

OFFICIAL



Australian Government

 Department of Infrastructure, Transport,
 Regional Development, Communications, Sport and the Arts

Briefing

Transport technology

s22(1)(a)(ii)



- Vehicle providers are also increasingly able to change the capabilities or operation of a vehicle through over-the-air software upgrades; s47B(a) [redacted]
[redacted] This is not an automated driving system, s47G(1)(b) [redacted]
[redacted] To ensure vehicles with this software continue to operate safely, we need vehicle providers to take ongoing responsibility for software updates once the vehicle is on the road.
- While the software upgrades that are being released for vehicles now still require a human to be in control, s22(1)(a)(ii) [redacted]
[redacted]

s22(1)(a)(ii)



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s22(1)(a)(ii)

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s22(1)(a)(ii)

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s22(1)(a)(ii)

From: s47F @tesla.com>
Sent: Tuesday, 17 June 2025 12:30 PM
To: Makin, Mike
Cc: s22(1)(a)(ii); s22(1)(a); s22(1)(a)(ii); s47F; Cashman, Melissa
Subject: RE: Tesla progress update [SEC=OFFICIAL]

Hi Mike,

Great to hear from you and we are keen to catch up with the team for sure.

We are heading into a tricky period to line things up with leave:

- s47F
- s47F

Can we look at arranging a face-to-face around s47G(1)(b)? This should also give us time to consolidate learnings s47G(1)(b) to present to the team.

In the meantime, happy to jump on a call.

Thanks,
s47F

From: Makin, Mike <Mike.Makin@infrastructure.gov.au>
Sent: Tuesday, June 17, 2025 09:46
To: s47F @tesla.com>
Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a) s22(1)(a) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s47F s47F @tesla.com>; Cashman, Melissa <Melissa.cashman@infrastructure.gov.au>
Subject: RE: Tesla progress update [SEC=OFFICIAL]

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Hi s47F

Thanks for getting in touch. We would be keen to get a run through of s47G(1)(b), development and release of driver assistance technology in Australia, s47G(1)(b). I would like to have representatives from both my s47G(1)(b) team as well as our vehicle standards team present so we can both hear your updates. I will get my EA to identify a few times that work for us here and come back with some suggestions.


Cheers,

Mike

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From: s47F @tesla.com>
Sent: Monday, 16 June 2025 3:15 PM

s22(1)(a)(ii) - Duplicate of material in Document 3



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Briefing Note – National Automated Vehicle Reform: Senior Advisory Group meeting


Thursday 19 June 2025 1.30-3.00pm

s22(1)(a)(ii)




The points below are a summary of your discussion with Melissa and the RVS team in mid-May.

s22(1)(a)(ii)



Current state

- s47E(d)
- 

- s47G(1)(b)
- 

- A vehicle recall may occur if there is a safety issue that may cause injury

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OFFICIAL**Possible measures to consider to address ADS deployment risks**

- Tesla's Autopilot and Supervised Full Self Driving features are not considered to be an automated driving system (ADS). §47G(1)(b)

- §47C

-

§47C

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s22(1)(a)(ii)

From: s47F @tesla.com>
Sent: Tuesday, 24 June 2025 2:02 PM
To: Makin, Mike; Cashman, Melissa; s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a); s22(1)(a)(ii)
Cc: s47F
Subject: RE: Tesla Progress Update [SEC=OFFICIAL]
Categories: s22(1)(a)(ii)

Some people who received this message don't often get email from s47F @tesla.com. [Learn why this is important](#)
 Hi all,

Looking forward to meeting s47G(1)(b) next month. In the meantime, a few updates from our end:

1. s22(1)(a)(ii)
2. **Full Self Driving – Supervised:** s22(1)(a), as s47F notes below, s47G(1)(b)
 - FSD - Supervised remains a Level 2 ADAS system with active driver attention monitoring.
 - Please refer to the [FSD-Supervised Owner's Manual](#) that provides further background and publicly available information on Tesla's FSD-Supervised (level 2) capability, safety, and attention monitoring features.

