

NATIONAL

future transport

SUMMIT

Maximising the potential of connected
and automated transport

Strategic Plan

**The Centre for Connected
and Automated Transport**

53 Balfour Street, Chippendale,
Sydney 2008, New South Wales

ccat

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1. Executive Summary

There is a strong case for the deployment of connected and automated technologies in transport, from their safety potential and ability to address critical productivity issues, through to their potential to contribute to sustainability outcomes. The technology continues to be refined and advanced, and use cases are already being deployed in some sectors. Our infrastructure, frameworks and communities must be ready to ensure we maximise the potential of this technology.

The Centre for Connected and Automated Transport (CCAT) is spearheading a strategic initiative to advance the transition to connected and automated transport in Australia. The National Future Transport Summit (the Summit) will be a catalyst for Australia to maximise safety, sustainability and productivity in future transport, especially through connectivity and automation. The Summit will be unique in the transport sector; it will be a collaborative effort between government agencies, industry players, transport-related associations, academia and community groups, and will lead to a set of recommendations agreed by all members of this collective.

This strategic plan outlines the rationale behind the Summit and the objectives to be achieved, emphasising the need for coordinated action to maximise the opportunities presented by connected and automated technologies. These opportunities include national infrastructure rollout,

sustainable technology deployment, harnessing productivity opportunities, sharing safety learnings and building community acceptance. The strategic plan underscores the urgency of action, citing existing technological capabilities, ongoing infrastructure investment, environmental imperatives, road safety concerns, economic potential, and the need for public trust and engagement.

The strategic plan also presents the framework for the Summit, including its vision, mission and objectives, the format of the Summit and the themes the Summit will cover. Finally, the strategic plan shows how the Summit will be delivered, outlining a governance approach and delivery milestones.

CCAT's groundwork for this strategic plan involved extensive stakeholder engagement, including workshops and consultations, to ensure alignment with diverse interests. Moving forward, CCAT seeks endorsement and support for the Summit from key stakeholders. Through collective action and collaboration, CCAT envisions the Summit as a pivotal milestone in shaping the future of transport, progressing safety, sustainability and productivity outcomes across Australia.

2. Background

CCAT

The Centre for Connected and Automated Transport (CCAT) is a government and industry collaboration with a focus on facilitating the transition to connected and automated transport in Australia and New Zealand. We have two key objectives:

- Deliver a strategic vision for the infrastructure that supports connected and automated transport.
- Be the public champion for the transition to connected and automated transport.

Our membership comprises government transport agencies, statutory bodies and regulators, digital and physical infrastructure providers, transport and logistics associations, and consultancies among other groups. We bring together these established organisations and groups to create an expert and representative voice on preparations for connected and automated technologies across transport modes.

CCAT's broad scope across road, rail, ports, air, freight and logistics, mining, agriculture, defence and digital allows us to holistically address the convergence of technologies across our transport system. While our policy priority is to ensure our infrastructure maximises the opportunities presented by future transport technologies, we are also focused on promoting appropriate standards, frameworks, operational procedures and community outcomes.

CCAT does not operate in the commercial interests of its members, it exists solely for the public good.

THE CASE FOR A NATIONAL FUTURE TRANSPORT SUMMIT

In 2023, CCAT publicly announced its intention to coordinate a National Future Transport Summit (the Summit) with a focus on connected and automated transport.

Transport is changing rapidly. Connected and automated technologies have already started impacting the way we move people and goods.

Connected transport allows vehicles, infrastructure and devices to be interconnected through communication networks, enabling them to share data and information in real-time. For example, a car connected to roadside infrastructure could receive a warning alert that roadworks are ahead, giving the driver time to slow down or change lanes. Or a logistics company could use communication technologies to track shipments, optimize routes, check the condition of their fleet and monitor movement in real-time.

Automated transport¹ centres on vehicles or devices that can operate and navigate without direct human input. For example, the fully autonomous Sydney Metro train safely and efficiently carries millions of passengers every year, while an autonomous, heavy-haul long-distance railway system is currently operating in mines in Western Australia, improving safety, reducing costs and delivering productivity and environmental benefits. In the future, automated trucking could create safer, more efficient freight journeys and combat the global driver shortage.

¹ For the purposes of the roads sector, we include advanced driver assistance systems in this definition and within the scope of the Summit.

Work is underway to enable connected and automated transport technologies in Australia. Government agencies are creating regulatory frameworks. Infrastructure providers are considering appropriate standards. Diverse organisations are collaborating on trials and research. And some sectors are already benefitting from deployments of the technology.

Enabling the technology is just a first step. Maximising its potential is the next.

