

## [Products Liability Law Daily Wrap Up, NHTSA NEWS—MOTOR VEHICLES —DOT releases new Automated Driving Systems guidance, \(Sept. 13, 2017\)](#)

Products Liability Law Daily Wrap Up

[Click to open document in a browser](#)

By Colleen Kave, J.D.

Yesterday, the U.S. Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) announced [\*A Vision for Safety: 2.0\*](#), the new federal guidance for Automated Driving Systems (ADS). Incorporating feedback received through public comments and congressional hearings, the new guidance builds on the Federal Automated Vehicle Policy released in 2016 and purports to facilitate the deployment of advanced driver assistance technologies by providing voluntary guidance that emphasizes safety and consumer education (*NHTSA Notice*, [82 FR 43321](#), September 15, 2017).

According to a [DOT press release](#), *A Vision for Safety: 2.0* calls for industry, state and local governments, safety and mobility advocates, and the public to lay the path for the deployment of automated vehicles and technologies. The guidance is intended to evolve as automated technologies advance. U.S. Transportation Secretary Elaine L. Chao highlighted the potential for ADS technology to reduce traffic fatalities and increase mobility for all Americans, stating, "the new guidance supports further development of this important new technology, which has the potential to change the way we travel and how we deliver goods and services... In addition to safety, ADS technology offers important social benefits by improving access to transportation, independence and quality of life for those who cannot drive because of illness, advanced age or disability."

The voluntary guidance contains 12 priority safety design elements that were selected based on research conducted by the Transportation Research Board (TRB), universities, and the National Highway Traffic Safety Administration (NHTSA). Entities are encouraged to consider each safety element in the design of their systems and have a self-documented process for assessment, testing, and validation of the various elements; however, each developer is invited to be creative and innovative in its designs. In order to cultivate public trust and confidence in the safety of ADSs, the guidance encourages entities to disclose Voluntary Safety Self-Assessments demonstrating their varied approaches to achieving safety in the testing and deployment of ADSs.

NHTSA plans to regularly update the guidance to reflect lessons learned, new data, and stakeholder input as technology continues to be developed and refined. In fact, DOT and NHTSA already have plans for *A Vision for Safety 3.0*.

AllNews: IndustryNews MotorVehiclesNews