



Tony L. Andrews  
President

# JOINT COUNCIL OF TEAMSTERS NO. 37

Affiliated with the International Brotherhood of Teamsters

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Representative Caddy McKeown, Chair  
House Committee on Transportation Policy  
900 Court Street NE, HR D  
Salem, Oregon, 97301

Dear Chair McKeown and Members of the Committee:

Joint Council of Teamsters No.37 opposes HB 3119. Unfortunately, as a result of restrictions on the time allowed for testimony at the Hearing on March 29<sup>th</sup>, we were not able to competently express our concerns with this bill.

Teamsters recognize that self-driving vehicle technology is advancing and will likely be incorporated into everyday life. We have concerns about the safe and practical integration of this emerging technology.

As the Labor Union that represents and is associated with the transportation industry, we feel that our observations and concerns are relevant to the discussion on this legislation. As a Labor Union, we obviously have concerns about the potential loss of good paying, career jobs that are threatened by this technology. We also have grave concerns about safety that may not have been taken into consideration.

The potential job loss is evident, with 150,000 licensed CDL drivers in the state, not to mention small delivery commercial drivers that don't require CDL licensing.

Oregon takes pride in the advocacy for CTE training. For students who do not continue their education at the University, or Community College level, truck driving can provide a good alternative for those individuals. Our members have the ability to buy a home, provide for the education of their children, have good health care and a secure retirement.

As the Labor Union that represents professional drivers, we have several safety concerns, about self-driving technology. We have seen no evidence that these issues have been addressed by the auto industry.

## **How do Self Driving Vehicles respond under poor weather conditions?**

1. In the snow, can the sensors on these vehicles determine where the road ends and the curb/sidewalk end?

2. In the snow can these vehicles read and understand traffic signage?
3. These same types of concerns could apply in our heavy Oregon rain storms as well.
4. Do they recognize that a baseball rolling into the street, between parked cars, may have a child following?


**How do these vehicles respond to mechanical failure?**

1. I suspect that these systems are electric. What happens if there is a loss of power? For example a blown fuse, short circuit, alternator failure?
2. We tend to view the potential for problems through the lens of our personal experience. The typical motorist my drive 12-15 thousand miles each year. Commercial vehicles drive many more miles 100,000, or more. Self-Driving vehicles do not need a driver and could drive almost 24 hours a day, only stopping to refuel, or for service. The frequency of mechanical failure, or malfunction would be substantially greater with increased usage. I am not certain vehicles are designed for this level of use.

This is just a sample of our concerns. We would be happy to discuss the entire range of safety issues at some time in the future. Feel free to contact us.

The Teamsters recognize the lure of driverless vehicles and the fact that the technology is probably unstoppable, we believe that more time and consideration should be given to the impact this technology may have on the welfare of Oregonians. We do not support this legislation at this time.

Sincerely,



Mark MacPherson  
Representative  
Joint Council of Teamsters No.37