

# PANEL MEMBER

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# **Industry Perspectives on Autonomous Trucks**

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# ATRI

**Trucking industry's not-for-profit research organization**

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# 2022 Top Industry Issues


1. Fuel Prices (#8 in 2013)
2. Driver Shortage (1)
3. Truck Parking (5)
4. Driver Compensation (3)
5. Economy (#8 in 2020)
6. Detention / Delay at Customer Facilities (7)
7. Driver Retention (2)
8. Compliance, Safety, Accountability (6)
9. Speed Limiters
10. Lawsuit Abuse Reform (4)

CRITICAL ISSUES IN THE TRUCKING INDUSTRY – 2022



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American Trucking Associations

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# Federal Level Regulations and Guidance

- **Federal Motor Vehicle Safety Standards (FMVSS) restricts autonomous vehicles.**
- **National Highway Traffic Safety Administration (NHTSA) can approve exemptions.**
- **January '21 -- US DOT released AV 4.0: "Automated Vehicles Comp Plan: "Lot's of *Guidance*"**



# AV/AT Definitions

At SAE **Level 0**, the human driver does everything;

At SAE **Level 1**, an automated system on the vehicle can sometimes assist the human driver conduct some parts of the driving task;

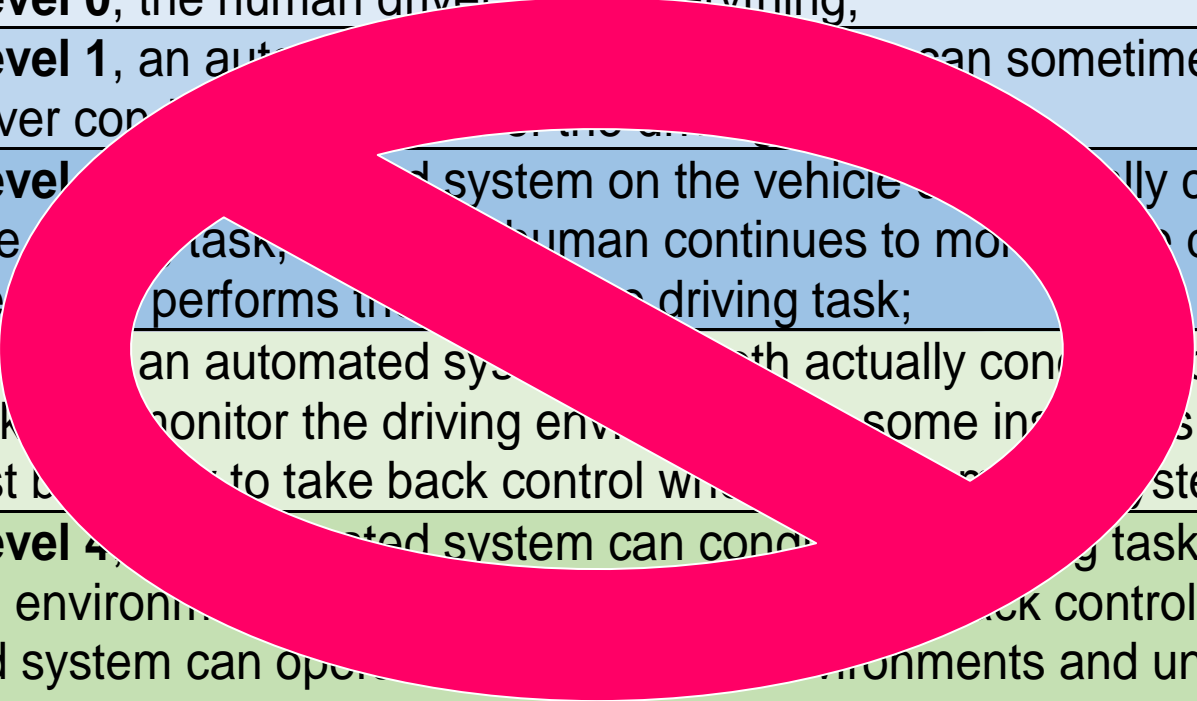
At SAE **Level 2**, an automated system on the vehicle can actually conduct some parts of the driving task, while the human continues to monitor the driving environment and performs the rest of the driving task;

At SAE **Level 3**, an automated system can both actually conduct some parts of the driving task and monitor the driving environment in some instances, but the human driver must be ready to take back control when the automated system requests;

At SAE **Level 4**, an automated system can conduct the driving task and monitor the driving environment, and the human need not take back control, but the automated system can operate only in certain environments and under certain conditions; and

At SAE **Level 5**, the automated system can perform all driving tasks, under all conditions that a human driver could perform them.

