Senate Scout Testimony SB 726.pdf
Uploaded by: Cleland, Jeff
Position: FAV

Maryland Senate Judicial Proceedings Committee
Testimony in Support of Senate Bill 726
Presented by Jeff Cleland, State and Local Transportation Public Policy Lead, Amazon.com

03/03/2021

Thank you Chairman Smith and members of the committee for the opportunity to participate in today's hearing. My name is Jeff Cleland and I lead state and local transportation policy at Amazon. I am excited to join you in support of Amazon Scout, our personal delivery device.

Amazon, and myself as a resident, are proud of our growth across the state of Maryland. In fact, we have invested over $5 billion in our people and operations these past few years, growing to over 29,000 full- and part-time employees at our fulfillment and sortation centers, delivery stations, Whole Foods Markets, a regional Air Hub, and an Amazon Book Store. That is why we are excited to support SB 726, which creates a personal delivery device statute allowing devices like Amazon Scout to operate in Maryland.

In January 2019, Amazon launched Scout, a fully electric, autonomous delivery system that operates in pedestrian areas like sidewalks and crosswalks. Scout is about the size of a small cooler that you would bring to a beach, and operates at about the same speed as the average person walks. Scout is 100% electric and is helping Amazon drive towards our goal of making all Amazon shipments net zero carbon, with 50% of all shipments net zero carbon by 2030.

Safety is Amazon's top priority, and Scout was designed for safe operations. On top of the small size and pedestrian-like speed, Scout is readily visible to others with state of the art lighting, and is able to stop, or safely navigate around pedestrians, pets, and other obstacles that you would see on a suburban sidewalk.

Scout is currently delivering packages to Amazon customers in FOUR communities across the US: Snohomish County, Washington; Irvine, California; Atlanta, Georgia; and Franklin, Tennessee. Customers, neighbors, and even local pets are at first curious about Scout, but, we have seen that the device quickly becomes a normal, welcome part of the neighborhood.

We are starting in these suburban areas but hope to expand to additional communities in the future. Suburban sidewalks are some of the least utilized infrastructure in certain regions, and this is a safe, innovative, and environmentally friendly last-mile delivery option.

We are excited that other states are considering similar legislation. To date, 12 states and the District of Columbia have passed personal delivery device legislation, with North Carolina being the most recent.

Thank you Senator Feldman for sponsoring and Chairman Smith for co-sponsoring SB 726, and thank you to the committee for the opportunity to share more information about Amazon Scout.

21-Pauchnik testimony-SB 726-03-04-21.pdf
Uploaded by: Pauchnik, Scott
Position: FAV

Testimony of
Scott M. Pauchnik
Sr. State and Local Government Affairs Representative FedEx Corporation
On SB 726, Personal Delivery Devices
Before the
Maryland Senate Judicial Proceedings Committee

March 4, 2021

Good afternoon, Chairman Smith, Vice Chair Waldstreicher and members of the committee, my name is Scott Pauchnik and I am the Sr. State and Local Government Affairs Representative for FedEx Corporation in the Mid-Atlantic region. FedEx Operating Companies have more than 60 facilities and employ nearly 6000 residents in the state of Maryland. Some of largest and most state of the art facilities in the FedEx network are located in Hagerstown, Baltimore, Gaithersburg and many other areas across the state.

I am here today to support SB 726 with amendments. FedEx is grateful to Senator Feldman for sponsoring this legislation and to the committee for giving us an opportunity to showcase this new and emerging technology.

The legislation before you will pave the way for the next generation of autonomous Personal Delivery Devices (PDDs); demanded by the customer and created to serve businesses and consumers in Maryland safely and efficiently while delivering same day, last mile goods.

The rapid expansion of eCommerce over the last several years has fueled the growth of many industries. The benefits offered by online shopping, such as convenience, more choices, and lower prices, have become more appealing to consumers with the addition of fast delivery.

