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U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building, Room W12-140
Washington, DC 20590-0001

RE: Preparing for the Future of Transportation: Automated Vehicles 3.0 (AV 3.0) (Docket No. DOT-OST-2018-0149)

On behalf of the 14,000 members of the National Association of Manufacturers (NAM), the largest manufacturing association in the United States representing manufacturers in every industrial sector and in all 50 states, the NAM submits these comments in response to the Department of Transportation's (DOT) request for comment on *Preparing for the Future of Transportation: Automated Vehicles 3.0 (AV 3.0)*.

Manufacturing employs more than 12 million men and women, contributes over $2 trillion to the U.S. economy annually, has the largest economic impact of any major sector and accounts for more than three-quarters of all private-sector research and development in the nation. The NAM is the powerful voice of the manufacturing community and the leading advocate for a policy agenda that helps manufacturers compete in the global economy and create jobs across the United States.

Manufacturers are leading innovators, designing and producing products that improve the lives of customers and using technologies that transform manufacturing processes. Manufacturers were early innovators of the technologies and products in Automated Driving Systems (ADS) and are poised to continue to lead in the safe, timely and widespread deployment of autonomous vehicles (AVs). The NAM represents all parts of the AV supply chain, including original equipment manufacturers, suppliers, and entities involved in the design, testing and manufacturing of ADS, as well as commercial vehicle and multimodal transportation manufacturers and suppliers. The NAM also represents manufacturers who rely on advanced transportation technology to better serve their customers and communities. The NAM welcomes the opportunity to comment on DOT's updated approach to ADS in *AV 3.0*.

AV technology presents an opportunity to make our roadways safer. According to National Highway Traffic Safety Administration (NHTSA) data released this year, human error was the critical cause in 94 percent of vehicle crashes.[1] Safety continues to be a primary objective for manufacturers at every stage of the process to design, build, test, operate and deploy autonomous vehicles.

The NAM submitted comments on the *Federal Automated Vehicle Policy* (the "Policy") released in 2016 and *Automated Driving Systems: A Vision for Safety* (the "Guidance") in 2017. In both

[1] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812506

cases, we noted our appreciation for NHTSA's outreach to industry and highlighted the need for ongoing collaboration to develop a voluntary, evolving framework that fostered further innovation in autonomous vehicle technology by manufacturers in America. The NAM appreciates DOT's continued outreach to manufacturers and that *AV 3.0* represents a continuation of the approach taken in the prior frameworks while also incorporating additional stakeholder feedback.

The NAM has consistently called for guidance that is voluntary and provides flexibility for manufacturers to continue to innovate in ADS. *AV 3.0* builds upon the voluntary guidance provided in 2017. The NAM appreciates that DOT continues to emphasize the voluntary nature of developers' safety self-assessments and supports the development of voluntary technical standards and approaches for AV deployment. *AV 3.0* "reaffirms DOT's reliance on a self-certification approach, rather than type approval, as the way to balance and promote safety innovation." Manufacturers prioritize safety and are committed to taking steps to build consumer confidence in the safety of AV technology. At this point in time, advancing AV safety goals can be best accomplished through a government-stakeholder partnership that provides a clear federal framework for the testing and deployment of AVs and flexibility for industry in the technical development and design of the technology.

The NAM welcomes DOT's multimodal approach to the deployment of ADS in *AV 3.0*. The updated framework incorporates commercial vehicles and considers the authorities of the surface transportation operating administrations within DOT with jurisdictions impacted by AV technology. The NAM agrees that the best way to achieve the Federal Motor Carrier Safety Administration's (FMCSA) goal of reducing crashes involving commercial vehicles is to create a regulatory environment that speeds the development of ADS in these systems. Manufacturers look forward to participating in the subsequent development of policy and regulations by FMCSA to promote the integration of ADS-equipped commercial motor vehicles.

The NAM supports the continued approach in *AV 3.0* to the role for the federal and state governments in the advancement of AV innovation, specifically the call for states and localities to avoid unnecessary and incompatible regulations that could create hurdles for AV technologies. The NAM has long supported an approach to AVs in which the vehicle and roadway safety experts at DOT lead the policy development for this innovative technology. The federal government's approach should modernize the regulatory process and prevent a patchwork of conflicting state requirements from unnecessarily interfering with the timely deployment of AVs. The NAM supports congressional action on legislation to achieve this goal. The House of Representatives passed the SELF DRIVE ACT (H.R. 3388), introduced by Representatives Bob Latta and Jan Schakowsky, in September 2017. The AV START Act (S.1885), introduced by Senators John Thune and Gary Peters, remains pending in the Senate. These two pieces of legislation would speed the development of NHTSA safety regulations workable for AVs, provide a pathway for AV manufacturers to test the technology while regulations are updated and clarify the role of the federal and state governments to prevent a potentially conflicting and costly regulatory environment.

This transformational automotive technology is advancing around the world, and the United States has an opportunity to boost its global competitiveness by creating an environment that fosters safe and timely adoption. The NAM remains committed to working with DOT and its key modal agencies to accomplish this shared goal.

Comments submitted electronically by:

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