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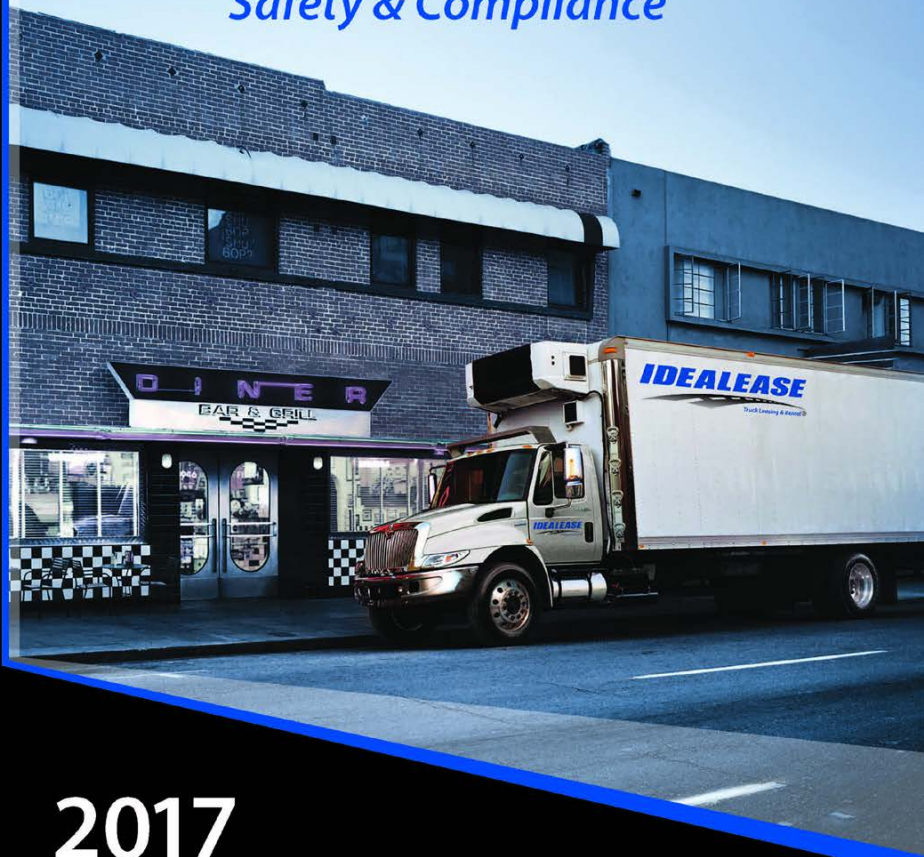
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SAFETY BULLETIN

TRANSPORTATION INNOVATION:

*Leading the Way to Improve
Safety & Compliance*



2017

IDEALEASE SAFETY & COMPLIANCE SEMINAR



January 13, 2017

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Tampa Idealease Announces the Grand Opening of their New Facility on **Wednesday, January 18, 2017** Feel free to stop and see our new facility and participate in the festivities:

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A one day seminar in your area co-sponsored by Idealease, Inc. and NPTC

Registration is NOW OPEN on-line for the 2017 Idealease/NPTC Safety Seminars!

TRANSPORTATION INNOVATION: *Leading the Way to Improve Safety & Compliance*

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2017. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To register for an upcoming seminar in 2017 click on the following link:

<http://www2.idealease.com/e/36492/safety-seminar-registration/58b1px/550208213>

Date	Location
March 2	San Martin, CA
March 22	Dallas, TX
March 28	Harrisburg, PA
March 29	Mobile, AL
March 29	Baltimore, MD
April 4	Milwaukee, WI
April 5	Lexington, KY
April 6	Altoona, IA
April 12	Memphis, TN
April 13	Birmingham, AL
April 18	Chattanooga, TN
April 19	Atlanta, GA
April 20	Tampa, FL



Prize Giveaways



April 25	Youngstown, OH
April 26	Weirton, WV
May 3	Grand Rapids, MI
May 4	Fort Wayne, IN
May 4	Aurora, CO
May 10	Greensboro, NC
May 11	Ontario, Canada
May 17	San Leandro, CA
May 18	Los Angeles, CA
September 12	Santa Rosa, CA
October 3	Charlottesville, VA
October 4	Erie, PA



U.S. Department
of Transportation

Federal Motor Carrier Safety Administration

FMCSA Sets Schedule for Safety Fitness Determination - Supplemental Notice of Proposed Rulemaking

On January 21, 2016, the Federal Motor Carrier Safety Administration (FMCSA) published a [Notice of Proposed Rulemaking](#) to update its present Safety Fitness Determination (SFD) methodology and enhance the Agency's ability to identify non-compliant motor carriers. The NPRM public comment period ended June 23, 2016.

In order to thoroughly evaluate and possibly incorporate comments received, and to allow the Agency to address any recommendations that result from the [National Academy of Sciences \(NAS\) study \[external link\]](#) on the [Compliance, Safety, Accountability \(CSA\) program](#), FMCSA has determined that a Supplemental Notice

of Proposed Rulemaking (SNPRM) is the appropriate next step in the rulemaking process.

