



Automated Vehicles Act 2024

2024 CHAPTER 10

PART 1

REGULATORY SCHEME FOR AUTOMATED VEHICLES

CHAPTER 7

SUPPLEMENTARY PROVISION

44 Interpretation

(1) In this Part—

“authorisation conditions” has the meaning given by section 5(2);

“authorisation requirement” means a requirement imposed by regulations under section 5;

“authorised automation feature” means a feature identified in an automated vehicle authorisation further to section 4(1);

“authorised locations and circumstances”—

(a) in relation to an authorised automation feature, means the locations and circumstances specified in relation to that feature further to section 4(3)(c);

(b) in relation to an authorised automated vehicle, means the locations and circumstances so specified in relation to the authorised automation features of the vehicle (taken as a whole);

“authorised no-user-in-charge feature” means an authorised automation feature whose mode of operation is specified in the automated vehicle authorisation as no-user-in-charge;

“authorised self-driving entity” means a person for the time being designated under authorisation requirements of the sort described in section 6(1);

Status: This is the original version (as it was originally enacted).

“authorised user-in-charge feature” means an authorised automation feature whose mode of operation is specified in the automated vehicle authorisation as user-in-charge;

“automated vehicle authorisation” means an authorisation under section 3;

“control” and related expressions are to be read in accordance with section 1(6);

“equipment” of a vehicle includes software, and any electronic equipment outside the vehicle, that interacts with equipment in the vehicle;

“feature” has the meaning given by section 1(4);

“initial authorisation requirement” means an authorisation requirement of the sort described in section 5(1)(a);

“the investigative purposes” has the meaning given by section 16(1);

“licensed no-user-in-charge operator” means a person for the time being licensed under operator licensing regulations;

“no-user-in-charge journey” has the meaning given by section 12(2);

“ongoing authorisation requirement” means an authorisation requirement of the sort described in section 5(1)(b);

“operator licensing regulations” means regulations under section 12;

“overseen”, in relation to a no-user-in-charge journey, is to be read in accordance with section 12(3);

“premises” includes any land;

“regulated body” means an authorised self-driving entity or a licensed no-user-in-charge operator;

“regulatory requirement” means an authorisation requirement or a requirement under operator licensing regulations;

“safely” is to be read in accordance with section 1(7);

“the statement of safety principles” means the statement that has effect for the time being under section 2;

“transition demand” and “transition period” are to be read in accordance with section 7(2);

“travels autonomously” and related expressions are to be read in accordance with section 1(5);

“user-in-charge” has the same meaning as in Part 2 (see section 46);

“vary” and related expressions are to be read, in relation to an automated vehicle authorisation, in accordance with section 9(1).

- (2) For the purposes of this Part, a vehicle “commits a traffic infraction” if, while an authorised automation feature of the vehicle is engaged, the vehicle does anything that would, were an individual in control of it—
 - (a) amount to the commission of an offence by that individual, or
 - (b) cause a person to become liable to a penalty charge under an enactment relating to road traffic.
- (3) For the purposes of subsection (2)(a), it is to be assumed that nothing can be proved about the mental state of the notional individual.
- (4) For the purposes of this Part, a regulated body is “responsible” for an authorised automated vehicle—
 - (a) in the case of an authorised self-driving entity, if the body is the authorised self-driving entity for the vehicle;

Status: This is the original version (as it was originally enacted).

- (b) in the case of a licensed no-user-in-charge operator, when the vehicle undertakes a no-user-in-charge journey overseen by the body.
- (5) Any question arising under this Part as to whether an authorised automation feature is “engaged” or “disengaged” is to be determined in accordance with what is specified under section [4\(3\)\(b\)](#).