National Future Transport Summit

17-18 September 2025

Record of Proceedings

National Future Transport Summit

## RECORD OF PROCEEDINGS

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EXECUTIVE SUMMARY

The National Future Transport Summit, held on 17-18 September 2025, brought together progressive and influential Australian leaders from government, industry, community and academia to agree on a bold new direction for Australia's transport future.

The Summit was the culmination of two years of extensive, collaborative work, including public consultation, led by the Centre for Connected and Automated Transport (CCAT) and a consortium of over 100 organisations.

With expert moderation by the ABC's David Speers, delegates engaged in open debate and collaboration to shape recommendations that prioritise safety, sustainability, productivity and social legitimacy for a future transport system, supported by strategic infrastructure and collaborative planning.

Delegates voted on 14 proposed recommendations under six themes. All recommendations were passed with an average of 97% support.

This report summarises the formal process and agreement of those recommendations.
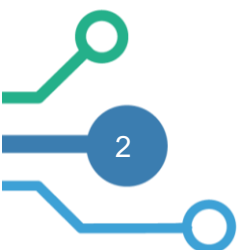
AGREED SUMMIT RECOMMENDATIONS

The summarised recommendations of the National Future Transport Summit are below. The recommendations are published in their full form in the document 'Agreed Summit Recommendations' which is available on the Summit website.

1. Safety

1.1 Prioritise safety opportunities

1.2 Harness the value of advanced vehicle and connected transport data

1.3 Establish a nationally coordinated innovation, testing, and proving ecosystem

2. Productivity

2.1 Define the role of connected and automated transport in economic and productivity priorities

2.2 Support home-grown industry and market development

3. Sustainability

3.1 Recognise and quantify the potential sustainability benefits of connected and automated transport

4. Social Legitimacy

4.1 Recognise the diverse transport and accessibility needs of Australians

4.2 Promote community understanding of connected and automated technology

4.3 Plan for future transport capabilities and assess impacts on employment and skills

5. Infrastructure

5.1 Take a system-wide view to planning and delivering future transport networks

5.2 Deliver a robust digital infrastructure platform and cybersecurity regime

5.3 Review ownership, management, and funding of physical and digital transport infrastructure

6. Planning & Collaboration

6.1 Foster national collaboration between governments, industry, academia, and communities

6.2 Develop a collaborative plan for a nationally connected and automated transport future
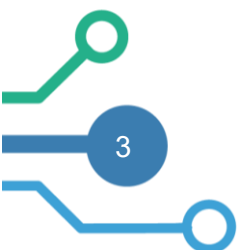
RECORD OF PROCEEDINGS

The National Future Transport Summit brought together leaders from government, industry and research for two days of keynote presentations, thematic debates and concurrent workshops focused on Australia's transport future. Keynote speakers included representatives from the Centre for Connected and Automated Transport, Airservices Australia, Brisbane City Council, The Demographics Group, the National Farmers' Federation, Queensland's Department of Transport and Main Roads and Uber.

Across the two days, delegates participated in structured debate sessions on the Safety, Productivity, Sustainability, Social Legitimacy, Infrastructure, and Planning and Collaboration themes. Each session was moderated by David Speers and featured an official mover and seconder who introduced and spoke in support of the proposed recommendations. Expert speakers then provided statements in response before delegates voted on each recommendation via an online poll.

Concurrent workshops complemented the plenary debates, exploring topics such as megalopolis planning, national collaboration, road safety innovation, cyber and AI risks, and emerging aviation technologies.

In total, 14 recommendations were presented, debated and formally agreed upon by delegates over the course of the Summit. The rest of this document outlines that process and highlights the speakers, key points discussed and any proposed amendments or considerations.

1. Safety

Theme Sponsor: EastLink

Mover: Charles Griplas, CEO and MD, ConnectEast

EastLink is one of Melbourne's major toll roads. It is operated by ConnectEast, which oversees its delivery, maintenance and customer operations.

Charles Griplas formally moved the three safety recommendations. In his address, he:

- Emphasised challenges such as cost pressures and highlighted that existing business models for road infrastructure do not always prioritise safety.

- Stressed that embedding safety in decision making processes presents a significant opportunity, particularly if data, privacy and cyber security issues are appropriately planned and managed.