# AV/AT Definitions



At SAE <b>Level 0</b> , the human driver does everything;
At SAE <b>Level 1</b> , an automated system can sometimes assist the human driver control of the vehicle;
At SAE <b>Level 2</b> , an automated system on the vehicle can actually conduct some parts of the driving task, but the human continues to monitor the driving environment and performs the driving task;
At SAE <b>Level 3</b> , an automated system can actually conduct some parts of the driving task and monitor the driving environment for some intervals, but the human driver must be ready to take back control when the system requests;
At SAE <b>Level 4</b> , an automated system can conduct the driving task and monitor the driving environment and take back control, but the automated system can operate in limited environments and under certain conditions; and
At SAE <b>Level 5</b> , the automated system can perform all driving tasks, under all conditions that a human driver could perform them.





Advanced Driver Assistance Systems

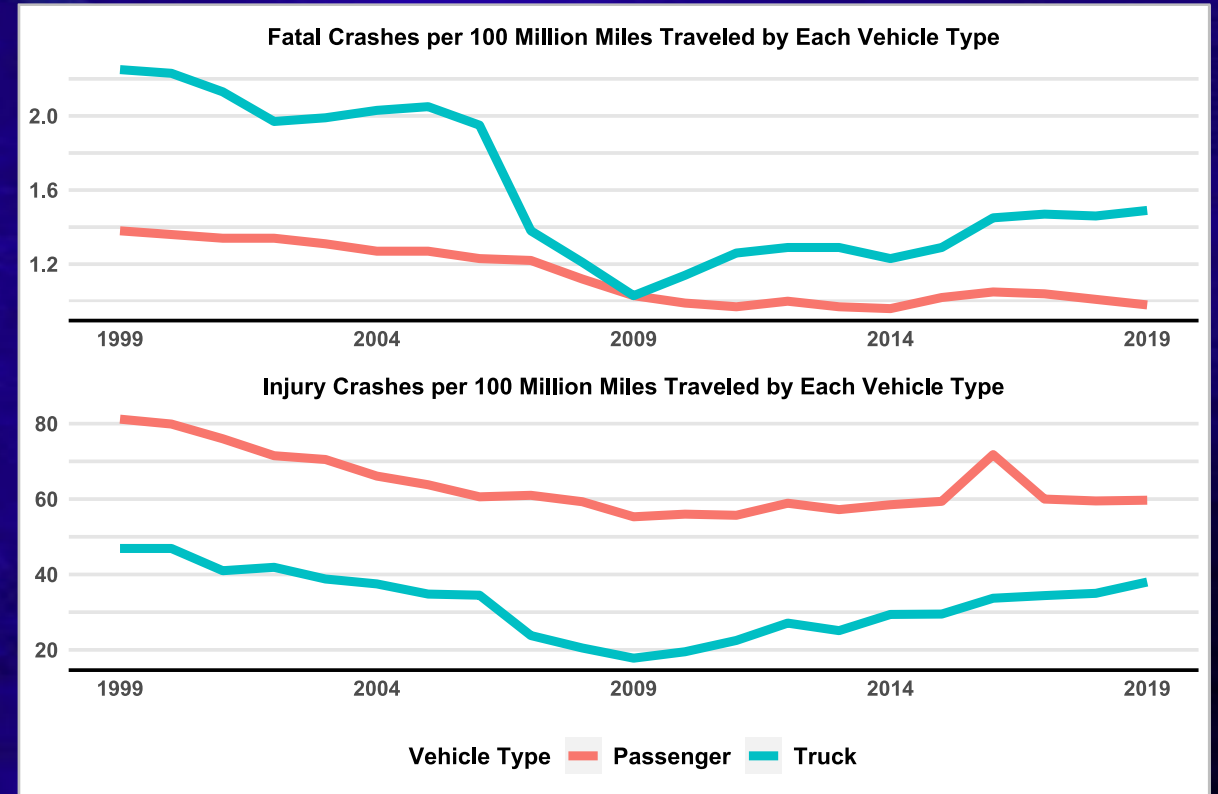
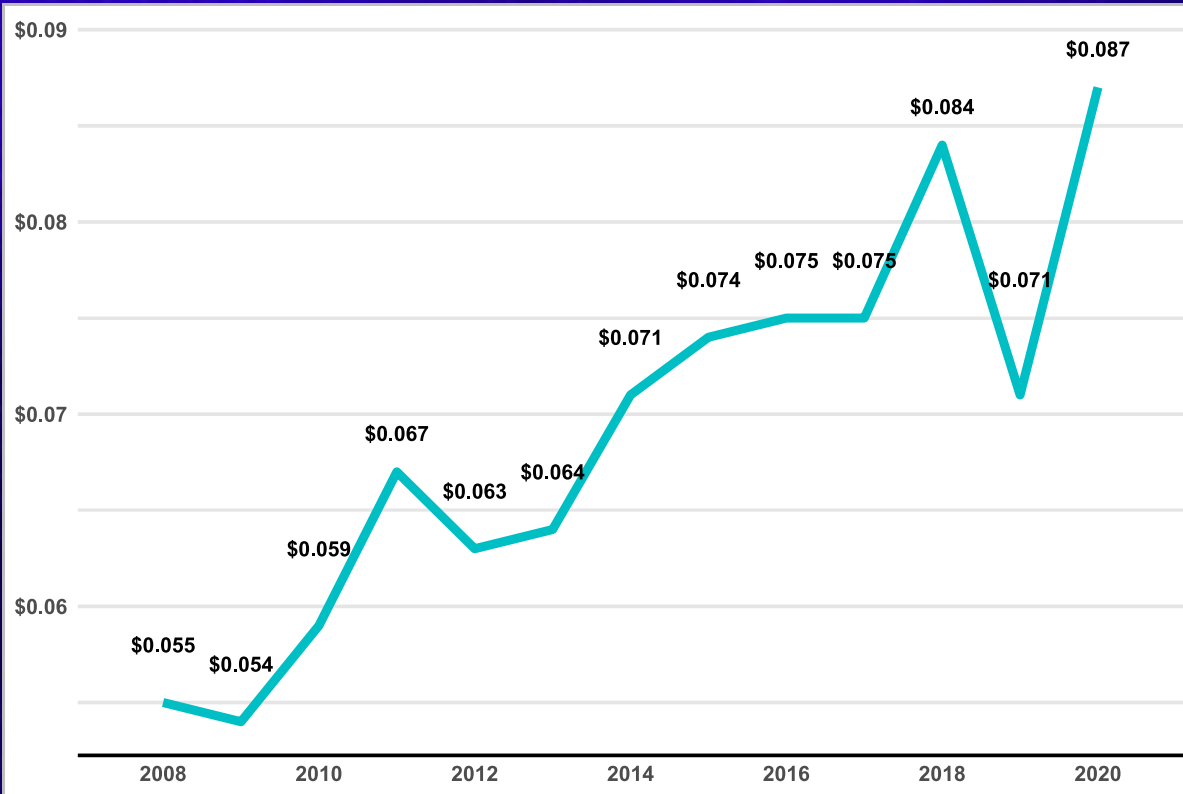
# TECH CELERATE

