PROPOSED ANSI/ASSE Z15.3 STANDARD MOVES FORWARD
AMERICAN NATIONAL STANDARD – AUTOMATED VEHICLES

ASSE recently proposed an American National Standard addressing automated vehicles and the subgroup (Z15.3) recently met for the first time to discuss the content of the standard and how to move the document forward.

The scope of this proposed standard is to provide organizations with a document for the definition and development of policies, procedures and management processes to assist in the control of risks and exposures associated with the operation of automated vehicles.

The overall issue of automated vehicles is moving forward and there will be a need for such guidance in the future. Guideline regulations and standards to allow the testing of automated vehicles in traffic have already been established in countries such as the U.K. and Germany. In the U.S., four states -- California, Florida, Michigan and Nevada -- have so far done the same, but each has developed its own set of rules.

The movement to roll out automated vehicles has intensified in recent years with several tech giants, such as Google Inc. and Apple Inc., spending huge sums on car projects. The world's second-biggest car maker by sales, Toyota Motor Corp., recently announced plans to make some of its cars fully capable of self-driving on highways by around 2020. Volvo Cars' new XC90 SUV, which went on sale in 2015, is already semi-automated, with auto brake functions preventing drivers from making risky maneuvers that endanger others, and a stop-and-go function that can keep pace with a car in front in slow-moving traffic.

This subgroup is led by Kelly Nantel who also serves as the Vice President, Communications and Advocacy, for the National Safety Council in Itasca, Illinois. The Z15.3 Subgroup held its first meeting at NSC Headquarters in Itasca on April 13th. Turnout was solid and progress was made with creating the framework of the standard. Two photos from the meeting are included to see the subgroup working hard during this day long meeting. The importance of consensus was stressed and the committee noted its commitment to writing a standard based on good science, sound technology, and with a focus on safety performance.

The Z15.3 Subgroup members are Greg Brannon with AAA, Uri Tamir with Mobileye, Brian Daugherty with Motor & Equipment Manufacturing Association, Mike Scruddato of Munich Reinsurance America, Stephanie Pratt with NIOSH, Brian Hammer with Nationwide Insurance, Joe McKillips with Network of Employers for Traffic Safety, Paul Green with the University of Michigan Transportation Research Institute and Richard Hanowski with Virginia Tech.
Kelly stated: “Our vehicles are smart and getting smarter every day. This subcommittee is committed to providing fleet managers with the very best guidance so they can develop effective risk management programs to safely incorporate automated vehicles into their fleets.”

Of additional background, this standard is not intended to address vehicle design issues. But, fleet management and operations is an area that the Z15 Committee has significant expertise and consensus was reached to write a standard on this issue. Many Occupational Safety Professionals address the issue of fleet and operations management of automated vehicles.

The Z15 Committee has made an outreach to stakeholders addressing the management of automated vehicles. The Z15 Committee also believes that manufacturers of such vehicles or companies and organizations providing supporting products and services might have an interest in participating.

There will be more updates taking place on this important standard regarding public review notice when the initial drafting is completed. If you should have interest in this project, or with the ANSI Accredited Z15 Committee overall, please contact Lauren Bauerschmidt the Secretariat of Z15 and on the ASSE staff.