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DESCRIPTION	Scania CV AB response to Australian NTC public consultation: Automated vehicle safety reforms	1
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To (department acronym name)	For information (department acronym name)	
NTC (National Transport Commission)		

**Scania CV AB response to Australian NTC (National Transport Commission) public consultation: Automated vehicle safety reforms**

**About Scania and automated transport**

Scania is a global manufacturer of heavy trucks, buses and marine- and industrial engines with headquarters in Södertälje, Sweden. Scania has been present in Australia since 1966 with sales and service. With the aim of driving the shift towards a sustainable transport system, Scania sees automated transport as a technology that brings several advantages. These include addressing driver shortages, enhancing road safety, and reducing emissions through optimized freight flows. Autonomous trucks, alongside electrification, are integral to the significant transformation underway in the transport industry. In Europe Scania already offers 40 tonne battery electric trucks with a range of 370 km. Scania is already operating autonomous mining trucks together with the Australian mining company Rio Tinto in Western Australia and will start selling autonomous heavy trucks for mining use from 2025. As part of TRATON group, Scania, is also involved in projects focused on autonomous hub-to-hub transport on highways in collaboration with PLUS AI. Tests are currently ongoing on the E4, a major Swedish highway south of Stockholm, within Scania’s own freight operations. The truck has a safety driver onboard during these tests.

**Generic feedback on consultation questions:**

Scania recognises significant advantages in global harmonization of vehicle regulations, as it promotes free trade and foster global innovation. A substantial portion of the regulatory frameworks for automated driving systems can be globally harmonized. Scania supports the resumption of the free trade negotiations between Australia and the EU as a means to implement common vehicle standards. The EU’s general safety regulations and type approval framework for small series of autonomous vehicles could be beneficially applied also in Australia to prepare for the rollout of autonomous vehicles and enhance road safety and efficiency.

Harmonization efforts could standardize data recording and sharing, implement cohesive approach for safety management systems, and establish a common law enforcement and emergency services interaction protocols to ensure consistent and reliable global practices for automated driving systems.

In the long term, harmonizing automated driving system (ADS) regulations with upcoming UN GTR and UNECE regulation, as well as EURO NCAP requirements, will be beneficial for the deployment of automated driving systems. This comprehensive approach to regulation will support the global deployment of automated vehicles,



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enhancing safety and efficiency across the transportation industry. This unified framework will simplify patchwork of different national standards/regulations, facilitate market entry, foster innovation, and ultimately accelerating the adaption of automated driving systems worldwide.

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