

October 5, 2018



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U.S. Department of Transportation Releases AV 3.0

The United States Department of Transportation has released its new [policy framework](#) with respect to autonomous vehicles, entitled “Automated Vehicles 3.0: Preparing for the Future of Transportation” (AV 3.0). According to U.S. DOT, this voluntary guidance builds upon, but does not replace, the guidance provided in the earlier “Automated Driving Systems 2.0: A Vision for Safety.”

The highlights of AV 3.0 include:

- U.S. DOT will interpret and adapt the definitions of “driver” and “operator” to recognize that the terms do not refer exclusively to a human but may include an automated system.
- U.S. DOT no longer recognizes the designation of the ten Automated Vehicle Proving Grounds announced in 2017.
- Urging states to remove barriers to automated vehicle technologies and to support interoperability.
- Affirming U.S. DOT’s authority to establish motor vehicle safety standards that allow for new vehicle designs, such as those without steering wheels, pedals, or mirrors.
- Reaffirming that U.S. DOT will pursue a self-certification approach rather than a vehicle type approval process.
- Encouraging automated driving system developers to make their Voluntary Safety Self-Assessments public.
- Providing considerations and best practices for state and local governments to support the testing and operation of automation technologies.
- Supporting the development of voluntary technical standards and approaches as a non-regulatory means to advance the integration of automation technologies into the transportation system.
- Describing a framework of safety risk management stages for integration of commercial automated vehicles.
- Affirming U.S. DOT is continuing its work to preserve the ability for transportation safety applications to function in the 5.9 GHz spectrum.

The policy framework also establishes U.S. DOT administrative actions to explore:

- Setting exceptions to certain safety standards that are relevant only when human drivers are present for automated driving system-equipped vehicles.
- A proposal to modify the procedures NHTSA will follow when making decisions on exemption petitions.
- How to better understand the areas of responsibility between state and federal governments in the context of ADS-equipped commercial motor vehicles and commercial carriers.
- FMCSA consideration of changes to federal motor carrier safety regulations to accommodate integration of ADS-equipped commercial vehicles.
- Plans to update the 2009 Manual on Uniform Traffic Control Devices, taking new technologies into consideration.
- Identification of automation-related voluntary standards being developed through standards development organizations and associations.
- A study of the workforce impacts of automated vehicles.

Page 18 of the framework provides U.S. DOT’s vision for the state role with respect to AVs, and indicates that states are directly “responsible for licensing human drivers, registering motor vehicles, enacting and enforcing traffic laws, conducting safety inspections, and regulating motor vehicle insurance and liability. They are also responsible for planning, building, managing, and operating transit and the roadway infrastructure. Many of those roles may not change significantly with the

deployment of automated vehicles.”



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