

OMB Control Number: 2126–0030.

Type of Request: Extension of a currently-approved information collection.

Respondents: Motor carriers subject to the HM Safety Permit requirements in 49 CFR part 385, subpart E.

Estimated Number of Respondents: 1,304.

Estimated Time per Response: 5 minutes. The communication between motor carriers and their drivers must take place at least two times per day. It is estimated that it will take 5 minutes to maintain a daily communication record for each driver.

Expiration Date: N/A.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 908,000 hours [10.9 million trips × 5 minutes per record ÷ 60 minutes per hour = 908,333.33 rounded to 908,000].

Background: The Secretary of Transportation (Secretary) is responsible for implementing regulations to issue safety permits for transporting certain hazardous materials (HM) in accordance with 49 U.S.C. 5101 *et seq.* The HM Safety Permit regulations (49 CFR part 385, subpart E) require carriers to develop and maintain route plans so that law enforcement officials can verify the correct location of the HM shipment. The FMCSA requires companies holding safety permits to develop a communications plan that allows for the periodic tracking of the shipment. This ICR covers the record of communications that includes the time of the call and location of the shipment. The records may be kept by either the driver (*e.g.*, recorded in the log book) or the company. These records must be kept, either physically or electronically, for at least six months at the company's principal place of business or be readily available to employees at the company's principal place of business. The currently-approved information collection is based on an estimated 1,382 respondents. The total number of companies now holding a safety permit is 1,304 therefore in this ICR the estimated number of respondents is being revised to reflect this number.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87 on: May 18, 2017.

Kelly Regal,

Associate Administrator for Office of Research and Information Technology.

[FR Doc. 2017–10762 Filed 5–25–17; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2009–0322; FMCSA–2010–0051; FMCSA–2012–0042; FMCSA–2012–0043; FMCSA–2014–0012; FMCSA–2014–0013; FMCSA–2014–0014; FMCSA–2014–0015]

Qualification of Drivers; Exemption Applications; Diabetes

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew the exemptions of 149 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. FMCSA has statutory authority to exempt individuals from this rule if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these CMV drivers.

DATES: Each group of renewed exemptions are effective from the dates stated in the discussions below. Comments must be received on or before June 26, 2017.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) numbers: Docket No. FMCSA–2009–0322; FMCSA–2010–0051; FMCSA–2012–0042; FMCSA–2012–0043; FMCSA–2014–0012; FMCSA–2014–0013; FMCSA–2014–0014; FMCSA–2014–0015 using any of the following methods:

- *Federal eRulemaking Portal*: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- *Mail*: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery or Courier*: West Building Ground Floor, Room W12–140,

1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal Holidays.

- *Fax*: 1–202–493–2251.

Instructions: Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received without change to <http://www.regulations.gov>, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the Federal Docket Management System (FDMS) published in the *Federal Register* on January 17, 2008 (73 FR 3316).

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, 202–366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64–224, Washington, DC 20590–0001. Office hours are from 8 a.m. to 5:30 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the Federal Motor Carrier Safety Regulations 2-year period if it finds “such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be

achieved absent such exemption.” The statute also allows the Agency to renew exemptions at the end of the 2-year period. The 149 individuals listed in this notice have recently become eligible for a renewed exemption from the diabetes prohibition in 49 CFR 391.41(b)(3), which applies to drivers of CMVs in interstate commerce. The drivers remain in good standing with the Agency, have maintained their required medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption period.

II. Exemption Decision

This notice addresses 149 individuals who have requested renewal of their exemptions in accordance with FMCSA procedures. These 149 drivers remain in good standing with the Agency, have maintained their required medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption period. Therefore, FMCSA has decided to extend each exemption for a renewable two-year period. Each individual is identified according to the renewal date.

The exemptions are renewed subject to the following conditions: (1) That each individual submit a quarterly monitoring checklist completed by the treating endocrinologist as well as an annual checklist with a comprehensive medical evaluation; (2) that each individual reports within 2 business days of occurrence, all episodes of severe hypoglycemia, significant complications, or inability to manage diabetes; also, any involvement in an accident or any other adverse event in a CMV or personal vehicle, whether or not it is related to an episode of hypoglycemia; (3) that each individual submit an annual ophthalmologist's or optometrist's report; and (4) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

III. Basis for Renewing Exemptions

Under 49 U.S.C. 31315(b)(1), an exemption may be granted for no longer than two years from its approval date and may be renewed upon application for additional two year periods. The following groups of drivers received

renewed exemptions in the month of May and are discussed below.

As of May 8, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, David G. Stookey (WA) has satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 10612; 79 FR 27685).

The driver was included in docket No. FMCSA–2014–0012. The exemption is effective as of May 8, 2016, and will expire on May 8, 2018.

