House of Commons
Thursday 23 March 2017
PUBLIC BILL COMMITTEE

New Amendments handed in are marked thus ★
★ Amendments which will comply with the required notice period at their next appearance

VEHICLE TECHNOLOGY AND AVIATION BILL

NOTE
This document includes all amendments remaining before the Committee and includes any withdrawn amendments at the end. The amendments have been arranged in accordance with the Order of the Committee [14 March 2017].

A Clause (NC4) (Air pollution and vehicle technology) — (Richard Burden) Brought up, and read the first time as follows—

The Secretary of State must, within 12 months, lay a report before Parliament setting out a strategy for using vehicle technologies, including electric vehicles, to contribute to meeting Government ambitions relating to air pollution and the UK’s climate change obligations.

Question proposed, That the Clause be read a second time.

Richard Burden
Andy McDonald
Vicky Foxcroft

To move the following Clause—

“Review of regulations in Part 2
(1) Within 12 months, and once in each 12 month period thereafter, the Secretary of State must lay a report before Parliament on the regulations made using powers granted in Part 2 of this Act.
(2) The report must consider—
   (a) the effectiveness of the regulations,
   (b) the impact the regulations are having on public charge point operators,
   (c) the impact the regulations are having on fuel retailers,
   (d) the impact the regulations are having on the National Grid, and
(e) how the regulations are impacting on the uptake of electric vehicles.”

**Member’s explanatory statement**

This new clause would require the Secretary of State to lay a report before Parliament each year assessing the effectiveness and impact of the regulations in Part 2.

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Richard Burden
Andy McDonald
Vicky Foxcroft

To move the following Clause—

**“Licensing and accreditation scheme for technicians working on automated and electric vehicles”**

(1) The Secretary of State must by regulations establish a scheme for the licensing and accreditation of technicians working on automated and electric vehicles.

(2) The scheme must include details of—

(a) which professional body will operate the licensing and accreditation of technicians,

(b) how the licensing and accreditation scheme will operate,

(c) a minimum level of training for technicians working on automated and electric vehicles, and

(d) how a list of accredited individuals will be prepared and kept up-to-date.

(3) In this section “working on automated and electric vehicles” includes isolating, inspecting, repairing and maintaining vehicles that are listed under section 1 of this Act.”

**Member’s explanatory statement**

This new clause would require the Government to bring forward regulations for technicians working on automated and electric vehicles in order to ensure they are properly trained, accredited and licensed to carry out that work. This would be regulated by a professional body who would operate a licensing scheme for those technicians.

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Richard Burden
Andy McDonald
Vicky Foxcroft

To move the following Clause—

**“Cyber Security and hacking of automated and electric vehicles”**

The Secretary of State must, within the next 12 months, consult with such persons as the Secretary of State considers appropriate on what steps will be required for
Vehicle Technology and Aviation Bill, continued

the effective cyber security of automated and electric vehicles to protect those vehicles against hacking.”

Member’s explanatory statement
This new clause would require the Government to consult on the risks of automated and electric vehicles being hacked and to ensure that measures are in place to address this.

Andy McDonald
Richard Burden
Vicky Foxcroft

To move the following Clause—

“Consultation on the collection and use of data from automated and electric vehicles

The Secretary of State must consult with such persons as the Secretary of State considers appropriate on the collection and use of data from automated and electric vehicles. The consultation must address—

(a) who is responsible for collecting data from automated and electric vehicles and from any associated charging or network infrastructure used by such vehicles,

(b) how the data is shared between different parties, and

(c) any limitations on the use of such data.”

Member’s explanatory statement
This new clause would require the Government to consult on how that data should be handled, who should own the data and what it should be used for.

Andy McDonald
Richard Burden
Vicky Foxcroft

To move the following Clause—

“Updates to software and operation of automated vehicles

The Secretary of State must bring forward regulations to require that automated vehicles cannot operate in automated mode on public roads unless the application software relating to the vehicle’s automated function is up to date.”

