

← CAM Aeravai submission

Aeravai Autonomous Electric Road and Air Vehicle Association of Ireland Submission

www.gov.ie/en/consultation/15a35-public-consultation-on-connected-and-autonomous-mobility-in-road-transport/

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Organisation name: Aeravai Autonomous Electric Road and Air Vehicle Association of Ireland

Question 1. What are the overarching guiding principles that should inform the roll-out Ireland?

Road safety should be the number one priority with the goal to eliminate road deaths with being one of the biggest causes of road deaths in Ireland.

Connected and autonomous mobility technologies will bring about enormous improvements in management and will improve journey times a major cause of daily mental health distress.

CAM will be crucial in the adoption of MaaS (mobility as a service), shared mobility and in public transport provisions not just in urban areas but also to improve rural transport which have been neglected.

CAM should be used to reduce the cost of transport which is a huge financial burden to individual citizens.

Question 2. What do you see as the main areas that should be included in a national CAM

CAM technologies will have huge social and societal benefits that must be realised by public planners, industry and the general public.

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Connected and autonomous mobility technologies will not just be for improving traffic and transport but improvements but will help with improvements in our environment and in our health and mental health.

Redeployment, retraining, upskilling and compensation scheme for displaced professional drivers.

Question 3. In your opinion, what strategic goals should Ireland adopt for CAM? What are the outcomes to be achieved?

Eliminate road deaths and accidents.

Reduction in traffic.

Speed up journey times.

More efficient use of infrastructure.

Reduction in national fleet.

Improve Public transport.

Make MaaS and Shared mobility more feasible.

Reduce the cost of transport.

Improve our environment.

Improve quality of life.

Improve the domestic economy.

Improve rural Ireland connectivity.

Question 4. What do you see as the greatest opportunities associated with CAM in the Government facilitate these opportunities?

We need public education programs like the one the RSA currently runs on the benefits we could eliminate road deaths and accidents from a quick adoption of CAM will reduce accidents and reverse the public perception that it is socially acceptable to lose millions globally and thousands here due to car accidents.

The government should consider CAM only vehicle lanes on motorways and urban settings possible this will encourage adoption and deployment of CAMs.

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controlled vehicles increased speed limits should be prioritised on motorways 200kph+
 More efficient use of road infrastructure CAM vehicles will make it possible to handle more vehicles on our roads in a smaller amount of space stopping the extra lane traffic issue that has plagued motorway expansion here in Ireland and globally.

Tax incentives should be used to help adoption like with the incentives used for EV adoption at the moment and should be completely import duty, VRT and VAT free.

Should the price of this vital safety equipment be regulated by the EU or Irish government with controls in place for anti-monopoly practices?

Reduction in national fleet. There are currently over 2million cars in Ireland and most of them sit doing nothing for 90% of their lifetime this is a complete waste of resources and has damaged the environment from the production of this fleet CAM vehicles will make MaaS mobility as a service, car share and shared mobility more feasible.

CAM vehicles will reclaim the urban realm back from parked cars.

Reduce the cost of transport CAM will allow the cost of transport to be shared more fairly

CAM will Improve our environment by reducing the number of vehicles on the road.

CAM's will Improve quality of life at the moment uncontrolled human directed traffic is having detrimental effects on our health and mental health and could be eliminated with more controlled traffic and transport.

Improve the domestic economy.

Improve rural Ireland connectivity.

Industry leaders in CAM technology have indicated that they are willing to share their technology if new vehicles be allowed to be sold without this safety technology should it be compulsory for all new vehicle sales (we wouldn't allow a car to be sold without seatbelts and airbags now, would we?) a deadline of new sales of unequipped Vehicles should be set along with this technology requirement of all road legal vehicles this should happen as soon as possible to prevent

Question 5. What do you see as the main barriers to the development and deployment of CAM in Ireland? How can Government best address these barriers?

The current government's main transport strategy is to invest in 20th century public transport without considering what the general public desire. This will result in a poor use of public transport I suspect if it will achieve the desirable goals.

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could be obsolete before delivery of current major investment plans making it further less desirable to use at huge financial cost to the taxpayer and Citizens further disillusioned with transport provisions causing further detrimental health and mental health of the Nation that is currently not being considered by planners an authorities satisfactorily.

Lack of transport or lack of access to transport is a major mental health concern due to loneliness and isolation which is so bad for your health it's the equivalent of smoking a pack of cigarettes everyday! This is not just in Rural areas that gets most of the press but suburban and Urban isolation is a cause for concern as well due to poor availability or cost of Transport being a contributing factor to mental health decline in cities.

The NTA has not been in contact with international experts and it is very unclear if they currently employ any themselves on CAM's but I agree with you that this is an incredibly important area that is often overlooked. You can find Dr Rebbca Posner's paper that summarises the work that was conducted here: https://trl.co.uk/uploads/trl/documents/Mental%20health%20and%20transport_0.pdf

It is quite a lengthy report on research aimed to understand how mental health could impact choice and explore the factors that influence or are barriers to accessing certain modes of transport and how these vary across different forms of mental health difficulties.