Connected and automated technologies have the ability to provide large improvements in safety, productivity, sustainability and accessibility across transport and transport-related sectors. Long-standing challenges such as road safety, driver shortages, decarbonisation, and supply chain issues can all be alleviated with the right implementation of these technologies. Opportunities to stimulate the economy through driving new industry and creating more productive ports, mines, farms and logistics centres can also be harnessed through the use of these technologies. And the technology's ability to improve mobility and accessibility can drive efficiency and equity outcomes.

These kinds of deliverables will not be achieved if our planning and preparations for connected and automated transport are not targeted towards these outcomes. Nor will they be achieved if the public do not readily take up the technology.

CCAT has identified five key areas where the optimal rollout of connected and automated transport requires joined-up government and industry leadership now:

- National rollout and maintenance of infrastructure to support connected and automated transport technologies and enhance safe and productive movement.
- Sustainable deployment of connected and automated transport technologies.
- Harnessing broader productivity opportunities of connected and automated transport technologies.
- Understanding the safety opportunity of connected and automated transport technologies.
- Building community acceptance of connected and automated transport technologies.

Now is the right time to demonstrate leadership in these areas, because:

The technology is here. Connected technologies are already deployable and cooperative intelligent transport systems (C-ITS) are rolling out nationally in other countries, while automated technologies are already embedded in some Australian sectors and around the corner in others.

Infrastructure is being planned without it. Australia has a large infrastructure program rolling out right now, with increasing import placed on cost effective and future-proofed investment. It is vital that any major infrastructure investments can accommodate the next generation of connected and automated technologies. Having the right digital infrastructure in particular will also demonstrate to manufacturers that Australia is a serious market for the deployment of their most advanced (and safest) vehicles and devices.

Transport must be sustainable. Transport and logistics are large contributors to Australia's carbon emissions. With governments prioritising environmental sustainability outcomes, the sector must step up to contribute to government goals. While the focus is on the transition of vehicle propulsion from internal combustion to electric and hydrogen, connected and automated technologies also form part of the decarbonisation journey. These technologies can lead to more efficient journeys and fuel usage across our transport networks, in addition to better traffic flow on our roads. At the same time, without the right incentives, use cases and infrastructure in place, this technology can also undermine decarbonisation goals.

We must also prepare for broader potential sustainability impacts. For example, there may be impacts on the workforce, such as the need for driver and operator roles decreasing and the need for engineering, cybersecurity and data science roles increasing. It is important that our workforce is equipped with the necessary skills to manage any transition.

Road safety remains an intractable problem. 2023 was the deadliest year on Australian roads in over five years. Road safety is a deep-rooted problem, and many strategies are in place to change this. But connected and automated vehicles will see around corners, always follow the road rules, and react quicker than a human. It is vital that the deployment of these technologies is prioritised if Australia is to ever see Vision Zero. This technology is already making an impact on safety in sectors like ports and mining.

The technology can drive the economy. Covid-19 exposed vulnerabilities in our supply chain and we have an ongoing shortage of drivers. Connected and automated technologies can stimulate the economy by opening up more reliable, flexible and cost-efficient ways to move goods across the country. And there are opportunities for industries like manufacturing and innovation to grow in Australia if we look beyond just the use of the technology itself.

The public does not trust the technology. Unfortunately, research shows that public trust automated vehicles in particular is trending downwards. If the public do not readily take up the technology, the opportunities and benefits we expect from this technology will inevitably be delayed. Public trust is hard earned, and collective action is necessary to ensure the public is along for the journey.

3. Vision, mission and objectives of the Summit

VISION

The Summit will be a catalyst for Australia to maximise safety, sustainability and productivity outcomes in future transport, especially through connectivity and automation.

MISSION

Government and industry will create a shared blueprint for connected and automated transport that ensures Australia has the right infrastructure, the means for sustainable deployment, the ability to harness productivity and safety opportunities and the requisite community acceptance.



OBJECTIVES

1. Bring government and industry leaders together to agree recommendations on planning for connected and automated transport, delivering an enduring point of reference that informs government and industry decisions moving forward (key outcome of the Summit).
2. Bring government and industry leaders together to agree sector-specific considerations and recommendations relevant to connected and automated transport.
3. Break down broader sector silos by bringing transport sectors together and including related sectors such as energy and industry.
4. Foster a national stakeholder community made up of leaders and individuals with an interest in connected and automated technologies from across transport modes and related sectors.

The Summit will complement, rather than duplicate work underway in existing programs. An environmental scan of potential interdependencies is included at Appendix 1.

4. Themes of the Summit

CCAT has identified five areas where government and industry leadership will be of value now. The themes are wide-ranging but have in common the vision of maximizing the safety, sustainability and productivity benefits of connected and automated transport technologies. This sets the themes apart from existing work in the sector, which is necessarily more heavily focused on the immediate requirements to enable the technology.



1. National rollout and maintenance of infrastructure to support connected and automated transport technologies and enhance safe and productive movement

Australia needs a long-term plan for the national rollout and maintenance of physical and digital infrastructure for connected and automated transport.

