



Owner-Operator Independent Drivers Association

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Owner-Operator Independent Drivers Association Autonomous Trucking Priorities

- Language requiring the completion of a federal study analyzing the impact autonomous vehicles would have on millions of jobs in the trucking industry. The study must contemplate the potential displacement of jobs, expected changes to the skills and training necessary for drivers to safely operate autonomous trucks, and how these changes would affect driver wages.
- Language requiring the completion of a federal study analyzing the impact autonomous vehicles would have on small trucking businesses, which account for 94% of all U.S. motor carriers. The study must evaluate the costs associated with the introduction of various technologies, how these costs would affect the price of new and recently used trucks, and how price changes would impact small businesses ability to purchase vehicles.
- Language devoting at least one seat to an owner-operator or representative of small trucking businesses on any technical and/or safety committee, or working group, created by the bill.
- Language requiring the establishment of working groups to address workforce and small business factors related to the expanded use of autonomous technology.
- Language requiring a driver be present in the power unit and capable of assuming operational control of the vehicle in case of a system malfunction.
- Language requiring that the Secretary of Transportation issue a report identifying each provision, requirement, or specification of the Federal Motor Carrier Safety Regulations (FMCSRs) that needs to be modified or updated for autonomous trucks within 12 months of enactment.
- Language requiring the public reporting of vehicle miles traveled and crash data involving autonomous trucks, regardless of crash responsibility. To fully understand the operational challenges of autonomous trucks in diverse conditions and ensure public trust, this data must include crash type (i.e., rear-end crash, side swipe going same direction, etc.), roadway type, speed of vehicle, speed limit, location, time of day, weather conditions, cargo (type, weight and configuration) and equipment failures. Reporting should also include the time and cost necessary to repair autonomous equipment that failed.
- Language strengthening cybersecurity requirements due to the greater safety risks posed by autonomous trucks. Rather than simply submitting a plan, autonomous truck developers must be required to demonstrate their cybersecurity systems are effective.