



A bimonthly news update from ASA's legislative activities.

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Recent activities of ASA's Washington, D.C., office ...

U.S. House Committee Passes Autonomous Vehicle Legislation

The U.S. House of Representatives Energy and Commerce Committee (E&C), chaired by Rep. Greg Walden, R-Ore., approved House Resolution (HR) 3388, Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution Act, or the SELF-DRIVE Act.

Passing with unanimous, bipartisan support at 54-0, this legislation prioritizes consumer safety, reducing traffic-related fatalities and clarifying federal and state roles around emerging automated vehicle technologies. ASA Mechanical Operations Committee leaders met with the Committee prior to the markup to discuss the legislation and related issues.

According to the Committee, with traffic fatalities on the rise, E&C members recognize the life-saving potential of self-driving cars and the opportunity it presents to prevent thousands of crash-related deaths. To date, the subcommittee has held three hearings pertaining to the topic of self-driving bills, including the potential of this technology and timeframe for deployment, the benefits of driver-assistance systems and discussion drafts of 14 self-driving bills that outlined member priorities incorporated into this final legislation.

HR 3388, the SELF-DRIVE Act:

- Advances safety by prioritizing the protection of consumers
- Reaffirms the roles and responsibilities of federal and state governments
- Updates the Federal Motor Vehicle Safety Standards (FMVSS) to account for advances in technology and evolution of highly automated vehicles (HAVs)
- Maximizes opportunities for research and development here in the United States to create jobs and grows economic opportunities so that the country can remain a global leader in this industry

Update: National Highway Traffic Safety Administration (NHTSA) officials have sent voluntary guidelines for autonomous vehicles (AV) to the Office of Management and Budget (OMB) for final review before releasing to the public. Trump administration officials have indicated the finalized regulations will be released in the fall. This is the first opportunity the new administration has had to give an indication of their policy direction for AV. This parallels what is occurring on Capitol Hill with HR 3388.

FTC and NHTSA Hold Workshop on Connected CARS

The Federal Trade Commission (FTC) and the National Highway Traffic Safety Administration (NHTSA) co-hosted a workshop on connected and automated vehicles. The program included panel discussions on connected vehicles, cybersecurity and individual privacy, which consisted of various stakeholder experts, including the FTC, NHTSA,

General Motors, the Consumer Technology Association, the Alliance of Automobile Manufacturers, Global Automakers and many others.

During the discussions, the panelists weighed the benefits of self-driving technologies against the potential risks. Many pointed out that the increased connectivity could erode individual privacy, as the vehicles generate more and more personal and potentially sensitive data.

Speakers on the Connected Cars and Data panel also touched on several repair issues, including the need for standardized diagnostic systems, ease of software updates and access to repair information. Several presenters envisioned the future of mobility as a service with fewer individuals owning their vehicles outright and predicted that companies would ultimately become the primary repair-shop customer for fleets of connected vehicles.

While there was disagreement on several issues, all agreed that industry solutions were key and supported the concept of government enforcement of the industry's self-made standards. This "soft law," they contended, would allow for continued innovation and flexibility during this time of rapid change.

ASA members are encouraged to go to the FTC's website at www.ftc.gov to view the entirety of the Connected Cars program.

ASA Collision Leaders to Discuss FIO

In 2010, the Dodd-Frank Wall Street Reform and Consumer Protection Act became law. The legislation established the U.S. Department of Treasury's Federal Insurance Office (FIO). FIO has been under attack and was eliminated in the U.S. House passed Financial Choice Act this summer. This legislation rolls back FIO and replaces it with an insurance advocate. ASA was involved in the establishment of FIO and opposes the FIO changes proposed in the Financial Choice Act. ASA's Collision Operations Committee will meet with Capitol Hill and administration officials to discuss the future of the FIO in early fall.

The U.S. Senate has not scheduled action on changes in the Dodd-Frank legislation.

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