Seconder: Peter Frazer, President, SARAH Group

The Safer Australian Roads and Highways (SARAH) Group is a leading road safety advocacy organisation in Australia that campaigns for legislative and infrastructure changes to prevent road trauma.

Peter Frazer formally seconded the safety recommendations. In his address, he:

- Encouraged government and industry to recognise that safety is a process that will be achieved through incremental steps, rather than a single intervention.
- Highlighted the economic cost of road trauma, which currently exceeds $30 billion annually.

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Dr Ingrid Johnston, CEO, Australasian College of Road Safety
- Rob McInerney, Chief of Future Impact, iRAP
- Dean Economou, Principal, Mobility Futures and Technology Lead, Reliable Affordable Clean Energy CRC 2030, Curtin University
- Nina Weissmann, Solution Consulting Analyst, Kapsch TrafficCom
- Florendia Dassios, Transport Network Operations Manager, Brisbane City Council
- Stephen Hodge, Director, WeRide Australia
- Irene McAleese, Co-Founder, See.Sense
- Niall O'Brien, Group Capability Lead, Roads, Aurecon
- Kyriakos Kotsakis, Executive Director – Transport Advisory, Egis

Proposed amendments or additional considerations:

- Dr Ingrid Johnston proposed an amendment to Recommendation 1.1 to insert the word 'assist' in the context of alleviating the potential for error to better reflect the complexity of road safety and the likely timeframes for the technology to be broadly applied.
- In relation to the recommendation about data, Dean Economou proposed that they include specific reference to both vehicle *and* infrastructure data, and that further strength should be applied to 'data sharing', through 'no blame' investigations and including it as a market access condition for manufacturers.

Formal agreement

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the safety recommendations by the Summit delegates. The table below indicates the levels of support for each

Voting results	
1.1 Prioritise safety opportunities	**100% support**
1.2 Harness the value of advanced vehicle and connected transport data	**97% support**
1.3 Establish a nationally coordinated innovation, testing, and proving ecosystem	**97% support**

2. Productivity

Mover: Susan Harris, Chief Executive Officer, ITS Australia

ITS Australia is the peak body for advanced transport technology in Australia, representing a network of industry, government, and research organisations to promote safer, more efficient and sustainable transport solutions through intelligent transportation systems.

Susan Harris formally moved the two productivity recommendations. In her address, Susan also highlighted:

- International learnings, such as the Texas Department of Transportation freight automation program involving 200+ organisations collaborating on regulatory and technical issues.
- The Summit as a unique opportunity to build a national vision for productivity in automated transport and the need to support Australian deployment while developing exportable expertise.

Seconder: Alex Iljin, Transport Industry Professional

Alex Iljin formally seconded the productivity recommendations, emphasising:

- Travel is often a cost overhead in resource industries, and optimisation frees capacity for core economic activity.
- Efficient movement of people and goods unlocks national productivity gains.
- Connected and automated vehicle technologies provide a pathway to improved freight and logistics performance, with economic benefits across multiple sectors.

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Paul Markwick, Head of Transport and Addinsight, Sage Automation
- Alex Schnaider, Managing Director, StraDigi Solutions
- Nina Weissmann, Analyst, Kapsch TrafficCom
- Kyriakos Kotsakis, Executive Director – Transport Advisory, Egis

Proposed amendments or additional considerations:

- Paul Markwick and Alex Schnaider suggested strengthening Recommendation 2.2 by emphasising Australia's existing leadership in automation, particularly in mining, aviation and telematics, as a strong foundation for future deployments across modes and sectors, creating significant market development opportunities for Australian businesses.

Formal agreement:

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the productivity recommendations by the Summit delegates. The table below indicates the levels of support for each

Voting results	
2.1 Define the role of connected and automated transport in economic and productivity priorities	**94% support**
2.2 Support home-grown industry and market development	**89% support**

3. Sustainability

Mover: Michel Colen, Head of Strategic Growth, Infrastructure Sustainability Council

The Infrastructure Sustainability Council is a not-for-profit, member-based organisation and the peak body for advancing sustainability in infrastructure across Australia and Aotearoa New Zealand.

Michel Colen formally moved the sustainability recommendation, emphasising:

- Infrastructure must be treated as a connected, strategic system delivering value at scale.
- Integrated planning at all levels of government is critical to achieve sustainability outcomes.

Seconder: Jacqui Banks, City Executive – Global Cities Program, Arcadis

Arcadis is a leading global company that provides sustainable design, engineering, and consultancy solutions for natural and built assets.

