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September 8, 2020

The Honorable Frank Pallone, Jr.
Chairman
House Committee on Energy & Commerce

The Honorable Greg Walden
Ranking Member
House Committee on Energy & Commerce

Dear Chairman Pallone, Ranking Member Walden, and Members of the Committee:

We write in support of the provision of H.R. 8132, The American COMPETE Act, that would require the Department of Commerce to study and report on the effect of unmanned delivery services on U.S. businesses (Sec. 7, “Study to Advance Unmanned Delivery Services”). As a developer of fully autonomous vehicles designed specifically for last-mile delivery, we believe that this technology holds tremendous potential to grow our economy, save lives, and improve quality of life. The study required by this bill can help ensure this technology is deployed quickly, safely, and in a way that benefits American workers and consumers. We appreciate the introduction of this bill by Reps. Rush and McMorris Rodgers, building on the Advancing Unmanned Delivery Services Act originally introduced by Rep. Latta.

Nuro’s founding mission, to accelerate the benefits of robotics for everyday life, has never felt more real to us than it does today. While we have always believed that autonomous delivery vehicles would improve road safety and provide valuable convenience to consumers, we did not foresee our service helping to keep Americans safe from contagion. But the COVID-19 pandemic has expedited the public need for contactless delivery services. Vehicles like Nuro’s are custom-designed to change the very nature of driving, and the movement of goods, by allowing people to remain safely at home while their groceries, medicines, and packages, are brought to them.

At a moment when our economy is struggling and so many are out of work, delivery AVs also can unlock much needed investment and create jobs once manufacturers move to scale. Last year, about 90% of all shopping was done in person by the customer; AVs have the potential to make affordable home delivery widely available, replacing that unpaid personal labor of shopping and errands with new jobs in local retail shops and communities. At the same time, these vehicles can help improve road safety, reduce emissions, and save Americans time.

In a new report to be released this week, the transportation economists at Steer Group examined the economic and social impact that delivery AVs could have for communities throughout the U.S. in the near future. Steer projects that from 2025-2035, Americans could use

AV delivery services instead of personal cars for much of their daily shopping and errands, and that this will:

- **Create new jobs:** create and sustain 3.4 million jobs annually — from fleet operators and pick-pack workers in retail, to more technical software and hardware engineers. For comparison, there are currently 3.2 million public school teachers in the U.S.
- **Stimulate local economies:** generate \$1.1 trillion in investment from AV delivery companies, suppliers, and retail partners over the 10 year period, which will generate an estimated \$4.1 trillion in total value to the U.S. economy. \$4 trillion was the total market value of Apple, Microsoft, Amazon, and Alphabet in December 2019.
- **Reduce crashes:** avoid 244,000 severe road collisions, which would reduce injuries by ~348,000 and help prevent ~4800 Americans from dying in car crashes. Preventing 4,800 fatalities would be like saving the lives of all passengers on 22 Boeing 737s.
- **Decrease emissions:** reduce CO2 emissions by 407 million tons. That would offset the emissions from powering every household in NYC, LA, Chicago, and Houston combined, for ten years.
- **Improve productivity:** save Americans 21 billion hours of driving to and from the store. That is the equivalent of every customer recouping 1.5 hours of productive time every week.

These benefits depend on the decisions of policymakers. We support H.R. 8132's direction to Commerce to study AV delivery services, to help government and industry better understand their impacts and how we can ensure these benefits are both realized quickly and that they are widely shared.

Thank you for the opportunity to comment on this provision of H.R. 8132 ahead of the Committee's markup. We look forward to continuing to work with you as you move to finalize this legislation.

Respectfully,



Matthew Lipka
Head of Policy
Nuro, Inc.