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U.S. Department of Transportation  
**Federal Motor Carrier Safety Administration**

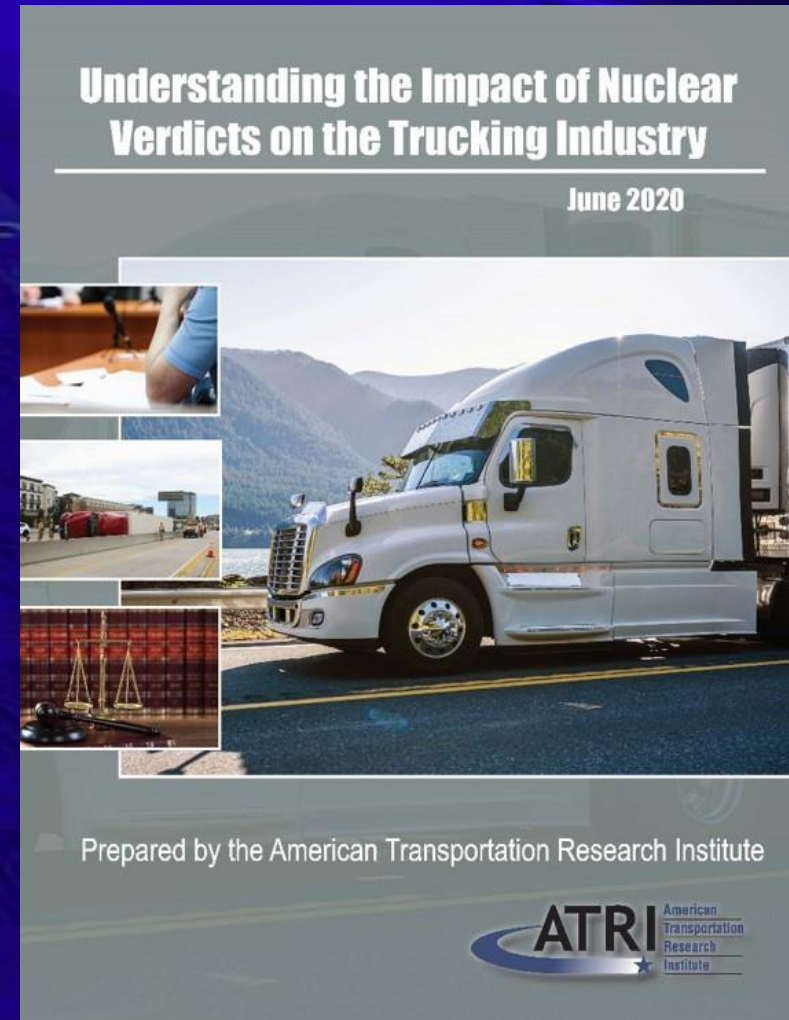
# Insurance Costs over Time...



