



Department  
for Transport

*European Union (Notification of Withdrawal) Bill*

A  
**BILL**

# Automated Vehicles Bill

Introduction and overview

# Why are we interested in self-driving vehicles (outside of sci-fi)



Safer roads

Improving access  
to transport



Increasing UK  
productivity and  
economic growth



# Are self-driving vehicles real life? AKA – why now?



Taxis



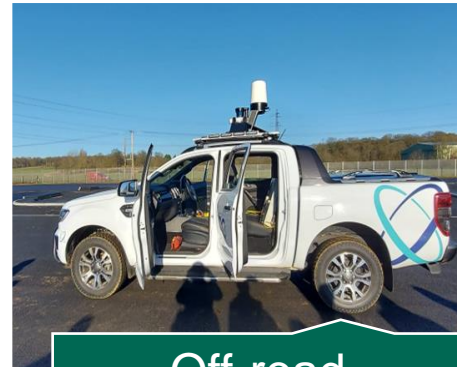
Deliveries & Logistics



Segregated Tracks



Road-Based Public Transport



Off-road commercial

# Foundations

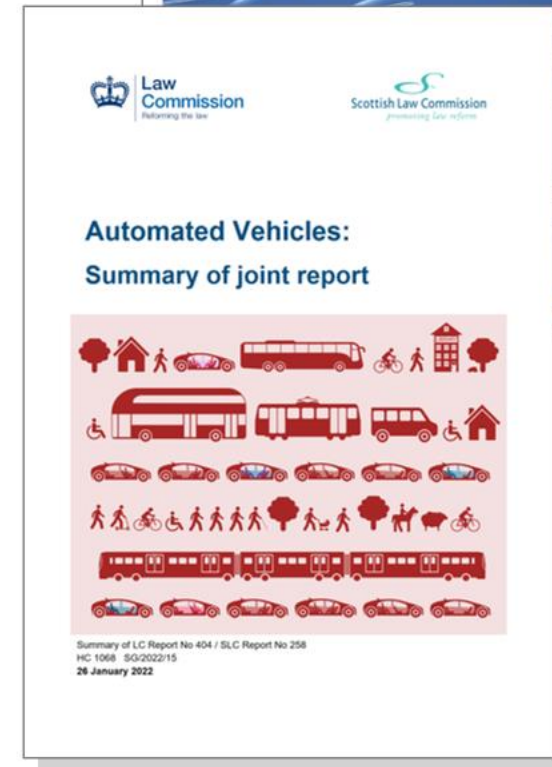
Law Commissions' joint report published 2022, recommending new legislation

