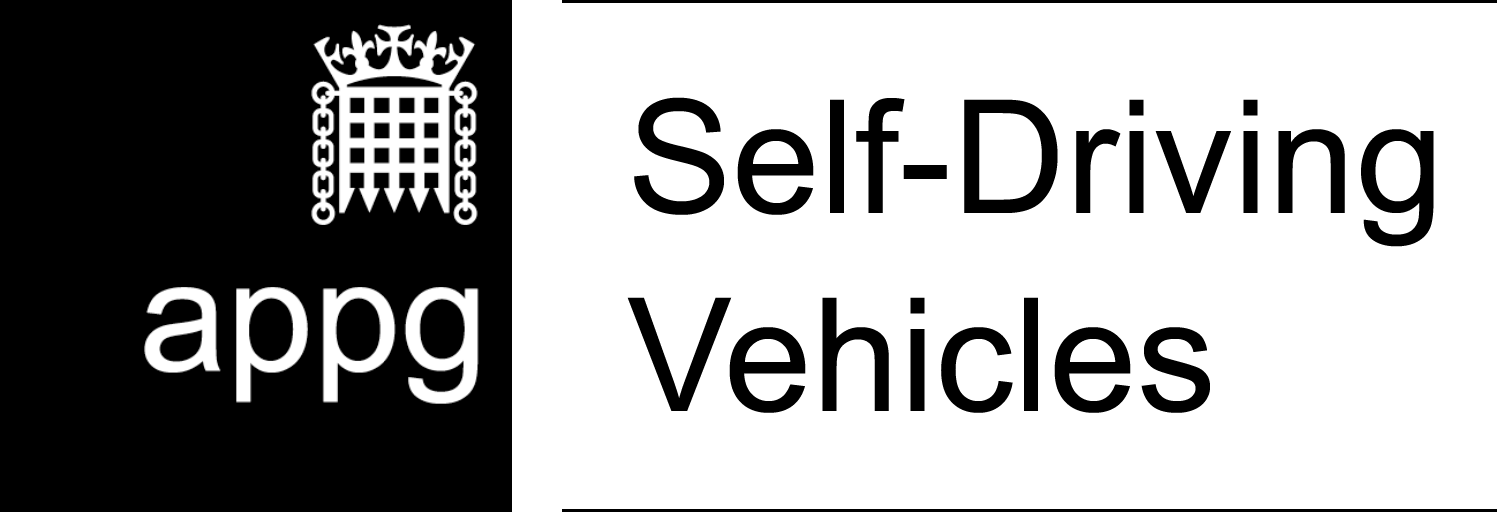
**All-Party Parliamentary Group for Self-Driving Vehicles: Inaugural Meeting: Minutes**

| **Meeting:** | All-Party Parliamentary Group for Self-Driving Vehicles Launch Event and Inaugural Meeting | | |
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| **Location:** | Room Q, Portcullis House, 1 Victoria Embankment, Westminster, London, SW1A 2JR | | |
| **Date:** | April 26, 2023 | **Time:** | 17:00 - 19:00 |
| **Chair:** | Ben Everitt MP | **Contact:** | [ben.everitt.mp@parliament.uk](mailto:ben.everitt.mp@parliament.uk) |

| **Attendees:** | | | | | |  |
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| **Name:** | | | | | | **Role:** |
| Ben Everitt MP | | | | | | MP for Milton Keynes North, Chair |
| Richard Holden MP | | | | | | MP for North West Durham, Minister for Roads and Local Transport |
| Iain Stewart MP | | | | | | MP for Milton Keynes South, Chair of the Transport Select Committee |
| Stephen Metcalfe MP | | | | | | MP for Basildon and East Thurrock, Chair of the AI APPG |
| Lord Lucas | | | | | | Member of the Environment and Climate Change Committee |
| Claire Wren | | | | | | Director, Future Transport Systems, Department for Transport |
| Jessica Uguccioni | | | | | | Head of CAM Adoption Strategy, CCAV |
| Andrew Fisher | | | | | | CAV Team Leader, National Highways |
| Nuala Polo | | | | | | Senior Policy Advisor, CDEI |
| Ben Loewenstein | | | | | | Senior Manager for European Policy, Waymo |
| Ryan Holroyd-Case | | | | | | Public Affairs Manager, Starship Technologies |
| Connor Allen | | | | | | European Government Affairs Manager, Honda |
| Nick Fleming | | | | | | Associate Director Transport and Mobility, BSI Standards |
| Chris Rumsey | | | | | | Senior Public Affairs Adviser, ABI |
| Tom Avon | | | | | | AV Lead, Admiral |
| Ashley Feldman | | | | | | Transport and Smart Cities, Programme and Policy Manager, techUK |
| Carmine Greusard-Defeuille | | | | | | Policy Manager, techUK |
| Ed Houghton | | | | | | Head of Research and Service Design, DG Cities |
| Christopher Harper | | | | | | Senior Research Fellow, Bristol Robotics Laboratory |
| Jon Walker | | | | | | CEO, AXA Commercial |
| Sarah Thomson | | | | | | Public Affairs Manager, AXA UK |
| Douglas Barnett | | | | | | Director, AXA UK |
| Paul Hodgson | | | | | | Head of Government Affairs, AXA UK |
| Sarah Gates | | | | | | Director of Public Policy, Wayve |
| Daniel Quirke | | | | | | Technical Policy Manager, Wayve |
| Ian Patey | | | | | | Head of Intelligent Transport, WSP |
| Lucy Pegler | | | | | | Partner, Burges Salmon |
| Niamh Fogarty | | | | | | Partner, Hanbury Strategy |
| Dylan Rogers | | | | | | Executive, Hanbury Strategy |
| Harriet Hards | | | | | | Executive, Hanbury Strategy |
| Anissa Morris | | | | | | Executive, Hanbury Strategy |

