



Federal Motor Carrier Safety Administration

FMCSA

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PURPOSE

**TO ENABLE THE SAFE OPERATION
OF HIGHLY AUTOMATED
COMMERCIAL VEHICLES ON THE
NATION'S TRANSPORTATION
SYSTEM TO IMPROVE SAFETY,
PREVENT CRASHES, AND
EFFICIENTLY MOVE PASSENGERS
AND COMMERCE.**



Interpretive Rule Workgroup

Focus on Policy/Guidance Issues.

Various states allow driverless testing of HACV technologies through legislation.

- Considerations: driver seating, hours of service, vehicle markings, licensing, etc
- Additional interpretive rules and/or regulatory guidance as necessary
- Balance emerging technology with pace of rulemaking



Pilot Program / Temporary Exemptions Workgroup

1. Self-establishment by FMCSA
2. Request for implementation from a carrier
3. Congressional mandate



Data Sharing

Determine what data is:

- Required prior to a developer's entry into the pilot;
- Required for the demonstration of safe operation;
- Is currently being collected; and
- Should additionally be collected by MC-R

Use existing naturalistic studies as a benchmark to compare vehicles in the pilot to current drivers (equivalent level of safety).



Federal Register Notice

- **FMCSA seeking public comment on issues related to:**
 - **CDLs, driver qualifications, use of electronic devices, hours of service and inspection/repair/maintenance.**
 - **Law enforcement identification of levels of automation and types of equipment to be inspected at roadside.**
 - **Submit comments before July 17 at <https://www.regulations.gov/docket?D=FMCSA-2017-0114>.**



Communications

Developer Demonstrations:

- Work closely with OST, FHWA, NHTSA, motor carriers, safety groups, law enforcement and labor.
- Assure public confidence

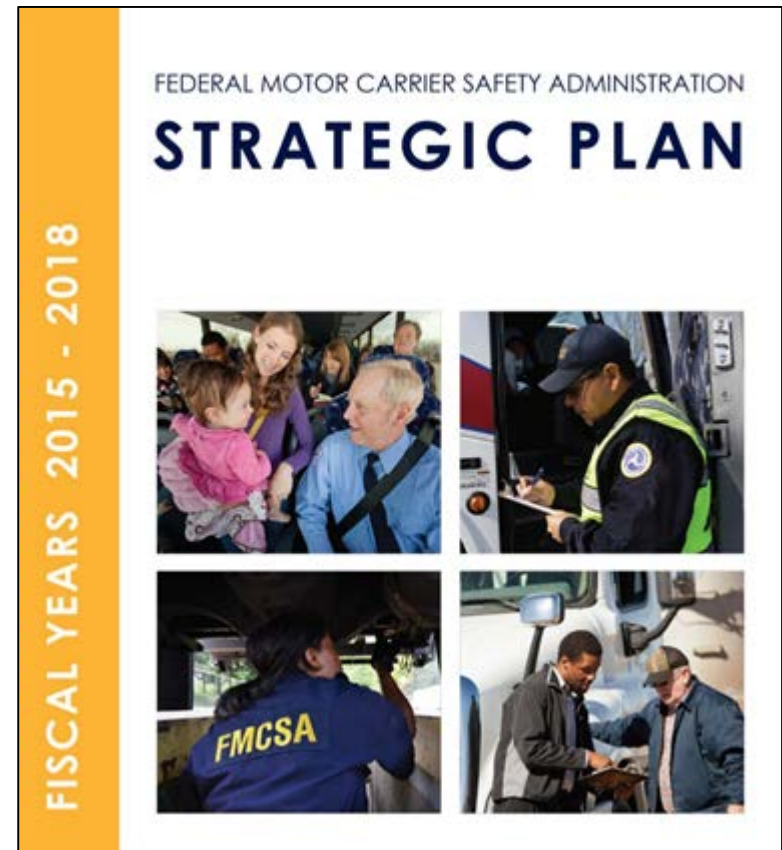


OUR VISION



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Save lives by striving
toward a
crash-free
and
fully accountable CMV
transportation life-cycle.



CONTACT US



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

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