However, this creates some unique hurdles for our industry and society as a whole. Traffic congestion and pollution are obvious ones. A growing shortage of drivers willing and qualified to spend hours behind the wheel every day dealing with such conditions is another. The so-called ‘last-mile’ delivery from stores and warehouses to the doors of businesses and consumers is the most complex and costly task in the supply chain, particularly in the diverse urban and suburban environment of vehicles, bicycles, pedestrians, and a growing variety of personal mobility devices.

This is even more prevalent with the challenges we face because of the COVID-19 pandemic. Now more than ever, PDDs are a viable option to deliver goods in a way that reduces human contact all the while offering a new fast and efficient service. The global pandemic has propelled technologies like PDDs to the forefront of the supply chain giving businesses like FedEx the ability to provide last mile delivery in a safe, time-sensitive way.

At FedEx, we recognize that our impact is greater than the services we provide. We are committed to being a great place to work, a thoughtful steward of the environment and a caring citizen in the communities where we live and work. We are passionate about sustainably connecting people and places and improving the quality of life around the world. With this

mission in mind, we have created the FedEx SameDay Bot, Roxo TM, a safe and friendly autonomous Personal Delivery Device designed to address some of the above challenges.

FedEx is working alongside major national retailers to determine the needs of different customers with many types of products to deliver. For example, auto parts stores often have nearby auto repair shops as their top customers. For them, this technology is an opportunity to quickly deliver needed parts to these auto repair shops. Further, a restaurant is looking at the bot as an option for deliveries, such as hot pizza from its restaurants. General merchandise stores are exploring opportunities to deliver items from its stores to customers nearby the same day. And a home improvement store is considering ways to dispatch material to a nearby contractor in need of supplies quickly. These are just a few of many ways Roxo's capabilities can be utilized in the everyday demand and movement of goods.

Safety and sustainability are the overarching considerations of Roxo's design. It is built on the iBot wheelchair base engineered by DEKA Research and Development Corporation, with over 10 million hours of error-free operation. Here are some of Roxo's key features:

• Roxo is a zero-emission, battery-powered Personal Delivery Device.
• Roxo is capable of traveling at variable speeds and is programmed to operate within approved speed limits.
• Roxo possesses a sophisticated set of pedestrian safe technologies from the iBot base, plus sensors like LiDAR, radars and multiple cameras for complete awareness of its surroundings.
• It also utilizes advanced 'machine learning' algorithms to detect and avoid obstacles, plot a safe path, and follow all applicable road and safety rules.
• Roxo is able to communicate using a built-in projection screen, turn signals and sounds and is designed with a taller profile for pedestrian and driver visibility.
• Proprietary technology makes the Roxo highly stable, allowing it to negotiate curbs, unpaved surfaces, and even steps for a door-to-door delivery experience.
• Roxo is remotely monitored at all times, and can be operated remotely when needed.

PDDs like Roxo will complement and supplement our existing workforce while safeguarding the health, safety and welfare of all Marylanders. Roxo will allow us to serve a new market with our FedEx On Demand service, and it does not replace any of our current delivery services or solutions. This service will also create new jobs in remote operations monitoring, customer support and local maintenance.

As I mentioned, the surge in e-commerce during the pandemic has resulted in peak-like levels of package volume for FedEx. Since March 2020, to ensure customers continue to receive outstanding service throughout this challenging period, FedEx has hired tens of thousands of package handlers and service providers and has onboarded thousands of drivers in targeted markets. With e-commerce and freight volumes expected to continue to grow in the coming years, and industry driver shortages estimated as high as 60,000 due to driver retirements and recruitment challenges, PDDs offer a sustainable solution to increase the efficiency of short-range, on-demand, business-to-consumer deliveries in urban areas and residential neighborhoods.