Prof. Roger Mackett, a visiting professor at University College London has also conducted research in this area you can find his initial study here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/61111/report-on-mental-impairments_final.pdf.

We also conducted some work last year on behalf of the Department for Transport to explore the need for guidance on accessible public realm. A stream of this work focused on this wider range of difficulties experienced in England - you can find all of that research here: <https://www.gov.uk/government/publications/accessible-public-realm-updating-guidance-research>.

Most recently in Ireland a survey for Transport Infrastructure Ireland that found that most women it spoke to said they would not use public transport after dark or late at night. The study 'Travelling in a Woman's Shoes' found that 34% of women stated that the feeling of being unsafe on an occasion stopped them from going out altogether. The study conducted last year says 33% of public transport users have seen or experienced some form of harassment or violence while using public transport.

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I did ask the NTA what if any considerations it has?

In answer to your question, the NTA has not carried out any mental health surveys with regards to transport planning and future needs.

The Accessibility on Public Transport Survey that you mentioned below was sent out to over 290 User Groups nationwide including organisations for Mental Health. This was the first time that the NTA compiled a survey like this and it was to try and get general feedback from a wide range of groups rather than specific elements.

https://forms.office.com/Pages/ResponsePage.aspx?id=ouf4PNwOgUGj8N_h1S3mB0zIveX6-3JDg5b8LrBhOS1UM1NLREcwT05OSkRQVzdRM0k5NIRGV1E5WC4u

There have been surveys on the Accessibility in Transportation carried out by the Irish Wheelchair Association but I am unsure if any organisations for Mental Health have carried out any previously on behalf of their members.

The NTA contacted many User Groups (including Mental Health Ireland, Mental Health and Jigsaw) for Bus Connects with details of how to attend the webinar events on it and submissions on behalf of themselves or their group.

Transport Infrastructure Ireland (TII) are running Metro Link. They are asking people to show interest at

<https://www.metrolink.ie/#/contribute>

This allows people to be informed on the progress of the various stages but also to make

Kind Regards,

Naomi

Question 6. What do you see as the greatest risks associated with the roll-out of CAM? How can these areas of concern be mitigated?

The greatest risk is delay or slow rollout! Every day it's delayed it will cost further lives and life more stressful and cause further damage to the environment from producing cars that

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Question 7. What do you see as the most pressing issues to be addressed in the immediate term (as opposed to a medium-term or longer-term perspective)?

Allowing and encouraging deployment to date there has only been one public deployment in Ireland with the general public planners and politicians still very uneducated on the coming technology we need a public education programs like the one the RSA currently runs on media and educates the overall social benefits of CAM on Irish roads.

Ireland is following the UN direction which is now woefully out-of-date to the detriment of deployment in Ireland we should consider withdrawing from the agreement to follow the directive if it is not updated this year to encourage more international companies to locate to Ireland for CAM deployment.

Question 8. Any additional comments

There is currently a concerted effort to mislead politicians and the general public about ownership and the advertising revenue that comes from it. It may be directed by some of the manufacturers who advertise with them who are extremely worried about declining car sales. Autonomous vehicles are decades away even some competitors within the Autonomous industry are agreeing to go along with this false narrative because their own technology may be impacted. It's from the same playbook from some in the media with vested interests against the electric car they successfully delayed by decades! Think General Motors and the EV1 now some vehicles are trying to do the same with Autonomous vehicle deployment. One manufacturer Tesla has been wrong about the deployment of electric cars and is about to do the same with their CAM. CAM will have huge social benefits and will make many who are unprepared face reality like Tesla's FSD "feature complete" (Fully deployable in the real world) as the company calls it closer to happening than most people realise due to the misinformation campaign against electric vehicle deployment. We can't let this misinformation campaign continue! There are huge benefits to come from the deployment of Autonomous Vehicles with the potential to save millions of lives. We need to replace the entire vehicle fleet with electric, that's a given now. We're finally winning against the electric car! But do we need as many vehicles? The answer is clearly NO we

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the current ideology of car ownership. The traditional view of having to own a car is slowly coming to an end. Tesla intends to be the world leader of MaaS & shared mobility and when FSD is feature complete it will launch its Tesla Network similar to Uber/Lyft combined with CarSharing except for no driver up front and when it is up and running current Tesla owners with FSD will be able to share their car and make money from their car, making it a revenue-earning asset rather than money pit that most current cars are and normally only functional for a small amount of its lifetime wasting and stealing so much of our space from the urban realm being parked cars. We could reduce the number of cars on our roads by quite a significant amount, up to 75% of our current fleet of cars are simply not needed! It's no wonder the traditional motor industry is terrified. Some of them are already selling their cars at near cost and depend on income from finance and parts. Volkswagen's (VW) CEO is so scared he thinks VW may go the same way as Nokia! A better comparison though would be what the mobile did to landline telephones. Autonomous CAM's vehicles will help our Health and Mental Health. Autonomous vehicles will be electric by default. They will reduce air pollution, they will reduce the cost of travel. They will reduce the stress of traveling and will help alleviate both suburban and rural isolation. With so many places not covered by public transport, Autonomous vehicles could and should be the future of public transport! The societal and environmental benefits are huge and we can't let vested interests deny us this technological advancement as they did with the electric car.

