Federal Motor Carrier Safety Administration

FMCSA

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HIGHLY AUTOMATED COMMERCIAL VEHICLES (HACVs)

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
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Pilot Program / Temporary Exemptions Workgroup

1. Self-establishment by FMCSA
2. Request for implementation from a carrier
3. Congressional mandate
HIGHLY AUTOMATED COMMERCIAL VEHICLES (HACV)

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.

Communications

Developer Demonstrations:

• Work closely with OST, FHWA, NHTSA, motor carriers, safety groups, law enforcement and labor.

• Assure public confidence
OUR VISION

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