To date, the states of Arizona, Florida, Idaho, North Carolina, Ohio, Pennsylvania, Tennessee, Texas, Utah, Virginia, Washington, and Wisconsin have enacted statutes allowing for the deployment and regulation of PDDs. The District of Columbia has also enacted law in this area. Currently there are an additional 14 states considering PDD legislation during their 2021 sessions. It is our hope that Maryland continues its proven track record of welcoming the development and application of new technologies within the state by considering SB 726.

As I said earlier, FedEx supports SB 726 with amendments. We are asking this committee to consider increasing the allowable weight for a Personal Delivery Device and to increase the speed on sidewalks to 10mph. Roxo stands nearly 4 and half feet tall and is equipped to carry up to 100lbs of payload. Unlike some of the smaller sidewalk robots, Roxo relatively tall profile makes it easily visible at eye level to pedestrians, bicyclists and motorists. Current weight restrictions prohibit Roxo from operating in the State of Maryland and speed restrictions hinder the safety and efficiency of Roxo. The weight restriction must be raised in order for Roxo to operate in Maryland. Please consider amending SB 726 to include Roxo. Thank you for your time and attention.

SB 726 Personal Delivery Final 030421 JPR .pdf
Uploaded by: Egan, Nancy
Position: FWA

American Property Casualty Insurance Association
INSURING AMERICA apci.org

Testimony of

American Property Casualty Insurance Association (APCIA)

Senate Judicial Proceedings Committee

SB0726 Vehicle Laws - Personal Delivery Devices - Standards and Requirements Automated Device

March 4, 2021

Support with Amendments

The American Property Casualty Insurance Association (APCIA) is a national trade organization representing nearly 60 percent of the U.S. property casualty insurance market. APCIA promotes and protects the viability of private competition for the benefit of consumers and insurers. APCIA represents the broadest cross-section of home, auto, and business insurers of any national trade association. APCIA members represent all sizes, structures, and regions, which protect families, communities, and businesses in the U.S. and across the globe. APCIA appreciates the opportunity to provide written comments about Senate Bill 726.

SB 726 establishes a regulatory scheme for "personal delivery devices" permitting them to operate without registration or any highway, sidewalk or crosswalk in the State. It also excludes such devices from the definition of "motor vehicle".. It is not clear who would be employing these devices as there is no limitation in the bill regarding ownership, and whose obligation it is to provide the required liability insurance. We suggest that it be made clear that the obligation to obtain liability insurance rests with the entity deploying and operating these devices. Insurance companies have worked with the General Assembly in the past regarding regulating other exposures such peer-to-peer car-sharing and transportation network companies such as UBER and look forward to working with the General Assembly again to ensure that we are not unintentionally covering a new exposure under auto policies. f

APCIA shares the concern that referring to these devices as "personal", is inaccurate, and that changing the term to "automated delivery device" is a more appropriate description of these devices. Revising the term would also ensure that there was not unintended exposure created under personal lines insurance policies that could increase loss costs for consumers as these claims arise Therefore, APCIA requests that the term "personal" delivery device be change to AUTOMATED throughout the bill.

For these reasons, APCIA urges the Committee to adopt the proposed amendment to Senate Bill 726.

Respectfully submitted,

Nancy J. Egan, State Government Relations Counsel, DE, MD, VA, WV

Nancy.egan@apci.org Cell: 443-841-4174

State Farm FWA Test SB726 (PDDs).pdf
Uploaded by: Harting, Marta
Position: FWA

STATE FARM INSURANCE COMPANIES

SENATE BILL 726 (PERSONAL DELIVERY DEVICES – STANDARDS AND REQUIREMENTS)

POSITION: FAVORABLE WITH AMENDMENT

State Farm supports SB 726 with an amendment to change the term "personal delivery device" to "automated delivery device" throughout the bill. State Farm believes that "automated" is a far more accurate description of these devices than "personal." Further, the use of "personal" creates the potential for a claim that these devices (and the liabilities associated with operating them) should be covered under standard personal and business car policies, which could have the effect of spreading the claim costs of these devices across all insureds. We note that there is no limitation in the bill on who may deploy these devices; they can be used by individuals and small businesses in the future, not just the very large companies that are using this technology now. In enacting the legislation governing the operation of transportation network companies (such as Uber) several years ago, the Maryland General Assembly made clear that this activity must be covered under a separate policy or endorsement providing for coverage, and is not covered under standard auto policies. The same requirement should apply in this context.