This theme includes consideration of:

- Understanding the pipeline of connected and automated technologies across sectors
- National C-ITS deployment in line with Commonwealth C-ITS Principles.
- Physical infrastructure to optimise the benefits of the technology in the medium-long term.
- National priorities and long-term planning.

2. Sustainable deployment of connected and automated technologies

Australia must ensure that connected and automated technologies are deployed in a way that contributes to broader sustainability outcomes. This includes ensuring relevant sectors are joined up.

This theme includes consideration of:

- Strategies for deployment which contributes to rather than detracts from decarbonisation outcomes.
- Workforce transitions.
- Cross-sectoral coordination (i.e. transport, technology, industry and energy).

3. Harnessing broader productivity opportunities of connected and automated technologies

Australia has an opportunity to harness broader productivity outcomes from connected and automated technologies than just those expected from operation of the technology in designated modes.

This theme includes consideration of:

- More efficient interfaces between transport modes and sites (e.g. port to rail).
- Problems to solve and opportunities to harness (e.g. driver shortages).
- New industry opportunities (e.g. component and bus manufacturing).

4. Understanding the safety opportunity of connected and automated transport technologies

We need to better understand and communicate the link between connected and automated technologies and improved transport safety outcomes.

This theme includes consideration of:

- Bringing together research and trial learnings on the safety impacts of connected and automated technologies.
- Shared learnings about the safety impacts of connected and automated technologies across transport modes.

5. Building community acceptance of connected and automated technologies

Australia must bring the public along on this journey. If the public do not accept the technology, society will not be able to see its expected benefits as soon as the technology is available.

This theme includes consideration of:

- Tools for understanding community attitudes to connected and automated transport.
- Privacy.
- Government and industry strategies for building community acceptance.

Further matters which CCAT recommends are out of scope of the Summit are included in Appendix 2.

5. The Summit

PARTICIPANTS IN THE SUMMIT

The key participants in the Summit will be Commonwealth, state and territory transport and infrastructure Ministers and industry Chief Executives.

Industry participation will be broad, consisting of national associations, industry players, consultancies, research organisations and community organisations which represent the breadth of the transport, infrastructure and logistics sectors.

FORMAT OF THE SUMMIT

The Summit will be a two-day event. The main room discussions will be for Ministers and industry Chief Executives, to discuss and agree plenary recommendations of the Summit, based on the five themes. Invited experts would open and close sessions.

For reference, we envisage this discussion would be similar in format to the Australian Government's Jobs + Skills Summit held in 2022.

We anticipate that stakeholders will have a number of areas of concern within the broad topic of connected and automated transport that are specific to their sector grouping or subject. Bringing all of these issues into the plenary recommendations to be agreed by all Ministers and Chief Executives will likely be unfeasible. Therefore, separate rooms would hold sector group meetings, where secondary recommendations for individual sectors would be agreed. These discussions will not impact the recommendations agreed in the plenary discussions.

OUTCOME OF THE SUMMIT

The plenary recommendations on the five themes will be the key output of the Summit. They will be recorded in a published report after the Summit. A draft report including the draft recommendations will have been developed prior to the Summit.

The final report will be an enduring point of reference for government and industry, to guide preparations for connected and automated transport. While the recommendations of the Summit are not binding on government policy, we expect that the scale of the event and diversity of government and industry involved will mean that the recommendations provide influential guidance to government and industry as they prepare for connected and automated transport going forward. We also expect that they can be used to assess progress over the coming years.

Supplementary recommendations agreed by Sector groups will be included in the final report as appendices. These will be points of reference for each individual sector going forward.

This focus on delivering a tangible outcome sets the Summit apart from other sector conferences.

DATE OF THE SUMMIT

CCAT considers a Summit that can achieve these outcomes will need an approximately 18-month lead-in from the time of establishment of a Steering Committee. This time will be spent developing and consulting on the draft plenary recommendations, and securing Ministerial-level buy-in and broad industry participation.

CCAT has undertaken a high-level assessment of key sector meetings, conferences, election dates and school holidays that it would either be desirable to avoid or align with. From this assessment, we recommend that the Summit be held in early-mid September 2025, in a non-sitting week for most or all jurisdictions. We suggest a final date is chosen once the 2025 Parliamentary sitting timetables start to be released (towards the end of 2024).

LOCATION OF THE SUMMIT

CCAT has undertaken an assessment of different locations for the Summit and recommends that the Summit is held in Melbourne. Several key stakeholders' head offices are based in Melbourne, including ITS Australia, Roads Australia, the Australian Logistics Council, the National Transport Commission, the National Transport Research Organisation, Telstra and Transurban. CCAT's Executive Director and Chair are also based in Melbourne.

