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The U.S. Department of Transportation Publishes Updated Federal Automated Vehicles Policy

The United States Department of Transportation (DOT) and the National Highway Transportation Safety Administration (NHTSA) have announced [new federal guidance for Automated Driving Systems \(ADS\): A Vision for Safety 2.0](#). This update to their September 2016 Automated Vehicle Policy is the latest federal guidance for automated driving systems to industry and States. In the new document, DOT offers a non-regulatory approach to automated vehicle technology safety with an emphasis on the voluntary nature of the guidelines. The update includes a number of changes, such as SAE Level 3, 4 and 5 vehicles that were referred to as “Highly Automated Vehicles (HAVs)” are now referred to as “Automated Driving Systems (ADSs).” Another key change is that the policy only consists of two sections with the elimination of “current and modern regulatory tools discussions.”

In **Section 1 Voluntary Guidance** a notable change is the elimination of any compliance requirement or enforcement mechanism. It makes clear that safety assessments are not subject to Federal approval nor is there a waiting period or delay to begin testing or deployment. It does not impose any new barriers or reporting requirements, it revises priority safety elements by focusing on 12 aspects that are ready for implementation in the near term. Manufacturers and other entities are encouraged to provide consumer education and training as well as to document how they intend to account for all applicable Federal, State and local laws. It also identifies important elements such as privacy, ethical considerations, registration, and the sharing of data beyond crash data for further discussion and research.

In **Section 2 Technical Assistance to States**, “Best Practices for State Legislatures” has been added to provide support for sufficient consistency of laws and policies to promote innovation and the safe integration of ADS. It also includes “Best Practices for State Highway Safety Officials” which is very similar to the guidance provided in 2016 in the Model State Policy. It includes considerations in such areas as applications and permissions to test, registration and titling, working with public safety officials, and liability and insurance. NHTSA emphasizes and encourages roadway safety as well as collaboration and communication between Federal, State and local governments and the private sector.

The updated document again references the NHTSA collaboration with the AAMVA Autonomous Vehicles Working Group, including the upcoming report AAMVA hopes to publish for members in 2018.

Additional resources:

[PDF of the new Vision for Safety 2.0](#)

[Key differences as outlined by NHTSA](#)

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For questions about AAMVA's Government Affairs, please contact Cian Cashin at ccashin@aamva.org



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