

s22(1)(a)(ii)

From: s22(1)(a)(ii)@infrastructure.gov.au
Sent: Tuesday, 13 May 2025 5:09 PM
To: Cashman, Melissa <Melissa.cashman@infrastructure.gov.au>; Makin, Mike <Mike.Makin@infrastructure.gov.au>
Cc: s22(1)(a)(ii)@infrastructure.gov.au; s22(1)(a)(ii)@infrastructure.gov.au;
s22(1)(a)(ii)@infrastructure.gov.au; s22(1)(a)(ii)@infrastructure.gov.au;
s22(1)(a)(ii)@infrastructure.gov.au
Subject: FW: Points on ADAS/vehicle standards ahead of SAG [SEC=OFFICIAL]



OFFICIAL

Hi all

Following our discussion today, below are some points about the current state and potential measures

Note these are for internal use given there is an element referring to advice to Ministers, but happy to pull together a version that we could share with jurisdiction counterparts

Current state


- s47E(d)

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- Some driver convenience features, like Tesla's Autopilot or Supervised Full Self Driving features, either do not have an Australian Design Rule requirement to comply with or have been enabled in-service with a software update.
 - s47G(1)(b)

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

Possible measures to consider to address ADS deployment risks


- Tesla's Autopilot or Supervised Full Self Driving features are not considered to be an automated driving system (ADS). s47G(1)(b)


- s47C

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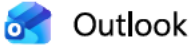
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**FW: Tesla FSD risk assessment [SEC=OFFICIAL:Sensitive]**

From s22(1)(a)(ii)@infrastructure.gov.au>
Date Thu 15/05/25 10:23 AM
To s22(1)(a)(ii)@infrastructure.gov.au>

📎 1 attachment (49 KB)

s47E(d)

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From: Makin, Mike <Mike.Makin@infrastructure.gov.au>
Sent: Thursday, 15 May 2025 9:29 AM
To: STAGG, Paula <Paula.Stagg@infrastructure.gov.au>; Kathage, Tristan <Tristan.Kathage2@infrastructure.gov.au>
Cc: s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Tesla FSD risk assessment [SEC=OFFICIAL:Sensitive]

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Hi Paula, Tristan,

s47B(a)

This is not an automated driving system, but we understand that it will feel to drivers like an automated like driving experience. We have been concerned about this for some time, particular given the evidence from the USA about accidents that have been linked to the use of this technology and the related investigations by NHTSA. We have had a go at capturing our concerns using the risk assessment approach, and would welcome your initial reactions and/or any questions.

s47B(a)

Subject to any views you have regarding using the attached approach, we will the share this for discussion with the vehicle standards team.

Cheers,

Mike

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