

## Anonymous - Comments

One example of FMCSA not following the guidelines requiring a CDL holder be at the wheel in attendance of the CMV at all times is found in article written by Wimberly Patton on Live Trucking. Starsky Robotics was operating a completely driverless semi truck in Florida when communications were lost and the CMV continued for 2 miles before slowing and coming to a complete stop in the travel lane. It was accompanied by a "lead vehicle" which could do nothing until the CMV stopped. Unless the Technology has been proven to the point of being certified by the FMCSA no CMV should EVER be allowed without a CDL holder in the drivers seat prepared to take action should the need arise. The fatality accident in AZ. shows technology fails. It did not prevent this. The driver in attendance was complacent and failed to do their job. Imagine that being a CMV and the CDL holder did the same thing. It would have been all over the news.

Are there guidelines where a driverless semi interprets conditions (black ice or wind) and knows to seek a safe location to get off the highway? Wind conditions are not entirely predictable and experienced drivers look for signs and feel the wind. Dust, blowing vegetation and flags can alert a driver to these conditions. Will an automated CMV be able to do this?