Feel free to reach out to s47F or I at any time should you have any follow up questions on any of the above. Otherwise look forward to discussing more with you all s47G(1)(b).

Thanks,
 s47F

s47F

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M. s47F E. s47F @tesla.com

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-----Original Appointment-----

From: Makin, Mike <Mike.Makin@infrastructure.gov.au>

Sent: Wednesday, June 18, 2025 08:14

To: Makin, Mike; Cashman, Melissa; s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a); s47F; s47F; s47F; s22(1)(a)(ii)

Subject: Tesla Progress Update [SEC=OFFICIAL]

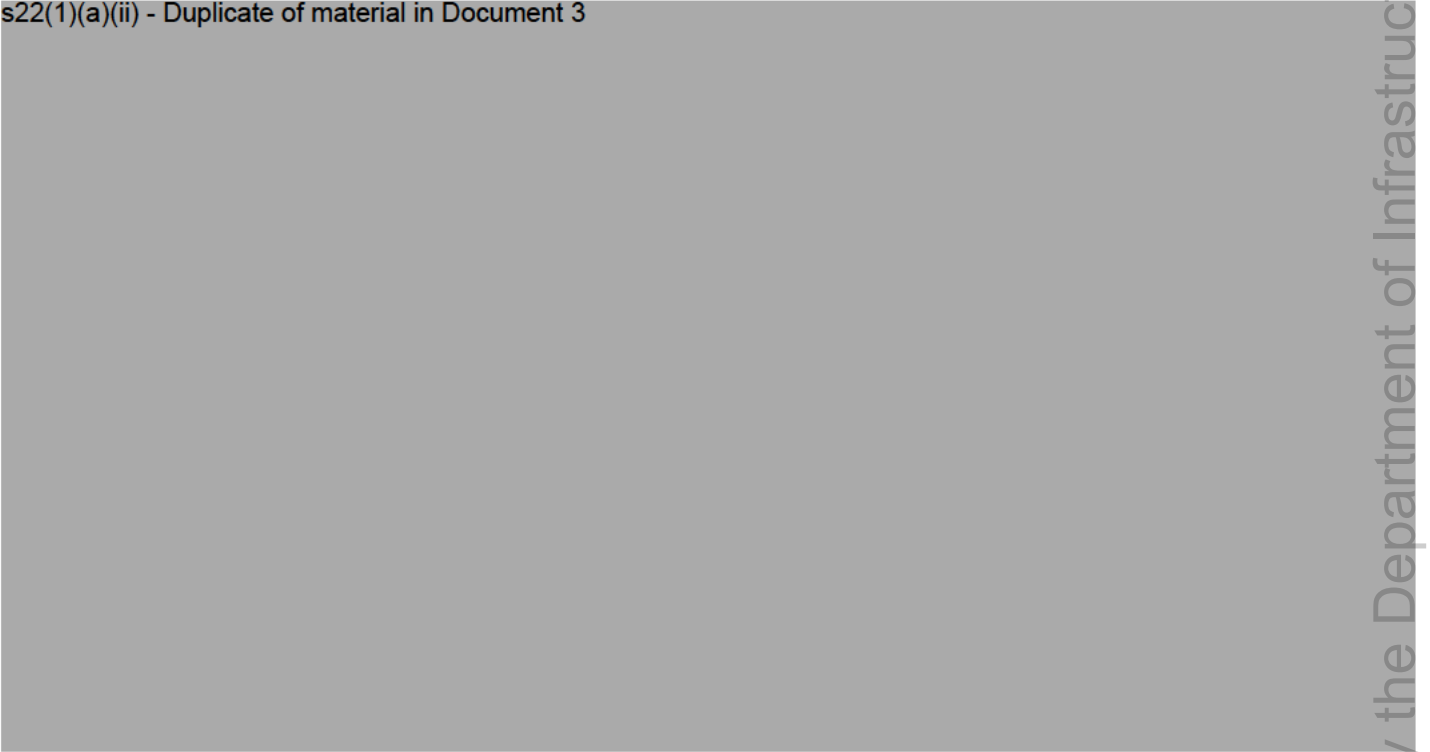
When: Thursday, July 31, 2025 13:30-14:30 (UTC+10:00) Canberra, Melbourne, Sydney.

