HB 2970
Establishing an autonomous vehicle work group.

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What is an Autonomous Commercial Vehicle?
To bring AI-enabled autonomous driving
$90 million test track being built 40 miles SW of Orlando.

42 Companies Invest $150,000 Each.
Redundant Systems

ACV Testing & Deployment

Automated Driving System Monitors Driving Environment

Human Driver Monitors Driving Environment

No Automation  Driver Assistance  Partial Automation  Conditional Automation  High Automation  Full Automation
Redundant Systems
Redundant Systems
Redundant Systems

SAE INTERNATIONAL
J3016

HUMAN DRIVER
MONITORS DRIVING ENVIRONMENT

0 1 2 3 4 5
No Automation  Driver Assistance Partial Automation Conditional Automation High Automation Full Automation

AUTOMATED DRIVING SYSTEM MONITORS DRIVING ENVIRONMENT

TESTING & DEPLOYMENT

ACV
Improving safety.

Aerodynamic drag around 26%.

At the right distance can consume up to 15% less fuel.
Highway Infrastructure
Collison Factors

2015: CLAS (WSDOT) and FARS (WTSC)
FMCSA is reconsidering its previous stance that a driver is required behind the wheel of a commercial vehicle at all times. **FMCSA can:**

- Grant waivers to applicants up to three (3) months.
- Exemptions up to five (5) years; or
- Allow pilot programs for up to three (3) years.

To allow the operation of commercial vehicles without a driver in the driver’s seat.

FMCSA wants to hear from the public on how ADS-equipped trucks could interact with the following existing regulations:

- Inspection, repair and maintenance
- Roadside and Annual Inspections
- Distracted driving and driver monitoring
- Medical Qualifications | Hours-of-Service
- CDL Endorsements | Data sharing
- The Compliance Program
COMPLIANCE/REGULATIONS

1. Shipper and Insurer Briefing Addendum
2. Data: Information for Shippers, Brokers, and Insurers
3. Just the Facts About SMS

“The agency has told the public to no longer rely on FMCSA safety ratings as they are only a snapshot in time, and that even a satisfactory rating "does not mean a carrier is currently in compliance and operating safely."

Recommendation: Reassess commercial shipper responsibilities in hiring drivers.

May 16, 2012 | Issued Three Notices
**RECOMMEND:** WA adopts a $5,000,000 limit all risk peril for third-party service providers.
RECOMMEND: Reassessing the due diligence requirements: Insurer’s, Insurance Agents & Insurance Brokers.
California regulations are some of the first rules in the nation to address the collection of personal data, as well as a requirement that vehicles meeting industry standards for cybersecurity such as:

- Implement a formal IS governance approach
- Detect insider threat
- Update software and systems

CA regulations also included some of the first explicit restrictions on the collection and use of personal information in the autonomous-vehicle context.

Personal Information: CCR 227.02(l).
Manufacturer Disclosure to a Passenger: CCR 227.38(h).
Manufacturer Obligation Deployment: CCR 228.24(a).1
ESTABLISHING ACV LICENSING

✓ Rollover existing motor carrier regulations that apply to motor carrier authority to operate intrastate and interstate and apply to ACV testing authority guidelines.

✓ Select a state agency or private party that will test all ACV software and equipment prior to the approval of testing authority.

✓ Proof of accident reporting, compliance, and safety action plan.
Who can apply for Testing & Deployment?

- **Authorized commercial motor carriers** (for hire and private) cargo, passengers, household goods and solid waste collection companies.
- **Authorized motor carriers** operated by the state, military and federal government.
- **Authorized manufactures** of autonomous commercial vehicles.
- **Authorized third-party vendors** who are licensed to perform maintenance, installation and compliance services.
**STEP ONE**
Apply for operating authority:

- Business Info.
- USDOT #
- Proof of Insurance

**STEP TWO**
Go through required testing: meet or surpass ACV testing standards.

**STEP THREE**
Issuance of permission to test and or deployment.
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