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

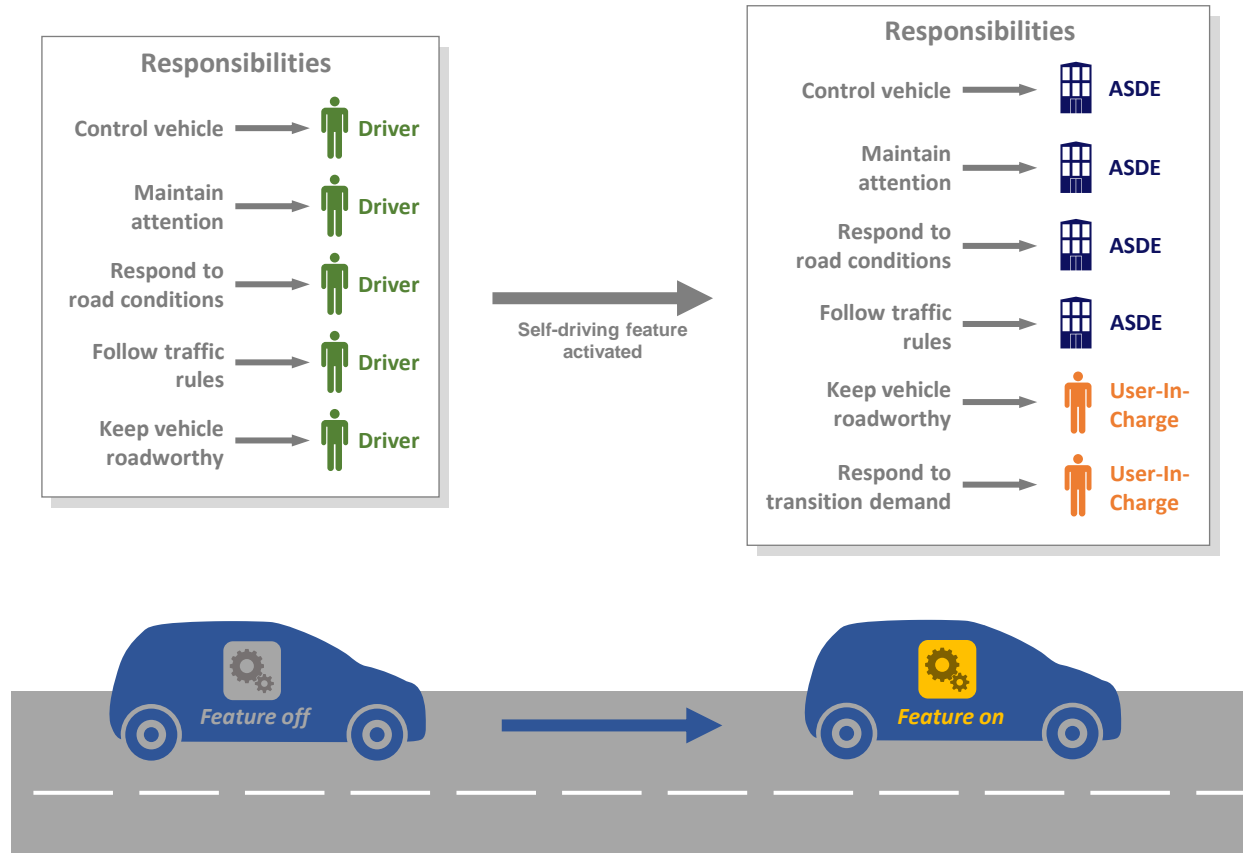


# Some key elements of the Bill



# Liability

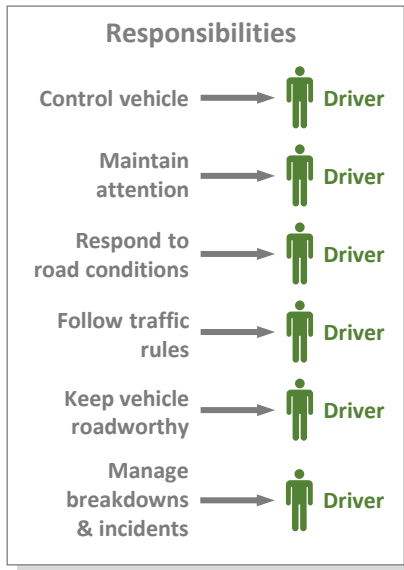
# New concepts: Authorised Self-Driving Entity (ASDE) and User-In-Charge