Where: ACT-A-G-105-Fusion (Cap 12, Webex)

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Background for meeting -

s22(1)(a)(ii) - Duplicate of material in Document 3



You're the host for this Webex meeting.

When it's time, start your Webex meeting here.

s47G(1)(b)

| (UTC+10:00) Canberra, Melbourne, Sydney | 1 hr

Start meeting

More ways to join:

Join from the meeting link

s22(1)(a)(ii)

Join by meeting number

Meeting number (access code): s22(1)(a)(ii)

Meeting password: s22(1)(a)(ii) when dialing from a video system)

Tap to join from a mobile device (attendees only)

s22(1)(a)(ii) Australia Toll

Join by phone

s22(1)(a)(ii) Australia Toll

[Global call-in numbers](#)

Join from a video system or application

Dial s22(1)(a)(ii)

You can also dial s22(1)(a)(ii) and enter your meeting number.

If you are a host, [click here](#) and login site to view host information.

Need help? Go to <https://help.webex.com>

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s22(1)(a)(ii)

From: s47F @tesla.com>
Sent: Monday, 25 August 2025 12:11 PM
To: s47F
Cc: s47F
Subject: Tesla update on Full Self Driving (Supervised) - STRICTLY CONFIDENTIAL

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 s47G(1)(b)

Good afternoon,

s47G(1)(b)

Thank you for your ongoing support.

We wanted to give you an early heads up that Tesla will very shortly s47G(1)(b) be releasing [Full Self Driving \(Supervised\)](#) to customers in Australia s47G(1)(b).

We expect there will be some media and public attention on release, so wanted to ensure you are aware and in a position to show your ongoing leadership in this space.

As previously discussed, and for the avoidance of doubt:

- FSD (Supervised) remains an SAE Level 2 ADAS system requiring active driver supervision and with active driver attention monitoring (including in-cabin camera and warnings if drivers are inattentive at any moment).
- Please refer to the [FSD \(Supervised\) Owner's Manual](#) that provides further background and publicly available information on Tesla's FSD (Supervised) capability, safety, and attention monitoring features.

Happy to discuss any of the above, so if you have any questions or would like further details on FSD, s47G(1)(b) s47G(1)(b), please don't hesitate to reach out.

Thanks,
 s47F

s47F

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M. s47F E. s47F@tesla.com

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MS25-002498



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts**

To: The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government (for information)

Subject: Imminent release of driver assistance technology in vehicles already on our roads

Critical Date: Please action by Friday 29 August, ahead of the release of Full Self Driving (Supervised)

Recommendation:

1. That you **note** how Australia's current road vehicle regulatory framework applies to Tesla's Full Self Driving (Supervised) feature, set to be released to customers in the coming days

Noted / Please Discuss

The Hon Catherine King MP

Date:

Comments:

Key Points:

1. Tesla has recently contacted your office and the department to notify that it will soon be releasing its Full Self Driving (Supervised) (FSD-S) feature to customers as a software update. This brief is to provide you with information about what this feature is, its potential risks and benefits, and how it is managed in our road vehicle regulatory frameworks.

a. s47C

What is Full Self Driving (Supervised)

2. FSD-S is a type of Advanced Driver Assistance Systems (ADAS). Tesla advises that, when engaged, FSD-S attempts to drive the vehicle to a destination by following curves in the road, stopping at and negotiating intersections, making left and right turns, navigating roundabouts, and entering/exiting highways. It is intended for use on any type of road. FSD-S can have an 'automated-like' feel to users. However, FSD-S is not an automated driving system.

- a. To be an automated driving system it would need to safely perform the entire driving task without the need for human supervision.