As of May 11, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 10 individuals have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce. (77 FR 17111; 77 FR 27841):

John G. Hager, Jr. (NJ)
Charles C. Karver (MN)
Benjamin Kimbrough (KS)
Jeffery J. Lawrie (OH)
Raymond Pittman, Jr. (IL)
Daniel J. Russell (OH)
Donald L. Russell, Jr. (MD)
Robert J. Smith (PA)
Robert J. Socha (NE)
Thomas C. Torbett (MO)

The drivers were included in docket No. FMCSA–2012–0042. Their exemptions are effective as of May 11, 2016 and will expire on May 11, 2018.

As of May 14, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 26 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 2785; 79 FR 10612):

Aaron C. Bogle (OH)
Todd L. Brandt (IL)
Dean G. Brekhuis (ND)
Angie M. Carrington (IL)
David A. Cavan (MA)
David A. Charles (OH)
James A. Davis (IL)
Samuel J. Desmond (RI)
Mark C. Durler (KS)
John F. Fedorchak, Jr. (PA)
Derek W. Frazier (IA)
Michael G. Haugen (WI)
Timothy S. Hinkhouse (NE)
Gregg W. Isherwood (ME)
James A. Lagunas (AZ)
Douglas R. Lane (NY)
Jonathan W. Luebke (WI)
Brion T. Maguire (PA)
Jacob R. Martin (MO)
John C. May (NE)
Daryl J. Millard (WA)
Slobodan Pavlovich (WA)
Darryl W. Peppers (IN)
Bradley S. Pletcher (PA)

Hank D. Rose, Jr. (NC)
Joshua R. Wiery (OH)

The drivers were included in docket No. FMCSA–2014–0012. Their exemptions are effective as of May 14, 2016, and will expire on May 14, 2018.

As of May 16, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 29 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 14579; 79 FR 28590):

Schylor M. Altenhofen (IA)
Don R. Anderson III (IN)
Thomas A. Barnes (MI)
Alvin L. Carpenter (MT)
Richard J. D'Ambrosia (NY)
Jefferey F. Deame (MA)
Keith M. Dickerson (WI)
Carl A. Federighi (CA)
Bradley J. Frazier (IL)
Carl R. Gentry (WA)
Robert M. Hutchison (NY)
Craig A. Keese, Jr. (NY)
Amos L. Lapp (PA)
Edward J. Lulay (IL)
Donald S. Middleton (MO)
Alva D. Moffatt (WA)
John M. Muske (MN)
Stephen R. Newlin (IL)
Antonio Pepiciello (NY)
David R. Pettitt (WA)
James K. Popp (MN)
Dustin P. Russell (PA)
Sean L. Shidell (WI)
Randall L. Shultz (MO)
Kenneth R. Soult (OH)
Chad B. Spidell (PA)
Cameron M. Sprinkle (IN)
Douglas E. Stewart (MS)
Thomas L. Williams (MN)

The drivers were included in docket No. FMCSA–2014–0013. Their exemptions are effective as of May 16, 2016, and will expire on May 16, 2018.

As of May 17, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 30 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (75 FR 13647; 75 FR 27616; 77 FR 18302; 77 FR 29446):

Mark S. Boettcher (MN)
Steven C. Boudreau (MA)
Roy L. Brokaw (WI)
Chris D. Chambers (LA)
Charles A. Cinert, Sr. (IL)
Dale J. Cleaver (PA)
James H. Collins (FL)
Bert R. Duncan II (UT)
Lance L. Fuller (MN)
Johnny Gardner, Jr. (SC)
Mark D. Golden (MI)
Nathaniel W. Gorham (IN)

DeVere E. Hansen (UT)
 Grant C. Huftalin (IA)
 Steven M. Janczak (WI)
 Sheldon R. Koehn (KS)
 Jason R. Kropp (OK)
 James W. McClintock, III (AR)
 Adolfo Moreno, Jr. (WA)
 John W. Morrison (CA)
 Bruce V. Oppegard (MN)
 Steven G. Petersen (MN)
 Damian J. Porter (NY)
 David L. Rice (ME)
 Wayne F. Richards (PA)
 Gary G. Sironen (MT)
 Rodney L. Stoltenberg (IA)
 Wade D. Street (MT)
 Charles M. Sweat (VA)
 Stanley C. Tarvidas (IL)

The drivers were included in one of the following docket Nos: FMCSA–2009–0322; FMCSA–2012–0043. Their exemptions are effective as of May 17, 2016, and will expire on May 17, 2018.