To support participation and engagement of stakeholders and organisations across Australia, CCAT will facilitate consultation sessions in other cities in the lead up to the Summit.



6. Delivery model

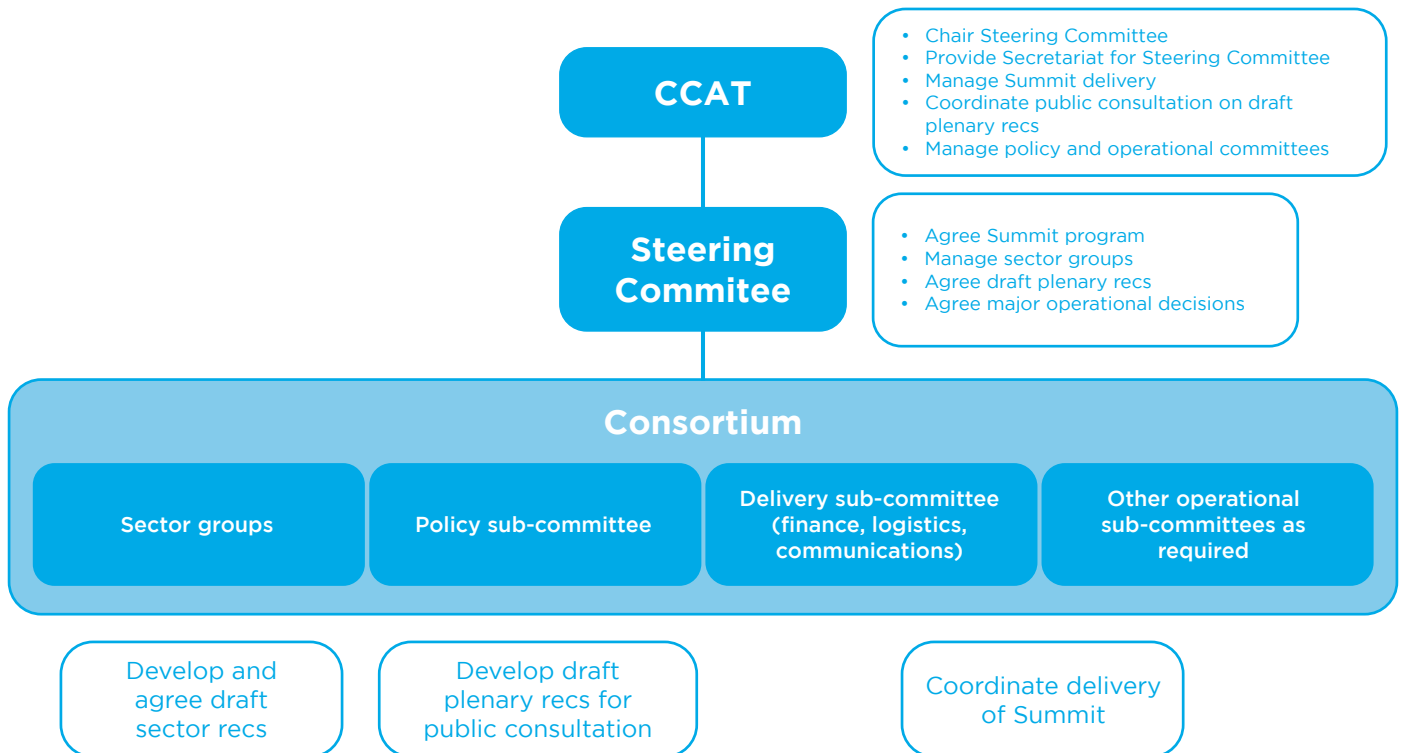
OVERALL DELIVERY APPROACH

The Summit will be delivered as a joint initiative of government and industry bodies. This kind of joined up approach is necessary for the Summit to have the requisite influence in the sector to make meaningful progress in the theme areas in Australia. This unique collaborative approach sets the Summit apart from other conferences.

GOVERNANCE

OVERALL GOVERNANCE STRUCTURE

The overall governance structure consists of three levels of governance – CCAT, a Steering Committee and a Consortium.



CCAT - DELIVERY

CCAT will Chair a Steering Committee, as well as provide Secretariat support for it. CCAT will also manage delivery of the Summit. This includes managing relevant operational committees, and determining which major operational decisions should go before the Steering Committee.

CCAT will, with the input of a Policy sub-committee and direction of the Steering Committee, coordinate the development of the draft plenary Summit recommendations and manage the associated public consultation process.

STEERING COMMITTEE - POLICY LEADERSHIP

The Steering Committee will be responsible for developing the Summit program and agreeing the draft plenary recommendations that are put to the Summit. The Steering Committee will also contribute to major operational decisions as necessary.