Jacqui Banks formally seconded the sustainability recommendation, emphasising:

- Transport accounts for 25% of national emissions, so transformational change is needed to meet climate goals.
- Mass transit remains essential, while electrification and AV deployment reshape urban travel.
- Emerging modes such as eVTOLs and integrated mobility hubs should be leveraged for sustainability.

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Dr Dean Economou, Mobility Futures & Curtin University
- Kate McKay, Principal, Arup
- Warwick Cathro, National Secretary, Australian Electric Vehicle Association
- Nina Weissmann, Analyst, Kapsch TrafficCom
- Kyriakos Kotsakis, Executive Director – Transport Advisory, Egis

Proposed amendments or additional considerations:

- Kate Mackay from Arup proposed an amendment to include explicit reference to 'dis-benefits' and future uncertainties in the headline recommendations.
- Speakers emphasised that emerging transport modes and mobility hubs can contribute to reducing emissions and improving service efficiency.

Formal agreement:

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the sustainability recommendation by the Summit delegates. The table below indicates the levels of support for each recommendation.

Voting results	
3.1 Recognise and quantify the potential sustainability benefits of connected and automated transport	**93% support**

4. Social Legitimacy

Mover: Rob Giltinan, Group Director of Policy & Public Affairs, NRMA:

Rob Giltinan formally moved the three social legitimacy recommendations, highlighting the NRMA's role in building trust and delivering equitable mobility for all Australians.

Seconder: Caitlin McMorrow, NDIS and Aged Care Specialist, Vision Australia

Vision Australia is a leading national not-for-profit organisation that supports people who are blind or have low vision.

Caitlin McMorrow seconded the social legitimacy recommendations, noting:

- People with disabilities should have equitable access to products, services and opportunities in all facets of life and be included in their planning and design.
- Multimodal accessibility, tactile interfaces and pedestrian safety features (e.g., acoustic alerts).

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Doug Spencer-Roy, Corporate Affairs Manager, EastLink
- Matthew Hall, National Manager – Systemic Advocacy & Policy, Australian Federation of Disability Organisations (AFDO)
- Luke Willcock, Manager Economic Development & Advocacy, City of Joondalup
- Stephen Hodge, Director – National Advocacy, We Ride Australia
- Jay Davey, Founder & CEO, Rampey

Proposed amendments or additional considerations:

- Luke Willcock from the City of Joondalup highlighted the important role of local government in community engagement, noting that with a significant proportion of Australia's roads owned by local governments, they are well positioned to support the social legitimacy of emerging transport technologies.

- Jay Davey from Rampey suggested that the recommendations could more clearly emphasise disability access, noting that independent accessibility should be included in any transport and infrastructure design.
- Speakers agreed that connected and automated transport must be co-designed with people with disabilities, remote communities and disadvantaged groups to avoid inadvertent exclusion.

Formal agreement:

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the social legitimacy recommendations by the Summit delegates. The table below indicates the levels of support for each recommendation.

Voting results	
4.1 Recognise the diverse transport and accessibility needs of Australians	**100% support**
4.2 Promote community understanding of connected and automated technology	**100% support**
4.3 Plan for the future transport system capabilities and examine the impacts of connected and automated transport on employment and skills	**96% support**

5. Infrastructure

Mover: Michael Caltabiano, Chief Executive Officer, National Transport Research Organisation (NTRO)

NTRO is Australia and New Zealand's applied research organisation for transport and infrastructure.

Michael Caltabiano opened the session and moved the three infrastructure recommendations, noting:

- Population growth, network pressures and safety issues demand a step change in infrastructure planning.
- Collaboration and innovation will be essential in delivering resilient, future-ready transport systems.

Seconder: Owen Hayford, Principal, Infralegal

Infralegal is an Australian specialist law firm that provides strategic legal and commercial advice for infrastructure projects.

Owen Hayford seconded the infrastructure recommendations, highlighting:

- Current "decide and fund" government models are under strain and often shaped more by politics than productivity.
- The private sector should play a stronger role as financiers, users, operators, and managers of critical assets, with shared governance, risk-sharing arrangements, and innovative funding approaches essential to delivering future-proofed networks.