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

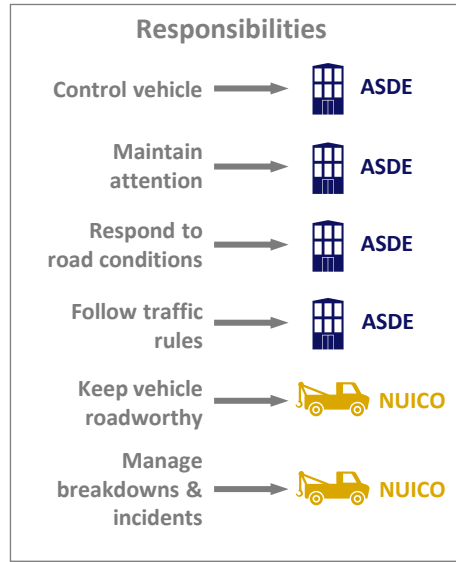
## No self-driving features activated

*Driver is responsible for all elements as normal*



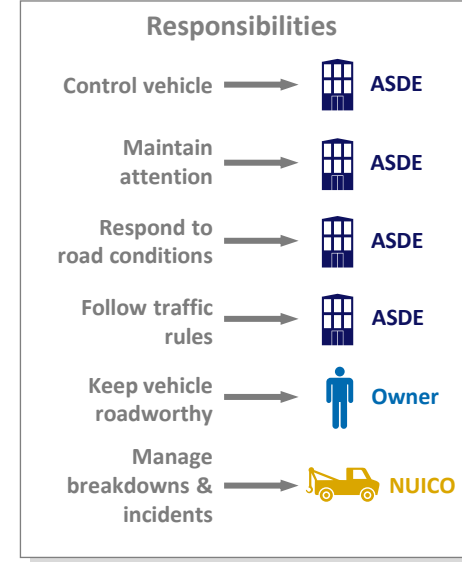
## NUIC feature activated - vehicle owned and operated as part of a fleet

*NUICO responsible for upkeep and responding to incidents*



## NUIC feature activated - vehicle privately owned

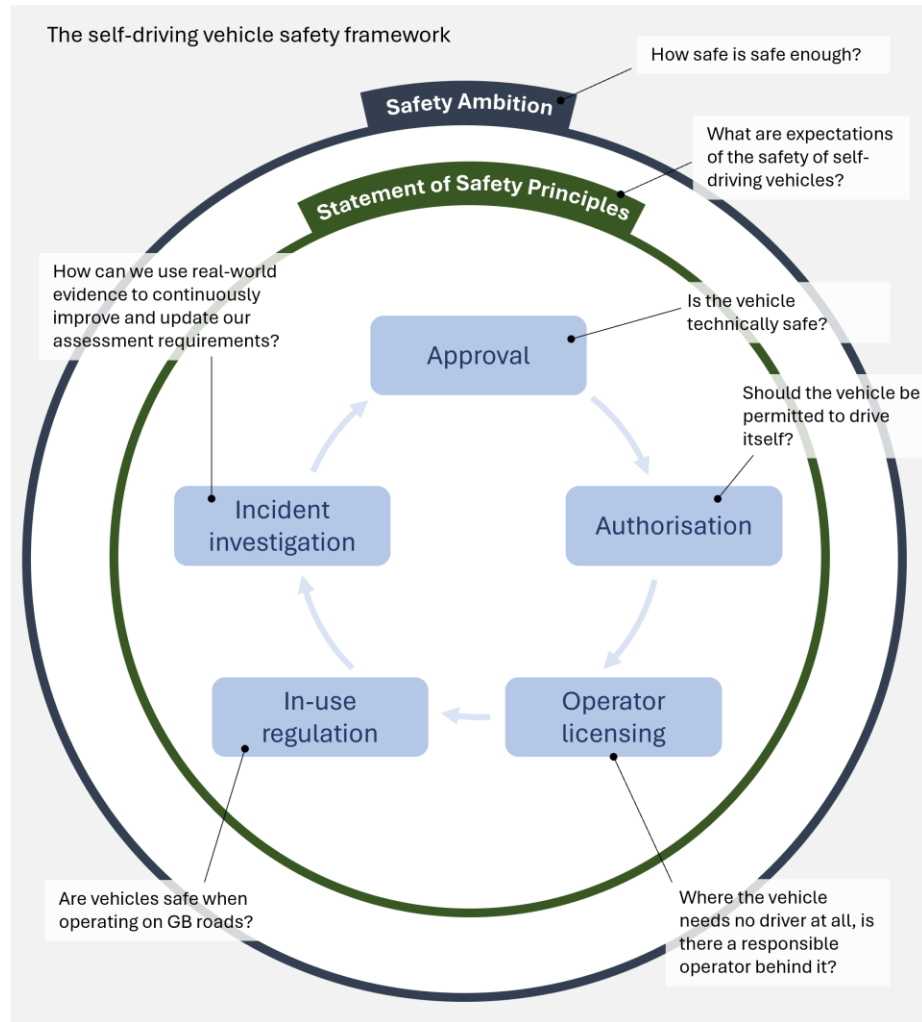
*Owner may retain some responsibilities eg upkeep*





# 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

