



October 24, 2017

## **ATA AUTOMATED TRUCK POLICY**

Automated and connected vehicle technologies have the potential to dramatically impact nearly all aspects of the trucking industry. These technologies can bring benefits in the areas of safety, environment, productivity, efficiency, and driver health and wellness. Automated driving technology is the next step in the evolution of the safety technology currently available, and will help to further improve driver safety and productivity, as well as the safety of other motorists and road users. Automated technology comes in many levels that will assist the driver and in some cases, handle the driving task. The application of automated and connected vehicle technology in the trucking industry will center on solutions in which there remains a role for drivers, recognizing the duties and requirements drivers have beyond operating the vehicle. The following are ATA policies that will foster innovation and enable deployment of automated and connected technologies to meet the diverse needs of the trucking industry.

### **A. SAFETY**

- i. ATA continues its commitment to safety as a top priority for the trucking industry. ATA strongly believes that automated and connected vehicles have the potential to further reduce motor vehicle crashes and traffic related fatalities.
- ii. The trucking industry, led by ATA, should invest in coalition building with government, academia, research institutions, and private sector to demonstrate the rising level of safety related to automated and connected vehicle technology.
- iii. Demonstrations of automated trucks are needed to provide data to establish safety and other benefits of this technology. Initial data generated by technology developers, based on their safety and validation testing, will be valuable.
- iv. Proposed policy, regulations, or guidance by government should not pick winners or losers of technology. Government should not create disincentives for investments in future improvement and enhancements to automated and connected vehicle technology.
- v. Government regulators and lawmakers should revise or remove outdated safety related laws, regulations and guidance as data demonstrates a technology's ability to provide an equivalent or higher level of safety than current regulations support or incorporate.

### **B. FLOW OF INTERSTATE COMMERCE**

- i. The trucking industry relies on an interstate highway system that facilitates the free flow of goods between the states. As automated truck technology is developed, tested, and commercialized, it is critical that federal, state and local laws do not create disparities that limit commerce and obstruct the successful adoption of these potentially safety- and productivity-boosting technologies.

### **C. FEDERAL PREEMPTION AND STATE'S RIGHTS**



- i. The regulation of performance and technical specifications of automated and connected truck technology should be solely the responsibility of the Federal Government.
- ii. States should maintain their existing responsibilities that do not interfere with the flow of interstate commerce. In the absence of federal regulation, states should support operations of commercial motor vehicle automated and connected technologies within their rights of intrastate jurisdiction.
- iii. Conflicting or duplicative requirements among Federal and State agencies will create roadblocks to deployment of automated technology, delaying the safety benefits, fuel savings, emissions reductions, and potential efficiency improvements to our country's transportation system. When conflicts arise between federal and state regulations, the federal government must take a clear leadership role and, if necessary, exercise federal preemption.

#### D. UNIFORM STATE LAWS

- i. States should commit to ensuring a unified national framework to facilitate the development, testing, and deployment of commercialized automated and connected truck technology, including further harmonization of state-level traffic and vehicle rules affecting the operation of such technology. States should take into consideration federal (e.g., NHTSA, FMCSA) guidance and regulations, and avoid placing any performance requirements on automated and connected trucks (a federal responsibility).
- ii. To promote safety, productivity, and the free flow of commerce, ATA encourages state agencies, academia, and OEM/suppliers to engage one another in partnerships/coalitions to advance research, development, testing and deployment of automated, platooning and related enabling technologies.
- iii. States should take steps toward removing existing barriers that may stifle innovation, testing, and deployment of advanced technology.

#### E. FREEDOM OF CHOICE VS. MANDATES

- i. Federal and state laws and regulations should neither require, nor limit differing levels of automation. The trucking industry, when given a choice, will deploy technologies that are best suited for individual business needs. Carriers will increasingly adopt proven levels of automation in the interest of safety and productivity.
- ii. Only after proven technologies have been adopted by the motoring public and only in the interest of safety should mandates be considered. Any such mandates should be developed in coordination with the trucking industry.

#### F. INFRASTRUCTURE AND CONNECTIVITY

- i. Investments in infrastructure such as repairing, maintaining, and improving pavement, lane markings and signs as well as intelligent transportation systems technology will benefit both automated and conventional vehicles.



- ii. The 5.9GHz dedicated short range communication (DSRC) spectrum, including all seven of the allocated channels, should be protected for vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I) and related applications (collectively referred to as V2X). The FCC should not allow sharing of this spectrum for other uses (such as WiFi).
- iii. Appropriate agencies should consider equipping emergency services (e.g., police, fire, rescue) and roadway construction sites (including equipment, vehicles, and workers), with V2X communications capabilities so that they can be more fully integrated into a connected driving environment.
- iv. The trucking industry should continue to work with the federal government to enhance a V2V “Basic Safety Message” (BSM) standard that meets the needs of all vehicles, especially combination vehicles. Exchanging BSMs among vehicles can improve safety of all road users by providing V2V-equipped vehicles and drivers with safety-critical information about surrounding vehicles including, but not limited to, vehicle position, speed, size, and configuration.

#### G. PUBLIC EDUCATION

- i. Educating various groups regarding future technologies is important to clarify understanding and help gain acceptance for these innovations. A fair, balanced approach is critical in educating the industry, constituents and the public at large regarding automated commercial vehicle research and development, as well as demonstration and commercial deployment of these technologies.
- ii. ATA, along with its industry partners and membership, will work with government agencies (e.g., FMCSA) and government-related agencies (e.g., CVSA) to help guide, support and reinforce their efforts at public education and awareness building regarding the facts associated with automated commercial vehicle development and deployment.

#### H. MAINTAINABILITY

- i. As automated technology moves toward deployment, ATA will continue to develop maintenance and engineering best practices in support of fleet requirements through its Technology & Maintenance Council (TMC). TMC's Future Truck initiatives and recommended practices (RPs) aid industry in ensuring equipment maintainability, reliability, durability and security of automated and connected vehicle systems.

ATA Contact – Ross Froat, [rfroat@trucking.org](mailto:rfroat@trucking.org)