The Steering Committee will be a small group made up of leaders from government and industry; specifically government transport agencies, national associations and other key industry players. Some members of the Steering Committee might also be Theme Leads, providing direction under the themes of the Summit. Some members might be Sector Leads, managing sector groups (described below).

The Steering Committee will also be expected to take an active role in building government and industry support for the Summit, including at the Ministerial level.

CONSORTIUM LEVEL - POLICY AND OPERATIONAL INPUT

The Consortium will be made up of all organisations with an interest in involvement in the Summit. We expect this will be a large group made up of government agencies, transport-related associations, transport-related companies (for example, original equipment manufacturers, fleet operators, technology companies, logistics companies and more), consultancies, insurers, community

groups and academic institutions. Consortium members may or may not choose to be involved in the following groups.

SUB-COMMITTEES

Sub-committees made up of members of the Consortium will be established by CCAT. The sub-committees will contribute to the delivery of the Summit, including policy input (for the plenary recommendations) and logistical arrangements. The number and makeup of sub-committees will be determined according to need, but at a minimum the following sub-committees are expected:

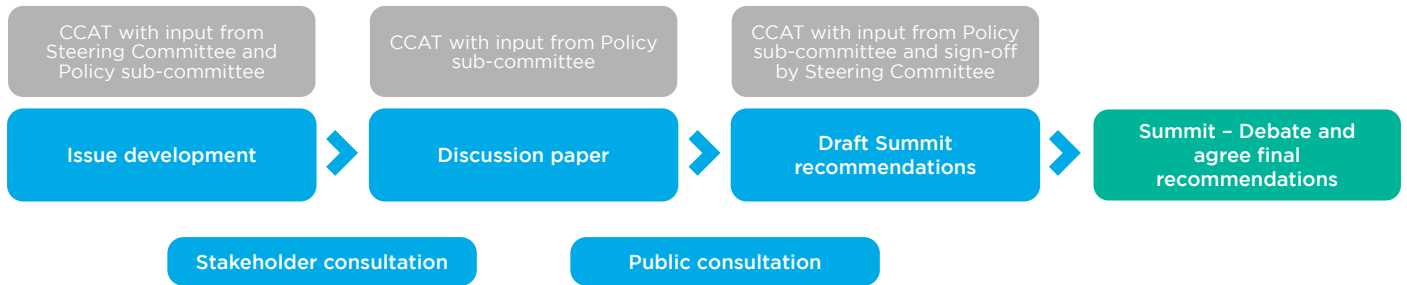
- Policy sub-committee – to provide advice on draft plenary recommendations and public consultation process.
- Delivery sub-committee – to advise on and implement logistical aspects of delivery (in conjunction with the conference organiser), e.g. finance, risk, insurance, communications, partner engagement.

SECTOR GROUPS - SECTOR RECOMMENDATIONS

Sector groups made up of members of the Consortium will be established by the Steering Committee. As noted in Chapter 2, we anticipate that the diverse stakeholders involved in the Summit will have a number of areas of concern specific to their sector. The intention of having sector groups is to take advantage of the Summit by providing a forum for sector and subject-specific issues to be debated in a major decision-making environment, whilst not disrupting the ability of the Summit to deliver plenary recommendations agreed by the wider collective of stakeholders. The Steering Committee will decide the number of sector groups, with interest being gauged from Consortium members. Each group will develop their draft sector recommendations for debate at the Summit as they see fit. Examples of sector groups might be original equipment manufacturers, ports, or freight and logistics.

DEVELOPMENT OF RECOMMENDATIONS

PLENARY RECOMMENDATIONS



As noted previously, the main outcome of the Summit will be plenary recommendations agreed by government and industry. The Steering Committee will be the main forum for discussion of these recommendations and agreement in draft prior to the Summit.

The development of these plenary recommendations will be managed by CCAT with the input of the Steering Committee, Policy sub-committee and Theme Leads. This process will be a major component of the path to the Summit. CCAT will manage a public consultation process on the recommendations with a supporting discussion paper, with the aim of securing broad government and industry input to ensure robust draft recommendations. Public consultation will include a call for submissions across government, industry, community groups and research organisations, alongside workshops and other consultation methods.

At the completion of the public consultation process, CCAT will further develop the draft recommendations with the support of the Policy sub-committee before they are submitted to the Steering Committee for final consideration and agreement. It is expected that this extensive process will take close to 12 months.

SECTOR RECOMMENDATIONS

The Summit will also provide for sector groups to agree secondary recommendations which do not affect the plenary recommendations. The way these recommendations are developed will be at the discretion of each sector group and their Sector Leads over the months leading up to the Summit. Each set of draft sector recommendations will be discussed by each sector group at the Summit and agreed.