Aeravia, Autonomous Electric Road & Air Vehicle Association of Ireland.
Please accept recommendations for the Public consultation on government's Road Safety Strategy 2021-2030 it is my hope you will put all of these proposals to the minister of transport.

This is a brief outline of what I think should be the goals of the Road Safety Authority for the next 10 years with all of them to be implemented at the earliest possibility.

more detail can be added to this at requested

Public Consultation on the Development of the Government's Road Safety Strategy

Traffic and unnecessarily long journeys is detrimental to health and mental health
Traffic and unnecessarily long journeys has been proven to be detrimental to health and mental health and should be considered the number one priority and is actually the number one concern for road users in their daily life and quality of life.

AI (artificial intelligence) traffic management control systems (AMCS)

All traffic to be controlled, directed and managed by a State run AI (artificial intelligence) traffic management control systems (AMCS)

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and all data collected by private companies compulsorily handed over to the states traffic management control systems (AMCS).

Fastest possible journey times and recommended opening times

With recommended journey times for individuals for traffic free journeys via app on phone with provisions for those unable to use mobile phones. Shops, schools and workplaces having to follow recommended opening and closing times to reduce traffic.

Real time GPS trackers onboard all vehicles.

All vehicles to be compulsory be connected to the (AMCS) for real time display in all road legal vehicles. Real time GPS trackers onboard all vehicles including personal mobility vehicles bicycles and E-scooters. Bringing the vehicle registration display into the 21st century.

Driver licence log in.

Smart driver's licence should be logged into all manually controlled vehicles to start the ignition and before departure with only a valid license being able to start the manually controlled vehicle. (too many disqualified drivers have continued to drive illegally with many causing deaths this is preventable with this technology)

Driver licence review

With a review of suitability of driving manually conducted at least every 5 years. With the review made by the previous manual driving. The current one off driving test for suitability of driving to be reviewed.

All road legal vehicles to be Autonomous capable by 2025.

We should aim to have all road legal vehicles autonomous

All vehicles to be compulsory level 4 or level 5 autonomous vehicles.

All current EV's are actually autonomous capable with the use of an additional device for

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Motorways and tunnels to be fully compulsory electric vehicles and Autonomous

An incentive to convert all vehicles to electric would be to ban ICE internal combustion diesel and hybrid vehicles from motorways and tunnels.

All speed limits should be reviewed to accommodate for Autonomous Vehicles.

Motorways could have speed limits increased to 300kph when Autonomously controlled

Public education program.

Public education program on road technology and the benefits to health, mental health and general of such technology as (AMCS) and Autonomous vehicles. via media and social media and current education programs.

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Traffic to be put underground and pedestrianization in urban centers.

As much city to outer suburbs traffic should be put underground and traffic to be removed from city centres and put underground as much as possible. Pedestrianisation should be prioritised and considered for all urban centers. With drones and tunnels used for stock deliveries.

Cycling infrastructure to be prioritised over vehicle traffic.

With best international practice followed with completely separate cycle lanes.

Disabled and our older population to be prioritised.

People with disabilities and our older population to be prioritised with door to door services.

Overweight and obese citizens.

Overweight and obese citizens should be encouraged to walk a medically recommended amount before being offered free public transport or private transport.

Public transport nationally to be free at point of use

Public transport nationally to be free at point of use paid for through general taxation.

Car ownership to be discouraged.

Car ownership to be discouraged and car sharing programs to be both state run and private operators. The Car remains unused for 95% of its lifetime and is a completely precious resources and is a financial burden to many.

All vehicles to be electric.

The damage to the environment should be considered in the Government's Road Safety there is plenty of evidence that road traffic pollution is contributing to a number of deaths including causing extra deaths by helping covid19 spread on pollution.

Basic insurance to be nationalised

CTP (compulsory third party insurance) With 1 in 13 drivers in Ireland now driving (illegally) and the private motor insurance industry price fixing making basic third party insurance unaffordable for many, It's time to nationalise third party insurance and into the motor tax system with private insurance companies only responsible for comprehensive insurance.

All HGV's to be banned during the hours of 7:30-19:30 in urban areas.

All HGV's over a certain weight should be banned during the daytime hours of 7:30am built up urban areas to many children and cyclists have been killed by HGV's.

All professional vehicles and HGV's to have cameras and black box onboard

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[a]Any questions?

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