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MS25-002498

3. ADAS is a broad category of features. Some are explicitly aimed at safety and support the driver when they fail to respond to the surrounding environment – like advanced emergency braking preventing an imminent collision. Others increase convenience for the driver by taking over more sustained elements of driving like steering, acceleration and braking. These features often rely on an attentive human driver to intervene if the system isn't operating safely – the human supports the system. This can reduce safety performance, because humans find it inherently difficult to remain focused on tasks they are not engaged in. However, a well-functioning system that maintains driver engagement may have safety and efficiency benefits with smooth driving that maintains safe speeds and reacts appropriately to the driving task.
4. Tesla's owner's manual advises that when FSD-S is engaged the driver must be fully attentive at all times, and must keep their hands on the steering wheel while the system is engaged. This is the same as when using similar features in other vehicles, such as adaptive cruise control or automated lane keeping.
5. Tesla vehicles monitor driver engagement through in-cabin cameras. This system prompts the driver to pay attention to the road or apply slight force to the steering wheel. If these prompts are repeatedly ignored, escalating warnings are displayed, and if ignored Tesla claims that FSD-S will be disabled.
6. Tesla advises owners that a driver must always be prepared to take immediate action, and identifies a range of limitations of FSD-S and situations where it may not work as expected, including interactions with pedestrians and other road users, narrow roads with oncoming cars, construction zones, and low light and poor weather conditions such a rain or direct sun.
7. Tesla also advises drivers using FSD-S in newly eligible countries to be 'extra attentive and overly cautious', as the system must adapt to the new infrastructure, driving behaviours and traffic patterns over time. This is particularly relevant to Australia, as it would be the first right hand drive market to have FSD-S. FSD-S is currently only available in the United States, Canada, China, Mexico and Puerto Rico.
8. Experience in other markets has shown that FSD-S can be misunderstood by drivers to be full automation, leading to inattentiveness and complacency. This can result in safety incidents where the driver does not intervene quickly to correct the steering or braking when necessary.
9. In the United States, the National Highway Traffic Safety Administration (NHTSA) has previously investigated the adequacy of Tesla's driver engagement technologies in vehicles equipped with its Autopilot system. The investigation considered crashes and incidents between 2018 and 2023. The investigation raised concerns about the adequacy of the driver monitoring and in response Tesla rolled out improvements to its driver monitoring systems. NHTSA is undertaking follow up investigations into the adequacy of the changes made by Tesla.

How do our regulatory frameworks apply to Full Self Driving (Supervised)

s47E(d)



MS25-002498

s47E(d)



Future regulation of automated vehicles

17. s47G(1)(b)



18. s47E(d)



Financial impacts: N/A

Legal/Legislative impacts: N/A

Stakeholder Implications:

19. Public opinion received by the department through correspondence on FSD-S is split. There are proponents for FSD-S, particularly those that have pre-purchased the upgrade for their Tesla, and others that are concerned about the safety of FSD-S, often basing their opinion on the NHTSA ongoing investigation into some aspects of the safety of FSD-S.

MS25-002498

Consultation: Road and Vehicle Safety Division**Media Opportunities:**

20. Your office may be contacted for comment on the release of FSD-S. We can provide you with talking points to support responses.

Cleared By: Mike Makin

Position: Assistant Secretary

Division: STEP, Transport Partnerships &

Emerging Technology

Ph: s22(1)(a)(ii)

Mob: s22(1)(a)(ii)

Cleared Date: 27 August 2025

Contact Officer: s22(1)(a)(ii)

Section: Automated Vehicle Regulation

Ph: s22(1)(a)(ii)

Mob: s22(1)(a)(ii)

Instructions for Ministerial Services: Nil**Do you require a signed hardcopy to be returned:** No**Responsible Adviser:** s22(1)(a)(ii)**PDMS Distribution List:** Jim Betts, Marisa Purvis-Smith, Jess Hall, Paula Stagg, Anita Langford, Melissa Cashman, Mike MakinReleased under the FOI Act 1982 by the Department of Infrastructure,
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