



Testimony of Aden Hizkias  
Policy Analyst  
Chamber of Progress  
Re: SB 258

**May 13, 2024**

Good afternoon Senator Mantavinos and members of the committee,

Thank you for the opportunity to submit testimony for the record regarding SB 258. My name is Aden Hizkias, and I serve as a Policy Analyst at Chamber of Progress. On behalf of Chamber of Progress, a tech industry coalition promoting technology's progressive future, **we urge you to oppose SB 258**, which would require a human to be present even after autonomous trucks have demonstrated their safety.

Across the country turnover in the trucking industry is very high. According to American Trucking Associations, the average annual turnover rate for long haul drivers at big firms is 90%.<sup>1</sup> High turnover and widespread job vacancies result in significant delays to product shipments and rising prices for basic necessities. Autonomous trucks can help fill the gap at ports, reducing pressure on prices for Delaware families. Additionally, a survey conducted by Morning Consult commissioned by our organization found that 60% of Democratic voters and 75% of labor union members supported autonomous vehicles being tested in their state.<sup>2</sup>

**Limiting the use of Level 3, 4, and 5 automated vehicles on highways would deny the benefits of AVs to the Delaware community.** SB 258 ignores the safety record of autonomous vehicles and the rigorous testing this technology must go through before being deployed on public roads. AV operators must demonstrate to state

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<sup>1</sup>Michelle Fleury, *How will the US deal with a shortage of 80,000 truckers?*, BBC News, (Dec. 2021)  
<https://www.bbc.com/news/business-59136957>

<sup>2</sup>Chamber of Progress, *Morning Consult Poll: Dems, Biden Voters, Union Members Support Autonomous Vehicles*, Chamber of Progress (Oct. 2021)  
<https://progresschamber.org/morning-consult-poll-dems-biden-voters-union-members-support-autonomous-vehicles/>

and federal agencies that their vehicles meet safety standards.<sup>3</sup> Before deploying in a new city, AV operators also meticulously test their technology on closed courses and map the streets in detail to ensure the vehicles respond correctly to real-time road conditions. Banning the use of these vehicles on highways, even after they have demonstrated their safety through these tests, is unnecessary and would delay deployment.

For these reasons, I urge you to **oppose SB 258**. We thank you for considering our perspective and welcome any questions.