







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**



Save lives by striving toward a crash-free and

fully accountable CMV transportation life-cycle.

STRATEGIC PLAN



2018

2015

FISCAL YEARS









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