As of May 21, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 52 individuals, have satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (75 FR 14652; 75 FR 28684; 79 FR 18400; 79 FR 29262):

Douglas L. Atkins (GA)
 Bradley E. Bradshaw (NC)
 Phillip W. Bulen (ID)
 Robert L. Buol (IA)
 Carlos V. Candelaria (NM)
 Suellen M. Civiello (ME)
 Michael T. Clements (WI)
 Daniel G. Conery (NJ)
 John A. Conness (MO)
 James R. Crawford (WA)
 Alan Curtis (UT)
 David P. Dengate (PA)
 Alan D. Ekberg (NE)
 Richard A. Flieth (ND)
 Neil G. Ford (PA)
 Alden J. Haskins, Sr. (MD)
 James Herrada (NE)
 Gary W. Hochstein (MN)
 Harold D. Hoggard II (PA)
 Terry L. Horn (NC)
 Wayne L. Hurley (MD)
 Gerald A. Johnson (WI)
 Frank J. Katzbeck (IL)
 Frank T. Katzele (WI)
 Cory M. Kobernick (KY)
 Thomas G. Lamberton (WA)
 Lee H. Lewis (PA)
 James K. Libke (IN)
 Gordon E. Lindley (WY)
 Edwin J. Ludwig (OH)
 Edwin H. Maranville (OR)
 Joseph R. Marcelewski (OH)
 Douglas J. Murray (NY)
 David R. Norton (OH)
 Eugene P. OQuendo (MA)
 Curtis J. Pitt (OR)

Larry J. Reese (PA)
 William O. Ruiz III (AZ)
 James P. Rushing, Jr. (VA)
 Harold D. Russman (SD)
 Hector M. Sanchez (NM)
 Scott W. Shindledecker (IN)
 Shirliann F. Skroch (NV)
 Ross L. Smith, Sr. (NJ)
 Thomas G. Sosnoski (FL)
 Christopher Starghill (DC)
 Richard L. Stark (OH)
 Philip E. Stegeman (ID)
 Kevin L. Upmann (IL)
 Brandon L. Weaver (PA)
 Matthew G. Williams (KY)
 Michael B. Wilson (OH)

The drivers were included in one of the following docket Nos: FMCSA–2010–0051; FMCSA–2014–0014. Their exemptions are effective as of May 21, 2016, and will expire on May 21, 2018.

As of May 23, 2016, and in accordance with 49 U.S.C. 31136(e) and 31315, Derald E. Moenning (NE) has satisfied the renewal conditions for obtaining an exemption from the rule prohibiting drivers with ITDM from driving CMVs in interstate commerce (79 FR 22573; 79 FR 35855).

The driver was included in docket No. FMCSA–2014–0015. The exemption is effective as of May 23, 2016, and will expire on May 23, 2018.

Each of the 149 drivers in the aforementioned groups qualifies for a renewal of the exemption. They have maintained their required medical monitoring and have not exhibited any medical issues that would compromise their ability to safely operate a CMV during the previous 2-year exemption period.

These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, FMCSA concludes that extending the exemption for each of the 149 drivers for a period of two years is likely to achieve a level of safety equal to that existing without the exemption. The drivers were included in docket numbers FMCSA–2009–0322; FMCSA–2010–0051; FMCSA–2012–0042; FMCSA–2012–0043; FMCSA–2014–0012; FMCSA–2014–0013; FMCSA–2014–0014; FMCSA–2014–0015.

IV. Request for Comments

FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31136(e) and 31315. However, FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by June 26, 2017.

FMCSA believes that the requirements for a renewal of an exemption under 49 U.S.C. 31136(e) and 31315 can be satisfied by initially granting the renewal and then requesting and evaluating, if needed, subsequent comments submitted by interested parties. As indicated above, the Agency previously published notices of final disposition announcing its decision to exempt these 149 individuals from rule prohibiting persons with ITDM from operating CMVs in interstate commerce in 49 CFR 391.41(b)(3). The final decision to grant an exemption to each of these individuals was made on the merits of each case and made only after careful consideration of the comments received to its notices of applications. The notices of applications stated in detail the medical condition of each applicant for an exemption from rule prohibiting persons with ITDM from operating CMVs in interstate commerce. That information is available by consulting the above cited **Federal Register** publications.

Interested parties or organizations possessing information that would otherwise show that any, or all, of these drivers are not currently achieving the statutory level of safety should immediately notify FMCSA. The Agency will evaluate any adverse evidence submitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315, FMCSA will take immediate steps to revoke the exemption of a driver.

V. Submitting Comments

You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and in the search box insert the docket numbers FMCSA–2009–0322; FMCSA–2010–0051; FMCSA–2012–0042; FMCSA–2012–0043; FMCSA–2014–0012; FMCSA–2014–0013; FMCSA–2014–0014; FMCSA–2014–0015 and click the search button. When the new screen appears, click on the blue “Comment Now!” button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and

provide a reason for each suggestion or recommendation. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

We will consider all comments and material received during the comment period. FMCSA may issue a final determination at any time after the close of the comment period.