Accordingly, State Farm requests that the word "personal" be changed to "automated" throughout the bill.

SB0726 - MVA - Vehicle Laws - Personal Delivery De

Uploaded by: Westervelt, Patricia

Position: INFO

March 4, 2021

The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis MD 21401

Re: Letter of Information – Senate Bill 726 – Vehicle Laws - Personal Delivery Devices - Standards and Requirements

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 726 but offers the following information for the Committee's consideration.

Senate Bill 726 establishes exceptions to motor vehicle registration requirements for personal delivery devices and authorizes personal delivery devices to operate on sidewalks, crosswalks, and highways. This bill establishes a standard whereby a personal delivery device may navigate with or without the active control or monitoring of an individual, may weigh up to 200 lbs. excluding cargo, and may travel up to 3.5 miles per hour on a sidewalk or crosswalk.

The MDOT Motor Vehicle Administration (MVA) monitors emerging and innovative technologies such as personal delivery devices (PDDs) to adapt to, and take advantage of, technologies reshaping mobility choices. PDDs have emerged as an innovative technology promising to improve the efficiency of deliveries. The impact on the transportation sector is currently not well-understood.

The Administration has identified several technical aspects to implementing the bill that remain unresolved: there are no identified roadway prohibitions, it is unclear how a unique identifying number would be assigned, there is no defined process for regulating the approval of devices, there are no standards for device hardware or software (including the lighting requirements), and the method for monitoring insurance compliance is unclear.

Several states now allow PDDs in public spaces (WA, AZ, FL, and others), although regulations are not uniform across these States. As this technology proliferates, several areas of uncertainty remain that all communities will have to consider. Chiefly, children, seniors, and people with disabilities navigating walkways will be impacted by these devices, the ability to adjust to crowded environments is currently inconsistent, and safeguards and safety controls for these devices are still evolving. Land use concerns such as the management of curb access will need to be considered if PDDs begin to appear in Maryland communities.

MDOT MVA currently has a process for connected and automated vehicles on Maryland's roadways. Since 2015, MDOT MVA has supported a robust Connected and Automated Vehicle (CAV) Working Group which serves as the central point of coordination for the development and deployment of emerging CAV technologies in Maryland. Maryland's CAV Working Group includes elected officials, representatives from state and local government, highway safety organizations, private sector, automotive industry and other transportation stakeholders. This group evaluates the latest research - including guidance from the American Association of Motor Vehicle Administrators (AAMVA) and the U.S. Department of Transportation - tracks federal and state actions, and coordinates with all interested stakeholders. This collaborative program is setting a course for the future of automated and connected vehicles in Maryland which prioritizes the safety for all roadway users.

MDOT MVA serves as the central clearinghouse for planning and coordination as well as testing for CAVs in Maryland. In order to support a safe and productive testing environment, MDOT MVA facilitates a permit process for parties interested in testing highly automated vehicles (HAV), and has designated a number of sites, owned by MDOT and its partners, for the testing of connected and automated vehicle technologies. Through the HAV permit process, applicants work collaboratively with MDOT MVA to ensure project objectives are met while prioritizing safety in testing.

MDOT MVA is embracing CAV technology and working collaboratively with many partners to ensure that Marylanders benefit from a transportation system which fully realizes the many positive potential outcomes of CAV technology, while also ensuring the safety of all roadway users.

The Maryland Department of Transportation respectfully requests that the Committee consider this information as it deliberates Senate Bill 726.

Respectfully submitted,

Christine Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Melissa Einhorn
State Legislative Officer
Maryland Department of Transportation
410-865-1102