



AUTOMATED VEHICLE SAFETY ASSURANCE SYSTEM FACTSHEET

More automated vehicles are coming – what is the role of government in assuring the safety of this technology?

In November 2017 Transport Ministers agreed to a **mandatory-self certification approach to safety assurance for automated vehicles**, as well as key design features for a safety assurance system. This agreement was subject to analysis of legislative options through a regulation impact statement (RIS).

The NTC is consulting on the proposed safety criteria, as well as four legislative options for safety assurance, in its [consultation RIS](#) released on 15 May 2018.

Which legislative options for safety assurance are being considered?

The four legislative options considered in the consultation RIS are:

<p>Option 1: Current approach (baseline)</p> <ul style="list-style-type: none"> Existing legislation and regulatory instruments 	<p>Option 2: Administrative safety assurance system</p> <ul style="list-style-type: none"> Mandatory self-certification Existing legislation and regulatory instruments
<p>Option 3: Legislative safety assurance system</p> <ul style="list-style-type: none"> Mandatory self-certification New legislation to allow safety assurance specific offences and compliance and enforcement options Regulatory agency responsible for administering automated vehicle safety 	<p>Option 4: Legislative safety assurance system + primary safety duty</p> <ul style="list-style-type: none"> Mandatory self-certification New legislation to allow safety assurance specific offences and compliance and enforcement options Regulatory agency responsible for administering automated vehicle safety Ongoing primary safety duty

What are the proposed safety criteria for self-certification?

Options 2–4 all include a mandatory self-certification approach, and as such will require an automated driving system entity to submit a Statement of Compliance. The proposed safety criteria considered in the consultation RIS are:

- Safe system design and validation processes
- Operational design domain
- Human machine interface
- Compliance with relevant road traffic laws
- Interaction with enforcement and other emergency services
- Minimal risk condition
- On-road behavioural competency
- Installation of system upgrades
- Testing for the Australian road environment
- Cybersecurity
- Education and training



The NTC is seeking feedback on whether the proposed safety criteria and obligations are sufficient, appropriate and proportionate to manage the safety risks, and whether there are any additional criteria or obligations that should be included.

Why is a RIS required?

A RIS is required for government decisions that are likely to have a measurable impact on businesses or community organisations. Consultation is required with parties likely to be affected by the regulatory proposal.

How can I provide feedback on the consultation RIS?

Submissions to the NTC's consultation RIS can be made via the NTC's website [here](#).

Next steps

15 May 2018	Consultation RIS available for comment
9 July 2018	Consultation closes
Sept 2018	NTC to prepare a Decision RIS
Nov 2018	Australian transport ministers decide on legislative approach for safety assurance of automated vehicles

Relevant links

[Safety Assurance for Automated Driving Systems: Consultation RIS](#)

[Submissions to NTC projects](#)

[Information about the NTC's automated vehicle program](#)

About the NTC's role

The National Transport Commission is responsible for developing an end-to-end regulatory system for the safe commercial deployment of automated vehicles in Australia by 2020.