sector.
- **Data:** Outlined the vital role of data within the industry of automated vehicles. Focused on data protection.
- **Consumer Education:** Suggested education was key to driving communication and messages to consumers and the public.
- **Introduced speakers:** Daniel Ruiz, Chris Jackson, David Williams and Jessica Uguccioni.

##### Presentations by external industry experts

*Daniel Ruiz, CEO at Zenzic*

- **Funding:** Focused on the need for more funding for CAM and called for a Spending Review bid to be ready later this year. Applauded the role of CCAV and called for a Government commitment to CAM.
- **Zenzic:** Introduced Zenzic's role and provided company background including the development of simulation capability for extensive testing in the virtual world for bettering safety.
- **CAM/CAV:** Highlighted the difference between CAM and Connected and Autonomous Vehicles (CAV), with CAV focusing on design and CAM centralising safety and protection.
- **Climate:** Outlined COP26 relevance for net zero and the CAM agenda. Promoted electrification of vehicles as improving air quality, reducing pollution and improving fuel efficiency.

*Chris Jackson, Head of Infrastructure at Burges Salmon*

- **Burges Salmon:** Introduced Burges Salmon and its focus on thought leadership and policy, strategic projects and operational delivery.
- **CAM:** Suggested CAM was a socio technical system that, if pulled through correctly, could be transformative. Noted cyber and safety were critical challenges.

- **Data:** Stated data was a key enabler to technical and societal success and unlocking this required a “key2 and a well thought-through framework.

*David Williams, Managing Director, Underwriting & Technical Services at AXA UK*

- **AXA:** Introduced AXA and its role as an insurer in CAM development and Government-funded trials. Suggested there was a need to understand the future mobility more from an insurance perspective to improve road safety, road casualties and reduce the number of road deaths.
- **Education:** Called for better public education on automated mobility and help to advance technology for the betterment and safety of society.

*Jessica Uguccioni, Lead Lawyer at Law Commission of England and Wales' Automated Vehicles Review*

- **Law Commission's AV Review:** Suggested that the aim of the consultation was to develop a legal framework for self-driving vehicles in deployment beyond trials on GB roads. The Law Commission started consultations in 2018, with final recommendations expected to be published in Q4 this year, with possible legislation in 2022.
- **Wider regulatory landscape:** Highlighted the Automated and Electric Vehicles Act 2018 and touched upon the UNECE Automated Lane Keeping Systems (ALKS) and DfT's 2020 Call for Evidence. Also looked forward to consultations on possible changes to the Highway Code, Motorway Traffic Regulations and the use of screens (reg 109 Construction and Use Regulations 1986).
- **Three key legal challenges:** Listed these as changes to criminal responsibility for driving, ongoing safety assurance and enabling different business models.
- **Changes to criminal responsibility:** Outlined that relaxing driver distraction laws and removing criminal liability go together. For example, if you tell people they do not have to pay attention, you cannot criminalise them if they fail to pay attention.

#### **Questions to speakers from Chair and Officers**

- **Ben Everitt MP:** What's the trickiest problem that we have to solve to get going?
  - **Jessica Uguccioni:** Changes to criminal responsibility will be a key challenge that will require a societal shift.
  - **David Williams:** Called for detail with regard to what is autonomous and what isn't. Otherwise, there could be a disregard of criminal responsibility.
  - **Chris Jackson:** The absence of a regulatory framework. Need to be careful not to make this a binary problem.
  - **Daniel Ruiz:** Need to overcome the hype of the self-driving cars to make it a norm and placing cyber security as a pinnacle.
- **Lord Berkeley:** Thanked speakers and compared road accidents to railway accidents. Suggested that the proposal protect humans from humans and supported the aims of the APPG and the Law Commission's work.

#### **Questions from other attendees**

- **Consumer adoption and the human factor:** How do we engage public appetite safely?
  - **Daniel Ruiz:** Highlighted the public awareness campaign via DfT. Noted we need to understand and look at the logistical challenges in specific scenarios.

- **Autonomy and Automation:** To what extent are the socio-economic benefits achievable from automation without autonomy?
  - **David Williams:** Noted that we need to understand what a driverless system is where the driver still needs to be engaged. Also, when we talk about autonomous, we need to consider that it's a vehicle that is capable of being able to carry out a minimum risk maneuver.
  - **Daniel Ruiz:** "Automation is a spectrum". How these systems interact in a larger sense is about connectivity. Autonomous vehicles can exist in isolation but brings greater benefits when working inclusively.
- **Technical:** Given that the biggest gap for automation is still technical, what practical steps can the Government take to help UK enabled AV players to compete globally?
  - **Daniel Ruiz:** Noted the work done by CCAV specifically, including the SME CAM scale-up program which launches growing SMEs in the space.
- **Trust:** The authorities that need to maintain safe infrastructure in equipping local authorities with the tools and funding to manage CAM or CAV seem to be absent. So where is the trust in pilots and licensing.
  - **Chris Jackson:** Agreed that this is a key question to analyse what we want the system to achieve, such as how the system reacts with others and how that is refereed. To make the system work, the structure needs to be put in place by the Law Commission and the legislators. A partnership in public and private.
  - **Jessica Ugucioni:** Noted that it was a delicate balance between the national and more local level. Congratulated West midlands, Milton Keynes and TfL. Highlighted that consultations are taking place.

**Meeting closed (14:46)**