VI. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, go to <http://www.regulations.gov> and in the search box insert the docket number FMCSA–2009–0322; FMCSA–2010–0051; FMCSA–2012–0042; FMCSA–2012–0043; FMCSA–2014–0012; FMCSA–2014–0013; FMCSA–2014–0014; FMCSA–2014–0015 and click “Search.” Next, click “Open Docket Folder” and you will find all documents and comments related to this notice.

Issued on: May 18, 2017.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2017–10766 Filed 5–25–17; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2006–26367]

Motor Carrier Safety Advisory Committee (MCSAC); Public Meeting

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of advisory committee meeting.

SUMMARY: FMCSA announces that its MCSAC will meet on Monday and Tuesday, June 12–13, 2017, to provide recommendations to the Agency concerning: Highly automated commercial vehicles (HACVs), the development of the Agency’s fiscal year (FY) 2018–2022 strategic plan, and the review of the Federal Motor Carrier Safety Regulations (FMCSRs) to identify potential opportunities to reduce regulatory burdens while ensuring that Federal safety programs continue to achieve safety outcomes. The meeting is open to the public for its entirety.

DATES: The meeting will be held Monday–Tuesday, June 12–13, 2017, from 9:15 a.m. to 4:30 p.m., Eastern

Daylight Time (EDT), at the U.S. Department of Transportation Headquarters, 1200 New Jersey Avenue SE., Washington, DC 20590. Members of the public planning to attend should email FMCSA at the contact information listed below by June 7, 2017. Members of the MCSAC and the public should arrive at 8:45 a.m. to facilitate clearance through DOT security. Copies of the MCSAC Task Statement and an agenda for the entire meeting will be made available in advance of the meeting at <https://www.fmcsa.dot.gov/mcsac>.

FOR FURTHER INFORMATION CONTACT: Ms. Shannon L. Watson, Senior Advisor to the Associate Administrator for Policy, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 385–2395, mcsac@dot.gov.

Services for Individuals with Disabilities: For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Mr. Eran Segev at (617) 494–3174 or eran.segev@dot.gov, by Wednesday, June 7, 2017.

SUPPLEMENTARY INFORMATION:

I. Background

MCSAC

MCSAC was established to provide FMCSA with advice and recommendations on motor carrier safety programs and motor carrier safety regulations. MCSAC is composed of 20 voting representatives from safety advocacy, safety enforcement, labor, and industry stakeholders of motor carrier safety. The diversity of the Committee ensures the requisite range of views and expertise necessary to discharge its responsibilities. The Committee operates as a discretionary committee under the authority of the U.S. Department of Transportation (DOT), established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. 2. See FMCSA’s MCSAC Web site for additional information about the committee’s activities at <http://fmcsa.dot.gov/mcsac>.

Task 17–1: Highly Automated Commercial Vehicles

Highly automated commercial vehicles (HACVs) are those in which the vehicle can take full control of the driving tasks in at least some circumstances. HACVs hold enormous potential benefits for safety, mobility, and sustainability.

In January 2014, SAE International (SAE) published Standard J3016,

“Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems” to simplify communication and facilitate collaboration within the technical and policy communities for automated driving. The Standard defines more than a dozen key terms and provides full descriptions and examples for each of six levels of driving automation. The SAE definitions divide vehicles into levels based on “who does what, when.” Generally:

- At SAE Level 0, the human driver does everything.
- At SAE Level 1, an automated system on the vehicle can *sometimes assist* the human driver conduct *some parts* of the driving task.
- At SAE Level 2, an automated system on the vehicle can *actually conduct* some parts of the driving task, while the human continues to monitor the driving environment and performs the rest of the driving task.
- At SAE Level 3, an automated system can both actually conduct some parts of the driving task and monitor the driving environment *in some instances*, but the human driver must be ready to take back control when the automated system requests.
- At SAE Level 4, an automated system can conduct the driving task and monitor the driving environment, and the human need not take back control, but the automated system can operate only in certain environments and under certain conditions.

- At SAE Level 5, the automated system can perform all driving tasks, under all conditions that a human driver could perform them.

Using the SAE levels described above, there is a distinction between Levels 0–2 and 3–5 based on whether the human operator or the automated system is primarily responsible for monitoring the driving environment. The term “highly automated vehicle” represents SAE Levels 3–5 vehicles with automated systems that are responsible for monitoring the driving environment.

Public discussions regarding HACVs have become much more prominent in recent months as developers continue efforts to demonstrate and test the viability of advanced driver assistance systems on large commercial vehicles. FMCSA encourages the development of these advanced safety technologies for use on commercial vehicles and, at the same time, recognizes the need to ensure that testing and operation of these advanced safety systems is conducted in a manner that ensures the highest level of safety for everyone involved—and most importantly, for the motoring public.