The Agency's projected rulemaking schedule will be available in January 2017 via the Department's monthly online [Report on DOT Significant Rulemakings](#).

FMCSA holds seminar on Automated Commercial Vehicles

The Federal Motor Carrier Safety Administration sponsored a [seminar](#) on January 5 on the regulatory changes necessary to adopt automated (or autonomous) commercial motor vehicle technology nationwide. The seminar, attended by Rick Schweitzer, NPTC General Counsel and Government Affairs Representative, included presentations from federal and state regulators and industry personnel involved in developing automated vehicle applications.

Jack Van Steenburg, Chief Safety Officer of the FMCSA, stated that his agency intends to develop a federal policy on the use of automated CMVs similar to the [policy statement](#) recently published by the National Highway Traffic Safety Administration. The FMCSA policy statement will be published in the Federal Register for comment sometime in the summer of 2017.

Van Steenburg noted that the NHTSA policy requires all automated vehicles to have a permit from the federal government. The NHTSA policy document also includes a model state regulatory policy, which was developed to promote nationwide uniformity in the regulatory structure; federal preemption of inconsistent state requirements may also be used as necessary to ensure regulatory uniformity. The FMCSA policy document is also expected to include a model state policy.

Van Steenburg further asserted that the FMCSA currently has authority to create a pilot program for the study of automated CMVs, and to issue one or more exemptions from the Federal Motor Carrier Safety Regulations to allow such vehicles to operate. He reminded the audience, however, that current FMCSA regulations require a driver behind the wheel of every CMV.

Other areas of regulatory concern for automated CMVS include:

- What driver licensing and/or endorsements will be necessary to authorize a driver to operate an automated CMV at the [0-5 levels](#) of driver-vehicle interaction?
- If the driver is required to be present and seated in the vehicle, will the driver still be required to have the same level of rest and alertness as under current regulations? If the CMV is operating in an autonomous mode, will the driver record the time as on duty not driving or in some other category?
- Will the vehicles be specially marked to indicate to other motorists that the CMV is operating autonomously?
- How will automated CMV operations affect liability and insurance schemes? Will the FMCSA impose additional minimum financial responsibility requirements for operators of automated CMVs?
- What specific testing and certifications will be necessary for drivers and motor

carriers adopting automated CMV technology?

- What steps are necessary to protect the technology from hacking by outside entities?

State presentations from California, Colorado and Pennsylvania officials indicated a wide variance in authority and regulatory schemes. As directed by statute, the California Highway Patrol is testing platooning of trucks in autonomous mode, but with a driver still behind the wheel. They have been testing since September 2014 using 15 companies, 129 vehicles and 145 drivers. The 21 collisions recorded so far during the test were virtually all the fault of drivers of other (non-test) vehicles.

Colorado has no laws or regulations prohibiting the use of automated vehicles, but OTTO (the self-driving truck start-up company recently purchased by UBER Technologies, Inc., to gain entry into the long-haul trucking business) worked closely with State regulators before conducting its October 2016 test run of a tractor-trailer delivery of a beer shipment from Ft. Collins to Colorado Springs. The trip was conducted at Level 4: the driver was monitoring the trip from a specially-outfitted sleeper berth. The company successfully completed 625 miles of off-road testing before conducting the on-road demonstration.

Pennsylvania has been experimenting with Uber vehicles operating in Pittsburgh at Level 3 (with a driver still behind the wheel but not in control) since October 2016. Testing of automated CMVs is possible under Pennsylvania law, as long as the driver is present in the vehicle. There is pending legislation to allow PennDOT to establish a formal policy on autonomous CMVs, but there are no regulations at this time.

A representative from OTTO predicted that the U.S. will have autonomous vehicles interacting with “smart” technology in the next 20-30 years. He noted that the initial automated CMVs will be deployed in a human-centric world of human drivers, and thus must be able to adjust to the irregularities of those interactions. He claimed that OTTO would not offer autonomous vehicles in the market until the technology is 100% reliable.

American Trucking Associations President Chris Spear supported the federal government taking a leadership role in developing regulations, so that the trucking industry is not faced with a patchwork of differing state requirements. He also noted that, contrary to some predictions, automated vehicles will not be a “job killer” for driving jobs. He analogized the future of CMV driving to the current airline industry, where the pilot is in control for the takeoff and landing and uses computer systems to control the cruise portion of the flight. Spear predicted increased growth in the need for CMV drivers.

This driver job growth prediction contradicts a December 2016 [report](#) from the President’s Council of Economic Advisors, which estimated that 2.2 to 3.1 million existing part- and full-time U.S. jobs may be threatened or substantially altered by automated vehicle technology. The report did not calculate how many new jobs might be created by such technology, however.

Article provided by the National Private Truck Council (NPTC)

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