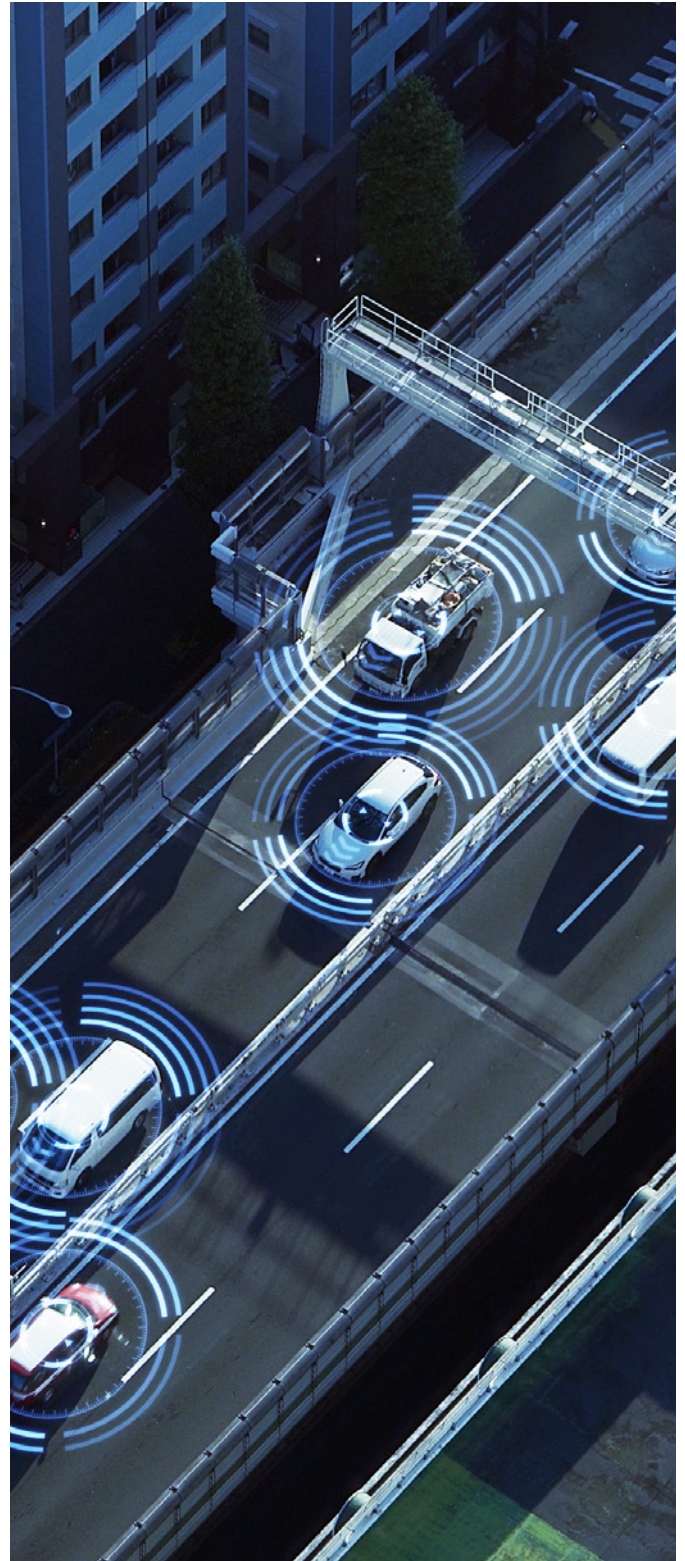
LOGISTICS

CONFERENCE ORGANISER AND FINANCIAL LIABILITY

CCAT will engage a conference organiser or event manager. A partnership agreement would be signed between CCAT and the conference organiser, which clearly establishes the roles of each.

The arrangements with the conference organiser are intended to insulate CCAT and the Consortium from financial liability for the Summit. It is not expected that staffing costs will extend beyond CCAT's resources until the delivery phase, when they will become the responsibility of the conference organiser.

The Consortium will, however, need legal advice in relation to the agreement with the event organiser and legal reassurance concerning contingent liability. The Steering Committee will need to consider these costs together with expenses such as meetings of Consortium members in preparation for the Summit.



7. Milestones

Delivery of the Summit will involve progressive milestones over the next 18 months, each of which must be achieved for the next to proceed. This will also defer a final “go/no-go” decision until we can be confident to proceed. The process to develop and consult on the policy issues that will inform the Summit’s recommendations will need to start before the go/no-go decision.

INDUSTRY SUPPORT

The initial milestone is industry support. The Steering Committee will need to be satisfied that the Consortium embraces all relevant sectors and their respective peak bodies. The critical question is whether the Consortium has the credibility to represent the industry and relevant community groups. The Steering Committee will make this decision.

