



Department  
for Transport

From the Minister of State  
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16 November 2017

Sir Edward Leigh and Adrian Bailey  
The Automated and Electric Vehicles Bill Committee  
House of Commons  
London  
SW1A 0AA

Dear Edward, Adrian,

I thought it may be helpful to talk through the points raised by Committee Members and the proposed addition of 'securely' in Clause 1(1)(b).

### **Safely driving themselves**

It is important to note that this technology is still in its infancy. We strongly believe that connected and automated vehicles must be both safe and secure by design, with appropriate safeguards to protect against both vehicle failure, and cyber-attacks.

Part 1 of the Automated and Electric Vehicles Bill supplements and amends, in relation to automated vehicles, the existing insurance framework. What the Bill does not do is legislate how the mechanism for either vehicle safety or security will be regulated. Part 1 is also not the regulatory framework that determines what vehicles are permitted on our roads, and what regulations apply to them once they are. That framework is found elsewhere, including through our type approval framework that cross-refers to the developing international regulations.

Tuesday's debates rightly highlighted that in addition to safety, security is also an essential area that needs to be properly considered in the

overall regulatory framework. Clause 1(1)(a) makes it clear that only vehicles that are or might be used on our public roads can be on the list.

Therefore, if a vehicle does not meet the standards on safety and security that must be met before a vehicle can legally be used on our roads, they will not be on the list. Those regulatory standards will need to be developed and implemented as the technology develops.

It is also important to note that the use of the word 'safely' is used in Clause 1(1)(b) for differentiating what vehicles would be included on the list from those with lower levels of automation. The condition we set for a vehicle to be deemed by the Secretary of State to be included on this list was that it is able to both:

- a. Safely drive itself.
- b. Without needing to be monitored by an individual.

I would like to reassure the Committee that we will consider seeking additional powers during our wider regulatory programme for automated vehicles, but we do not feel that this is the correct time to do so. We will continue to work with the security community, industry, and our international partners on this important issue. I have enclosed a short summary of the work that the UK is currently undertaking on cybersecurity.

I hope the Committee finds this useful.

Copies of this letter will be deposited in the Commons Library.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'John Hayes', with a horizontal line underneath.

**THE RT HON JOHN HAYES CBE MP**

## Work the UK is doing on Cyber Security

- Officials within the Department for Transport are working at a United Nations level to develop international requirements for vehicle manufacturers on both vehicle safety and cyber security.
- As part of this work the UK government is pressing for globally harmonised requirements on cybersecurity for the automotive industry, through its joint chairmanship with Japan, of a task force on cyber security and “over-the-air updates”.
- The UK is well placed to influence the development of these requirements, drawing on our recently published guidance ‘Principles of cyber security for connected and automated vehicles’ - a guidance document for the automotive industry on good cyber security for the connected and automated vehicle ecosystem.
- The task force is on track to produce its recommendations on cyber security and over-the-air updates next year. These recommendations will be formally submitted to the World Forum for the Harmonisation of Vehicle Standards), with the aim that they will be adopted as guidance or requirements.
- On a domestic front, we are also working with the UK security agencies, including the Centre for the Protection of National Infrastructure, and the new National Cyber Security Centre, to engage directly with industry, raising awareness and promoting best practice.
- This includes the establishment of an automotive ‘Information Exchange’ - to promote sharing of intelligence and best practice for effective cyber security among industry.