The House passes self-driving car bill

Legislation to limit regulation on self-driving cars

The bill was passed by a unanimous voice vote

SELF-DRIVE Act

HR. 3388

- Overrides state regulations that limit manufacturers' ability to put self-driving cars on the road
- Allows carmakers to put hundreds of thousands of automated vehicles on the roads in the next few years
- Grants manufacturers more exemptions to government safety regulations to test more cars (25,000 in the first year)
- Requires carmakers to institute cybersecurity and privacy protections

Introduced	Passed House	Passed Senate	Signed into law by president

What's next:

- The Senate will likely weigh in on a similar bill being drafted in the Commerce Committee
- Safety advocates and labor groups are likely to fight the bill as it moves forward
- Transportation Secretary Elaine Chao is expected to release revised safety guidelines for self-driving cars in the near future

Sources: Cecilia Kang, "Self-driving cars' prospects rise with vote by House," The New York Times, September 6, 2017; David McCabe, "House prepares to take a big step on self-driving cars," Axios, September 6, 2017.

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Some labor and safety groups oppose the self-driving car bill

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Auto manufacturers support the bill

- **Ford Motor**, **General Motors** and **Waymo** (a division of Alphabet) lobbied in favor of the bill

Some safety and labor groups oppose the bill

- Safety groups want to mandate rigorous safety testing
- Labor unions want to slow job dislocation and ensure worker safety

The battle over trucks:

- The House bill does not preempt regulations for trucks or commercial vehicles
- Labor unions particularly oppose autonomous trucks because they could put truck drivers out of business
- It is still unclear if the Senate bill will address trucks; the Commerce Committee may hold hearings to discuss larger and commercial vehicles

Sources: Cecilia Kang, "Self-driving cars' prospects rise with vote by House," The New York Times, September 6, 2017; David McCabe, "House prepares to take a big step on self-driving cars," Axios, September 6, 2017.

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Should the Senate include trucks in its automated vehicles bill?

Key takeaways from the Senate Commerce Committee hearing on automated trucks

Background:

- The House recently passed a bill that overrides state regulations and allows carmakers to put many more self-driving cars on the road, but the bill did not address autonomous trucks
- Before drafting and voting on a similar bill, the Senate held a hearing to address whether to include a preemption of regulations for self-driving trucks

Other issues discussed:

- *Cybersecurity:* Could terrorists hack into self-driving trucks to carry out an attack? Could personal data of drivers and passengers be breached?
- In the near future, autonomous trucks will still require human drivers. Should regulations prepare for completely driverless trucks that may not be developed anytime soon?

Witness	Summary of statement
Sen. John Thune (R-SD)	• In a statement for the majority, Thune outlined the committee's intention to consider the promise and implications of putting self-driving trucks on the road • Thune also spoke of the potential for self-driving trucks to save lives by reducing the number of deaths in accidents due to human error
Col. Scott Hernandez *Colorado State Patrol*	• Hernandez said that the law enforcement community is excited about the potential for increased road safety with automated trucks • He also raised some questions about how autonomous vehicles will affect the enforcement of safety regulations, including inspections and regulations for normal trucks that will need to be modified for autonomous trucks
Troy Clarke *CEO, Navistar*	• The manufacturing executive argued that self-driving trucks will help reduce the shortage of truck drivers in some states • Autonomous trucks will still need human drivers in the near future, but the increased safety, ease and comfort are likely to attract more employees; Clarke said he believes truck drivers will become more like pilots
Deborah Hersman *President and CEO,* *National Safety Council*	• Hersman outlined her organization's position that trucks should be included in the Senate bill regarding regulations • The safety group believes that self-driving trucks can help save many lives, but education and training are critical for new technology
Ken Hall *General-Secretary,* *International Brotherhood* *of Teamsters*	• The transportation union leader stressed the importance of worker safety; he fears manufacturers may treat drivers like "guinea pigs" for technology that has not been thoroughly tested • The issues facing autonomous trucks are different than cars and the potential consequences more calamitous, and many truck drivers could lose their jobs to autonomous trucks, Hall warned

Trump administration releases new guidelines for self-driving cars

Automated Driving Systems: Vision for Safety 2.0

Elaine Chao
Secretary of Transportation

Background:

- The House recently passed legislation to limit regulation of autonomous vehicles, and the Senate is expected to vote on a similar bill

- Sec. Elaine Chao and the NHTSA (an agency within the DoT) recently released revised guidelines for self-driving cars

- The document is light on specifics, but generally is supportive of manufacturers of self-driving cars, urging local governments to pave the way for the deployment of autonomous vehicles

- Auto manufacturers will be asked to submit voluntary safety assessments

- The directive suggests a 12-point safety standard that manufacturers should consult before putting cars on the road (the Obama administration's guidance included a 15-point plan, by contrast)

- States are advised to institute only light regulations

Looking forward:

- Chao emphasized that the guidelines are not static but rather an evolving document, and that the DoT is already working on "Vision for Safety 3.0"

- In the future, Chao plans to outline guidelines for cybersecurity of autonomous vehicles

Sources: National Journal research.