

**CVO Committee Meeting Minutes
March 2-3, 2000, San Antonio, Texas**

ATA Update

Kevin Holland briefly discussed a policy adopted by the ATA board in February 2000 (a copy is attached to these minutes) The policy statement addresses incident and event data reporting using "black boxes" and vehicle tracking and identification.

Regarding incident and event data recording, the ATA policy supports the creation of reliable data parameter standards for accident reconstruction purposes for use with future engine and vehicle components, if:

- The standards are developed and implemented for all vehicles, including passenger cars, concurrently;
- All vehicle owners and operators are properly protected against the use of electronically generated data in regulatory enforcement and civil litigation;
- Data are anonymous and used for safety research and trend analysis by a single lead agency or institution;
- Reasonable privacy can be assured regarding access to and use of the information;
- Access to data is controlled;
- Data are recorded only for a limited period of time relative to an event; and
- There is no burden on individual vehicle owners or operators for the reporting or collection of such data at any time.

Regarding vehicle tracking and identification, the ATA policy opposes a mandate on use of these technologies or the use of the data collected through them for other purposes (e.g., enforcement) without the carrier's consent. In response to a question, Kevin said the ATA's policy does not prohibit the use of transponders to gauge traffic flow if the vehicle is not being identified.

Kevin noted that these policies are consistent with, and were developed based on, ITS America's CVO Guiding Principles developed by this committee.