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SEGMENT 1

DOT / FMCSA REGULATIONS AND LIABILITY STRUCTURE

When most people discuss autonomous trucking, they focus on the truck itself.

But autonomous freight operations also involve federal regulations, insurance, workplace safety, liability, cybersecurity, and legal responsibility.

Today, we're going to discuss the regulatory and legal structure surrounding autonomous commercial trucking.

SEGMENT 2

FMCSA, NHTSA, AND DOT

The FMCSA regulates commercial motor carrier safety.

NHTSA regulates vehicle safety systems.

And the United States Department of Transportation oversees broader transportation policy.

Autonomous freight systems must eventually operate within all these regulatory frameworks.

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SEGMENT 3

LIABILITY AND INSURANCE

One of the biggest questions in autonomous trucking is liability.

If an autonomous truck is involved in a crash, who is responsible?

The carrier?

The software developer?

The truck manufacturer?

The remote operator?

The maintenance provider?

These questions are still evolving within the legal system.

SEGMENT 4

Autonomous trucking affects more than just drivers!

It affects:

WAREHOUSE AND LOGISTICS IMPACT

Dispatchers

Warehouse workers

Yard operations

Brokers

Maintenance teams

And logistics coordination systems

***This is an entire freight ecosystem issue — not just a driver issue

VIDEO #4

CLOSING

Autonomous trucking is not simply a technology issue.

It is also a regulatory, insurance, legal, and operational issue.

And the long-term structure of those systems is still being developed.”