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Caitlin McMorrow, NDIS Specialist, Vision Australia
- Michel Colen, Head of Strategic Growth, Infrastructure Sustainability Council
- Scott Fennelly, Director, Real Time and Intelligent Transport Systems Operations, Main Roads WA
- Alex Schnaider, Managing Director, StraDigi Solutions
- Nial O'Brien, Group Capability Lead, Roads, Aurecon
- Stephen Hodge, Director, National Advocacy, We Ride Australia
- Warwick Cathro, National Secretary, Australian Electric Vehicle Association
- Andrew Devilliers, Business Development Manager, Boral
- Sebastien Glaser, Director, ARC Training Centre for Automated Vehicles in Rural and Remote Regions (AVR3)

Proposed amendments or additional considerations:

- Scott Fennelly from Main Roads WA highlighted the complexity and diversity of state-specific priorities for infrastructure planning and design.
- Alex Schnaider of StraDigi Solutions proposed an amendment to Recommendation 5.2 to clarify terminology by explicitly including 'connectivity'. He outlined three pillars of digital infrastructure: connectivity (5G, satellite, roadside units), data / platforms and applications, emphasising the need for strong cyber security, data sovereignty, and harmonised standards across states to enable national interoperability.
- Nial O'Brien from Aurecon noted that the concept of 'system-wide planning' must account for urban vs regional diversity.

Formal agreement:

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the infrastructure recommendations by the Summit delegates. The table below indicates the levels of support for each recommendation.

Voting results	
5.1 Take a system-wide view to planning and delivering the transport networks of the future	**100% support**
5.2 Deliver a robust digital infrastructure platform and cybersecurity regime	**100% support**
5.3 Review the ownership, management and funding of physical and digital transport infrastructure	**91% support**

6. Planning and Collaboration

Mover: Neil Scales OBE, Former Director-General, Queensland Department of Transport and Main Roads

Neil Scales moved the two planning and collaboration recommendations, highlighting that:

- Public trust must be central to all planning, ensuring transport transformation is inclusive and not 'zero-sum'.
- An agreed national plan with clear, dynamic milestones, supported by testbeds and a unified policy framework, is critical to future transport in Australia.

Seconder: Dev Tayal, Policy and Business Development, Tesla

Dev seconded the recommendations, emphasising that:

- Tesla data indicates tangible safety benefits of automated vehicles, with higher crash-free mileage compared to conventional driving.
- Australia is falling behind other markets with regards to regulatory pathways and there should be more pressure on the Commonwealth Government to finalise the Automated Vehicle Safety Law.

Additional debate speakers

The following speakers provided a short address in response to the presented recommendations:

- Professor John Black, Emeritus Professor, UNSW
- Kristine Banks, National Policy Manager, Consult Australia
- Claire Thompson, Senior Policy and Project Officer, Department of Transport and Major Infrastructure WA
- Leigh-Chantelle Koch, Griffith University

Proposed amendments or additional considerations:

- Stephen Hodge from We Ride Australia proposed that Recommendation 5.1 could include assessment of the relative value of different transport modes, highlighting the benefits of active transport.
- Claire Thompson from the WA Department of Transport and Major Infrastructure called for the careful planning and guidance to direct public communication and terminology, particularly in relation to terms like 'self-driving'.
- Leigh-Chantelle Koch from Griffith University suggested that the recommendations should reference the need for rural and regional perspectives to be represented in governance and collaboration forums.

Formal agreement:

Summit delegates voted via the Menti online polling tool.

The motion was carried, confirming the adoption of the planning and collaboration recommendations by the Summit delegates. The table below indicates the levels of support for each recommendation.

Voting results	
6.1 National collaboration between governments, industry, academia and communities	**97% support**
6.2 Collaboratively plan for a nationally connected and automated transport future	**97% support**

AGREED RECOMMENDATIONS

The agreed recommendations are published in full on the Summit's website. These recommendations now form a unified blueprint to guide Australia's journey toward a transport system that is safer, more sustainable, more productive and collaboratively planned through inclusive and equitable design. The outcomes of the Summit reflect not only the collective expertise of the Consortium but also the shared determination of industry and government to ensure that future transport technologies deliver genuine public value and national benefit.

The work ahead will focus on translating these recommendations into action, embedding them within government frameworks, policy development and investment decisions. By maintaining the spirit of collaboration and momentum established through this process, Australia can lead the way in building a connected, automated and inclusive transport future that serves all Australians.