

**Neutral Statement on SB 546**  
**James Murphy, Vice President Government Affairs, Locomotion**  
**March 29, 2022**

Chairman Proehl and other distinguished Members of the committee, my name is James Murphy and I'm the Vice President of Government Affairs for Locomotion, an autonomous technology company. I've also held a Class A CDL for the last 20 years. I am here today to offer a neutral position on SB 546 and provide my perspective as an industry expert on truck platooning.

Locomotion's Autonomous Relay Convoy or "ARC " system is a human-led convoy of two trucks that are electronically tethered. The Human-Guided Autonomy solution enables one driver to operate the lead truck while a second driver rests in the follower truck. Periodically, the trucks swap places to allow each driver to take turns leading and resting in compliance with U.S. Department of Transportation Hours-of-Service regulations. Locomotion will enable carriers to safely operate two trucks for 20-22 hours per day, delivering 2x the cargo, 2x farther, 2x faster.

28 other states already allow for close following of non-lead trucks in a platoon, which should be included in SB 546. As you are aware, follow too closely laws were created to factor in the delayed reaction time that it takes for a human driver to respond to events ahead of their vehicle and respond. But in the case of a two-truck, linked convey platooning model, the computer-driven follower truck reacts near instantaneously and does not need the same following distance to react as a human.

Again, thank you for the opportunity to appear before the committee today. I would be happy to answer any questions you may have at the appropriate time.