GOVERNMENT SUPPORT

At the same time, Commonwealth, state and territory, and local government will be engaged at officials’ level. After a critical mass of industry engagement has been achieved, the Steering Committee and Consortium will approach Commonwealth, state and territory, and local governments to commit to participating in the Summit at the Chief Executive, Secretary and Ministerial-level. It will also be important to gain support from shadow Ministers, given the possibility of changes of government at elections.

CONFERENCE ORGANISER

The combination of industry and government support will provide a basis for discussion and agreement with prospective conference organisers. Decisions can then be finalised about the venue and implementation of the Summit.

GO/NO-GO DECISION

After all of the milestones are achieved, the Steering Committee will be in position to assess community support for the Summit and its commercial viability.

It is difficult at the outset to predict with certainty how long it will take to accomplish each milestone and progress to the next. However, we would expect that a project of this size, complexity and progressive dependencies it is unlikely to be accomplished within less than twelve months.

Appendix 1: Interdependencies – environmental scan

We have undertaken an environmental scan to find pertinent interdependencies with government decision-making structures and programs, industry events, and other programs shaping the landscape of connected and automated transport. By understanding interdependencies in the sector, we can ensure the Summit does not duplicate or conflict with work already being done.

GOVERNMENT DECISION-MAKING

The most relevant national decision-making structure is the Infrastructure and Transport Ministers' Meeting (ITMM). ITMM is a decision-making body made up of all Commonwealth, state and territory transport and infrastructure ministers in Australia and New Zealand. ITMM facilitates work with the Commonwealth, state, territory and local governments to enable national cooperation and consistency on enduring strategic issues in the transport and infrastructure space. ITMM is supported by ITSOC, which is made up of the Secretaries of all transport and infrastructure agencies. ITMM and ITSOC meet at least twice-yearly.

While the Summit has touch points with some of the transport technology issues that ITMM considers, the Summit will not replace ITMM's decision-making authority in this space. Instead, the Summit's outcomes, which will be determined jointly by government and industry, could be an input or resource to guide future ITMM decisions, and in turn, to assess future ITMM decisions.

ITMM could also be used by Ministers to discuss the issues being considered at the Summit or even its draft recommendations, prior to the Summit. CCAT or the Steering Committee could also put forward an item for discussion at ITMM (or ITSOC) before or after the Summit – this would need to be sponsored by a jurisdiction as CCAT has no direct reporting line to ITMM.

GOVERNMENT POLICIES AND STRATEGIES

There are several strategies and work programs across transport and transport-related sectors which touch on connected and automated technologies, and it is not possible to list them all here. With a broad, representative Steering Committee and Consortium, we will work to ensure that the Summit does not duplicate ongoing work under these programs. Some of the key programs that CCAT is aware of are listed below.

National Road Transport Technology Strategy and Action Plan: The Commonwealth Government is finalising a National Road Transport Technology Strategy and an associated National Connected and Automated and Vehicle Action Plan which implements the Strategy. The objective of the public consultation draft of the Strategy is for Australian governments to take a nationally consistent approach to technology deployment. The Strategy and Action Plan are anticipated to be approved by ITMM in mid-2024.

The Strategy and Action Plan are narrower than the Summit's scope, focusing just on government actions in road transport. However, the Summit similarly aims to encourage national approaches to managing connected and automated transport.

To the extent that themes of the Summit touch on government actions within the Action Plan, recommendations agreed at the Summit should not duplicate these actions which are already in train. The development of Summit recommendations should also be informed by the Strategy's guidance on government decision-making and the benefits and challenges of road transport technologies.

Commonwealth C-ITS principles: The Summit may explore implications of the C-ITS principles recently endorsed by ITTM but will not duplicate or conflict with them. Any recommendations on C-ITS should be guided by the principles.

National Transport Commission (NTC)-led automated vehicle reforms: The Summit will not include recommendations on the safety framework for automated vehicles which is currently within the Commonwealth legislative drafting process.

NTC-led National Vehicle-Generated Data Working Group: The Working Group is being re-established in 2024, with the intention of having quarterly meetings over the next two years between vehicle manufacturers and government transport agencies about road safety and data sharing at a high-level. The Summit will not pre-empt the conversations of this group by seeking to establish a data exchange framework for data generated by vehicles, which will likely be an ambitious exercise at this stage. To the extent that data may be considered by the Summit in the context of connected vehicles and infrastructure, we propose that the focus be on consumer and privacy considerations under the public acceptance theme.

Austrroads' Future Vehicle and Technology Program: Austrroads is the peak body for government transport agencies. The Summit recommendations will not result in work which duplicates projects already approved by the Austrroads' Board under this Program.

National Freight and Supply Chain review: The National Freight and Supply Chain Strategy Review is currently assessing whether there are gaps in the Strategy. The current Strategy has some discussion of innovation at a high-level. Draft recommendations for the Summit will be informed by any relevant directions in the updated Strategy.