Member’s explanatory statement
This new clause would require the Government to introduce regulations that require automated vehicles to be up to date in order for them to utilise automated functions on public roads.
To move the following Clause—

“Membership of European Aviation Safety Agency

Within three months of this Bill receiving Royal Assent the Government must publish a report setting out its preferred option on the future of the UK’s membership of the European Aviation Safety Agency.”

*Member’s explanatory statement*

This new clause requires the Government to set out its position on UK membership of the European Aviation Safety Agency after leaving the European Union.

To move the following Clause—

“Single European Skies Movement Research project

Within three months of this Bill receiving Royal Assent the Government must publish a report setting out its position on the Single European Skies Air Traffic Movement Research (SESAR) project.”

*Member’s explanatory statement*

This new clause will require the Government to set out its position on the Single European Skies Air Traffic Movement Research project (SESAR) after leaving the European Union.

To move the following Clause—

“Membership of the European Common Aviation Area

Within three months of this Bill receiving Royal Assent the Government must publish a report setting out its preferred option on the future of the UK’s membership of the European Common Aviation Area.”

*Member’s explanatory statement*

This new clause requires the Government to set out its position on UK membership of the European Common Aviation Area (ECAA) and maintaining current access with the EU and third party countries after the UK leaves the EU.
Vehicle Technology and Aviation Bill, continued

Richard Burden
Andy McDonald
Vicky Foxcroft

To move the following Clause—

“Safe use of unmanned aerial vehicles (UAVs) in the UK
(1) The Secretary of State must bring forward regulations on the safe use of Unmanned Aerial Vehicles (UAVs) in the UK within six months of the Bill receiving Royal Assent.
(2) The regulations may include, but are not limited to, measures which—
   (a) require all new UAVs sold in the UK to have inbuilt geofencing,
   (b) establish the Civil Aviation Authority, as UAV regulator, to be the official authority on approving—permitting exemption—of “restricted areas” applied to geofencing, and
   (c) establish the formulation of a registration system—considering exemptions for members of model aircraft organisations.
(3) In subsection (1) an Unmanned Aerial Vehicle (UAV) refers to an aircraft without a human pilot on board with a weight of no more than 20kg without its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight, and whose flight is controlled either autonomously or under the remote control of a pilot on the ground or in another vehicle.
(4) In subsection (2)(a) geofencing refers to the use of GPS or radio frequency technology to create a virtual geographic boundary, enabling software to trigger a response when a mobile device enters or leaves a particular area.”

Member’s explanatory statement
This new clause instructs the Government to bring forward regulation on the safe use of UAVs in the UK, which could include: mandatory geofencing, and establishing a responsibility for the CAA as existing UAV regulator to approve restricted areas.

Andy McDonald
Richard Burden
Vicky Foxcroft

To move the following Clause—

“Power of constable to stop and search: lasers
In section 1 of the Police and Criminal Evidence Act 1984, after subsection 8C insert—

“(8D) This subsection applies to any article in relation to which a person has committed, or is committing or is going to commit an offence under section 22 of the Vehicle Technology and Aviation Bill.”

Member’s explanatory statement
This new clause would give the police the power to stop and search persons who they believed were
Vehicle Technology and Aviation Bill, continued

carrying lasers that have been, or are intended to be, used to commit an offence of shining or
directing a light at a vehicle.

Andy McDonald
Richard Burden
Vicky Foxcroft

To move the following Clause—

“Review of Part 1

(1) By September 2019, the Secretary of State must lay a report before Parliament
assessing the effectiveness of the system for defining and insuring automated
vehicles introduced by Part 1 of this Act.

(2) The report must consider—

(a) the impact on the insurance industry,
(b) the impact on the cost of insurance premiums for automated vehicles,
(c) the impact on the uptake of automated vehicles, and
(d) the levels of disagreement between manufacturers and insurers on
liability.”

