

ENABLING THE TRANSITION TO USE OF CAV IN RSA

S SSEKABIRA NTEGE

Department of Transport

ABSTRACT

RSA exports over 60 % of its car manufactures to more developed countries e.g. the EU. With the aim to better road safety, the EU has mandated that vehicle automation systems be standard features in all cars that it import as from 2024.

Locals in RSA will soon demand to be sold connected autonomous vehicles (CAV) which happen to already be produced in the country, but for export purposes. What does DoT have to do to facilitate (the inevitable launch and penetration) transition to use of CAV domestically in RSA, and by so doing take advantage of better road safety?

This was a desktop study that involved reviewing literature to enable bring stakeholders to the same page, trigger their minds, followed by drafting questionnaires to be answered by stakeholders. The stakeholders were expected to agree, disagree or amend the compiled literature based on their experiences domestically.

DoT sought to identify gaps in domestic legislation and regulations, discrepancies in CAV support infrastructure across spheres of government. It also endeavoured to identify variations in infrastructure readiness to accommodate CAV. (169).

Most of the document inputs compiled were based on literature reviewed. Stakeholder responses were scanty.