National Electric Vehicle Strategy: While the National Electric Vehicle Strategy may inform some of the Summit discussions (particularly in the area of infrastructure and sustainability), the Summit does not seek to replace the Strategy's detailed rollout plan. The discussions and recommendations of the Summit are intended to complement the objectives of the Strategy, by linking connected and automated technologies to decarbonisation outcomes.

Commonwealth Cyber Security principles: CCAT anticipates that cyber security will be highlighted as a key issue for consideration at the Summit. However, we intend that cyber security remains out of scope for the recommendations of the Summit, as this complex area applies much more broadly than transport and is better addressed by existing initiatives.

INDUSTRY EVENTS

ITS Australia Summit: The ITS Australia Summit is held yearly and explores strategies for advancing smarter, safer, and more sustainable transportation through technology. While this event is likely to cut across some of the key issues explored by the Summit, it is mainly focused on sharing information about the impacts of technology in transport, particularly in the roads sector. However, it is possible that within the Summit, relevant discussions are held by smaller subsections of the stakeholder committee to share information or come to agreements, which may be relevant to the Summit's themes. For example, at last year's Summit, meetings of invited stakeholders were held about connected vehicle developments and C-ITS trials.

It is proposed that ITS Australia be invited to play a key role in the Steering Committee. In this way, the chance of potential overlap between the two events should be heavily mitigated.

ALC Supply Chain Summit: The ALC Supply Chain Summit is a national supply chain event that brings together stakeholders in supply chain and freight logistics to network, learn from experts and have discussions around key topics, challenges and industry updates. While there may be some crossover of issues discussed, the Summit will not duplicate the outcomes of this event, which is more focussed on information sharing and celebrating industry. It is proposed that the Australian Logistics Council should be invited to play a key role in the Steering Committee as many of their members will have a vested interest in the objectives and outcomes of the Summit.



Appendix 2: Summit themes – in and out of scope

The Summit’s themes are wide-ranging, and as such the importance of limiting scope creep is particularly high. We envisage the Summit encompassing matters that will help to maximise the benefits of connected and automated transport technologies, in line with the Summit’s vision. We have listed below items that we recommend are in and out of scope, both in relation to the themes and other related matters. It should be emphasised that recommendations agreed through the Summit are not binding on government policy but are intended to inform.

The matters listed as out of scope are limited from entering the plenary recommendations of the Summit. However, this does not mean that sector groups could not discuss these matters as part of their supplementary sector recommendations.

Theme 1: National rollout of infrastructure to support connected and automated transport technologies and enhance safe and productive movement	
In scope	Out of scope
<ul style="list-style-type: none"> • Understanding the pipeline of connected and automated technologies across sectors • C-ITS deployment in line with Commonwealth C-ITS principles. • Physical infrastructure to optimise the benefits of the technology in the medium-long term. • National priorities and long-term plan. 	<ul style="list-style-type: none"> • Existing national-level work on the rollout of minimal physical infrastructure requirements to enable connected and automated transport technologies. • Road safety strategy. • Infrastructure funding.
Theme 2: Sustainable deployment of connected and automated technologies	
In scope	Out of scope
<ul style="list-style-type: none"> • Strategies for deployment which contributes to rather than detracts from decarbonisation outcomes. • Cross-sectoral coordination (i.e. transport, technology and energy). 	<ul style="list-style-type: none"> • Electric vehicles • Electric vehicle charging infrastructure rollout (except where it overlaps with connected/automated technology infrastructure opportunities).
Theme 3: Harnessing broader productivity opportunities of connected and automated technologies	
In scope	Out of scope
<ul style="list-style-type: none"> • More efficient interfaces between transport modes and sites (e.g. port to rail). • Problems to solve and opportunities to harness (e.g. driver shortages, supply chain resiliency). • New industry opportunities (e.g. component and bus manufacturing). 	

Theme 4: Understanding the safety opportunity of connected and automated transport technologies

In scope	Out of scope
<ul style="list-style-type: none"> Bringing together research and trial learnings on the safety impacts of connected and automated technologies. Shared learnings about the safety impacts of connected and automated technologies across transport modes. 	<ul style="list-style-type: none"> Development of sector safety strategies (e.g. road safety strategies)

Theme 5: Building community acceptance of connected and automated technologies

In scope	Out of scope
<ul style="list-style-type: none"> Tools for understanding community attitudes to connected and automated transport. Privacy. Government and industry strategies for building community acceptance 	<ul style="list-style-type: none"> Data exchange frameworks. Cybersecurity strategies and protocols. Driver education.

Other matters

In scope	Out of scope
	<ul style="list-style-type: none"> Social equity issues. Accessibility of automated devices, disability standards. Existing regulatory work (e.g. automated vehicles, C-ITS, AI, cybersecurity).

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CENTRE FOR
CONNECTED
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