Member’s explanatory statement

This new clause would require the Government to lay a report before Parliament assessing the
effectiveness and impact of the system introduced in Part 1.

ORDER OF THE HOUSE [6 MARCH 2017]

That the following provisions shall apply to the Vehicle Technology and Aviation Bill:

Committal

1. The Bill shall be committed to a Public Bill Committee.

Proceedings in Public Bill Committee

2. Proceedings in the Public Bill Committee shall (so far as not previously
concluded) be brought to a conclusion on Thursday 23 March 2017.
3. The Public Bill Committee shall have leave to sit twice on the first day on
which it meets.

Proceedings on Consideration and up to and including Third Reading

4. Proceedings on Consideration and any proceedings in legislative grand
committee shall (so far as not previously concluded) be brought to a
conclusion one hour before the moment of interruption on the day on which
those proceedings are commenced.
5. Proceedings on Third Reading shall (so far as not previously concluded) be
brought to a conclusion at the moment of interruption on that day.
6. Standing Order No. 83B (Programming committees) shall not apply to
proceedings on Consideration and Third Reading.

Other proceedings

7. Any other proceedings on the Bill (including any proceedings on
Vehicle Technology and Aviation Bill, continued

consideration of Lords Amendments or on any further messages from the Lords) may be programmed.

ORDER OF THE COMMITTEE [14 MARCH 2017]

That—

(1) the Committee shall (in addition to its first meeting at 9.25 am on Tuesday 14 March) meet—
   (a) at 2.00 pm on Tuesday 14 March;
   (b) at 11.30 am and 2.00 pm on Thursday 16 March;
   (c) at 9.25 am and 2.00 pm on Tuesday 21 March;
   (d) at 11.30 am and 2.00 pm on Thursday 23 March;

(2) the Committee shall hear oral evidence on Tuesday 14 March in accordance with the following Table:

   TABLE

<table>
<thead>
<tr>
<th>Time</th>
<th>Witness</th>
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<tbody>
<tr>
<td>Until no later than</td>
<td>Automated Driving Insurers Group; Society of Motor Manufacturers and</td>
</tr>
<tr>
<td>10.25 am</td>
<td>Traders; RAC Foundation; TRL</td>
</tr>
<tr>
<td>Until no later than</td>
<td>National Grid; UK Electric Vehicle Supply Equipment Association; Quentin</td>
</tr>
<tr>
<td>11.25 am</td>
<td>Willson, motoring journalist</td>
</tr>
<tr>
<td>Until no later than</td>
<td>The Institute of the Motor Industry; Downstream Fuel Association;</td>
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<tr>
<td>3.00 pm</td>
<td>Association of Convenience Stores</td>
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<tr>
<td>Until no later than</td>
<td>Association of British Insurers; Centre for Connected and Autonomous</td>
</tr>
<tr>
<td>3.45 pm</td>
<td>Vehicles</td>
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<tr>
<td>Until no later than</td>
<td>Civil Aviation Authority; Association of British Travel Agents</td>
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<tr>
<td>4.30 pm</td>
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<tr>
<td>Until no later than</td>
<td>British Airlines Pilots Association; Metropolitan Police; National Police</td>
</tr>
<tr>
<td>5.30 pm</td>
<td>Air Services; UK Flight Safety Committee</td>
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</tbody>
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(3) proceedings on consideration of the Bill in Committee shall be taken in the following order: Clauses 1 to 16; Schedules 1 and 2; Clause 17; Schedules 3 and 4; Clauses 18 to 24; Schedule 5; Clauses 25 to 27; new Clauses; new Schedules; remaining proceedings on the Bill;

(4) the proceedings shall (so far as not previously concluded) be brought to a conclusion at 5.00 pm on Thursday 23 March.

NOTICES WITHDRAWN

The following Notices were withdrawn on Tuesday 14 March:
Vehicle Technology and Aviation Bill, continued

NC10