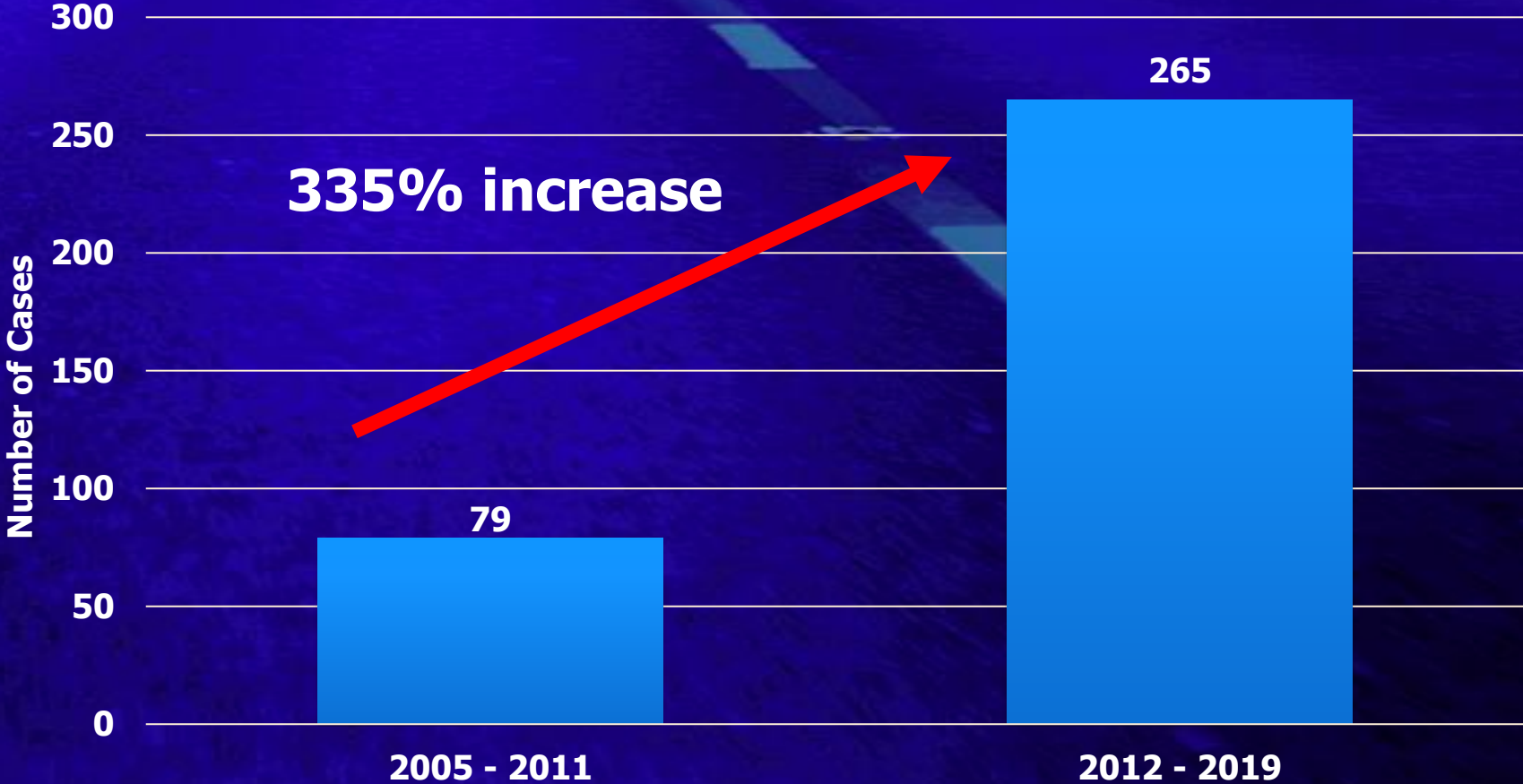


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# Number of Cases with Verdicts \$1 Million+







# Questions?

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