| **Apologies:** | | | | | |  |
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| **Name:** | | | | | | **Role:** |
| Giles Perkins | | | | | | Head of Profession, Future Mobility, WSP |
| Natasha Mahmoudian | | | | | | Head of Public Policy and Business Development, Tesla UK&I |

| **Minutes:** |  |
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| **No:** | **Item:** |
| **1.** | **Election of Chair and Officers** |
| * Stephen Metcalfe MP proposed Ben Everitt MP as the Chair and Registered Contact of the APPG for Self-Driving Vehicles. Agreed to and carried. * Ben Everitt MP proposed Stephen Metcalfe MP, Gavin Newlands MP, Alexander Stafford MP, Lord Berkeley, Lord Borwick and Baroness Randerson as officers. Agreed to and carried. |
| **2.** | **Introductory Remarks** |
| * Ben Everitt MP introduced the new APPG as a replacement for the Connected and Automated Mobility (CAM) APPG. * Ben Everitt MP stated that the new APPG is being launched because the Government is currently considering whether to introduce legislation on self-driving vehicles. * Ben Everitt MP defined self-driving vehicles as vehicles that can drive themselves without being controlled or monitored by a person for at least part of a journey. He introduced a video showing a Wayve vehicle in action. * Ben Everitt MP continued that the purpose of the APPG is to support self-driving technology by working with the sponsors, industry, academics and the legal profession to deliver safer journeys and a more environmentally friendly transport system. |
| **3.** | **Keynote Speech** |
| * Ben Everitt MP introduced the Minister for Roads and Local Transport, Richard Holden MP. * Minister Holden explained that self-driving vehicles are a personal interest of his. * Minister Holden continued that the Department for Transport considers self-driving vehicles to be a legislative priority. * Minister Holden went on to say that the Department is also exploring alternatives to primary legislation to support the growth of the self-driving industry in the UK. * Minister Holden said that advances in connected and automated mobility will have a significant impact on the way road travel operates. Minister Holden compared the adoption of self-driving vehicles to the arrival of the combustion engine. * Minister Holden mentioned figures from the Connected Places Catapult that forecast self-driving vehicles will have a significant positive economic impact in the UK. * Minister Holden cited the experience of his own constituents struggling to get to school, and described self-driving vehicles as a means to improve the connectivity of rural and semi-rural areas. * Minister Holden detailed various Government initiatives and funding announcements that have been made to support the self-driving industry in the UK. |
| **4.** | **Discussion and Questions** |
|  | * The sponsors of the APPG gave a short response to the Minister’s speech.   + Sarah Gates, Director of Public Policy, Wayve, introduced Wayve and explained the crucial importance of primary legislation for self-driving vehicles. Sarah Gates said that public trust would be built in large part by an effective regulatory framework being put in place.   + Jon Walker, CEO, AXA Commercial, said that self-driving vehicles were a cross-geography technology. Jon Walker continued that, as a leading insurer, AXA was supportive of self-driving vehicles. Jon Walker went on to say that the question of assigning liability was crucial, and mentioned difficulties over using the right terminology to describe different levels of automation. Jon Walker said that, in the long-term, self-driving vehicles could reduce insurance premiums for people.   + Ian Patey, Head of Intelligent Transport, WSP, agreed with the other speakers. Ian Patey continued that easily understandable use cases such as last mile delivery were essential to ensure public acceptance. Ian Patey said that the APPG could play a role in making this new technology more easily understood by the public. Ian Patey concluded by saying that communicating the benefits of the technology would help create sustainable long-term business cases.   + Lucy Pegler, Partner, Burges Salmon, explained that, as a law firm, legislation was top of mind for Burges Salmon. Lucy Pegler went on to say that Burges Salmon has been involved, working with AXA, in supporting the self-driving industry since 2014. Lucy Pegler concluded that legislation should be an enabler rather than a blocker to self-driving technology. * The sponsors discussed whether the UK was falling behind other jurisdictions in terms of legislation for self-driving vehicles.   + Jon Walker said that the UK has done some advanced thinking, but might be behind the US in some respects.   + Sarah Gates added that if the UK fails to introduce legislation in the fourth session, it will fall behind.   + Lucy Pegler noted that Burges Salmon is a firm which works with clients internationally, and said it has been noticeable seeing countries like Germany move ahead with legal frameworks.   + Ian Patey concluded that the next few years will be key if the UK is to secure international leadership in this area. * Lord Lucas asked the sponsors for their views on two potential use cases: in peri-urban areas and as a replacement for connectivity lost due to the Beeching cuts.   + Ian Patey responded that urban use cases were complex but not impossible, calling attention to the video that was shown of a Wayve vehicle navigating the streets of London.   + Sarah Gates responded that Wayve was optimising for urban use cases such as last-mile delivery. Sarah Gates added that these use cases are important for demonstrating the economic viability of self-driving vehicle deployment. * Attendees raised the importance of using the right terminology when describing self-driving vehicles.   + Ian Patey noted that the process of growing public understanding about the right words to use starts with Ministers and the Government using the right words.   + Paul Hodgson, Head of Government Affairs, AXA UK, added that companies in the self-driving sector have a responsibility to communicate the right words to journalists.   + Claire Wren, Director, Future Transport Systems at the Department for Transport, said that the current terminology may not be right, given it is not easily understood and can be misused by journalists and the wider population.   + Jessica Uguccioni responded that what is needed is a legislative framework which clarifies which vehicles are authorised as self-driving and which vehicles are not. Jessica Uguccioni also noted that kitemarks could be used as a visual alternative to a developed terminology, to assist public understanding and awareness. |
| **5.** | **Networking** |