
Session 7: New Products

We will start by looking at a press release on U.S. Federal Trade Commission's July 2019 \$5 billion fine against Facebook. We will then turn to short-term rentals and will look at a recent statement by Airbnb on changes in New York City short-term rental laws. We will then switch to transportation and will look at that through three different lenses. We will start with a chunk of California Proposition 22, which addresses the gig economy and how employees/independent contractors should be classified. We will turn then to recent developments in California regarding autonomous vehicles and will turn from there to a statement from the Biden White House on the electric vehicle transition. The last reading is a recent announcement from the White House regarding artificial intelligence.



FEDERAL TRADE COMMISSION PROTECTING AMERICA'S CONSUMERS

FTC Imposes \$5 Billion Penalty and Sweeping New Privacy Restrictions on Facebook

July 24, 2019

FTC settlement imposes historic penalty, and significant requirements to boost accountability and transparency

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FOR RELEASE

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NOTE: *The FTC hosted an IN-PERSON press conference at FTC Headquarters, 600 Pennsylvania Ave, NW, Washington D.C., on July 24, 2019. [Watch archival video of the press conference.](#)*

Participants included: *FTC Chairman Joe Simons, FTC Commissioners Noah Joshua Phillips and Christine S. Wilson, and Gustav W. Eyster, Director of the Department of Justice Civil Division's Consumer Protection Branch.*

Facebook, Inc. will pay a record-breaking \$5 billion penalty, and submit to new restrictions and a modified corporate structure that will hold the company accountable for the decisions it makes about its users' privacy, to settle Federal Trade Commission charges that the company violated a 2012 FTC order by deceiving users about their ability to control the privacy of their personal information.

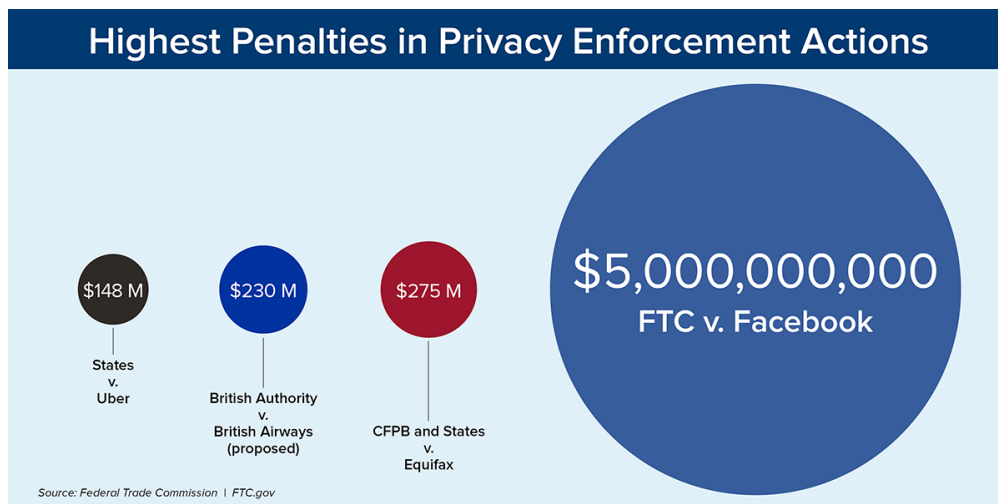
The \$5 billion penalty against Facebook is the largest ever imposed on any company for violating consumers' privacy and almost 20 times greater than the largest privacy or data security penalty ever imposed worldwide. It is one of the largest penalties ever assessed by the U.S. government for any violation.

The settlement order announced today also imposes unprecedented new restrictions on Facebook's business operations and creates multiple channels of compliance. The order requires Facebook to restructure its approach to privacy from the corporate board-level down, and establishes strong new mechanisms to ensure that Facebook executives are accountable for the decisions they make about privacy, and that those decisions are subject to meaningful oversight.

"Despite repeated promises to its billions of users worldwide that they could control how their personal information is shared, Facebook undermined consumers' choices," said FTC Chairman Joe Simons. "The magnitude of the \$5 billion penalty and sweeping conduct relief are unprecedented in the history of the FTC. The relief is designed not only to punish future violations but, more importantly, to change Facebook's entire privacy culture to decrease the likelihood of continued

violations. The Commission takes consumer privacy seriously, and will enforce FTC orders to the fullest extent of the law.”

“The Department of Justice is committed to protecting consumer data privacy and ensuring that social media companies like Facebook do not mislead individuals about the use of their personal information,” said Assistant Attorney General Jody Hunt for the Department of Justice’s Civil Division. “This settlement’s historic penalty and compliance terms will benefit American consumers, and the Department expects Facebook to treat its privacy obligations with the utmost seriousness.”



More than 185 million people in the United States and Canada use Facebook on a daily basis. Facebook monetizes user information through targeted advertising, which generated most of the company’s \$55.8 billion in revenues in 2018. To encourage users to share information on its platform, Facebook promises users they can control the privacy of their information through Facebook’s privacy settings.

Following a yearlong investigation by the FTC, the Department of Justice will file a complaint on behalf of the Commission alleging that Facebook repeatedly used deceptive disclosures and settings to undermine users’ privacy preferences in violation of its 2012 FTC order. These tactics allowed the company to share users’ personal information with third-party apps that were downloaded by the user’s Facebook “friends.” The FTC alleges that many users were unaware that Facebook was sharing such information, and therefore did not take the steps needed to opt-out of sharing.

In addition, the FTC alleges that Facebook took inadequate steps to deal with apps that it knew were violating its platform policies.

In a related, but separate development, the FTC also announced today separate law enforcement actions against data analytics company Cambridge Analytica, its former Chief Executive Officer Alexander Nix, and Aleksandr Kogan, an app developer who worked with the company, alleging they used false and deceptive tactics to harvest personal information from millions of Facebook users. Kogan and Nix have agreed to a settlement with the FTC that will restrict how they conduct any business in the future.

New Facebook Order Requirements

To prevent Facebook from deceiving its users about privacy in the future, the FTC’s new 20-year settlement order overhauls the way the company makes privacy decisions by boosting the transparency of decision making and holding Facebook accountable via overlapping channels of compliance.

The order creates greater accountability at the board of directors level. It establishes an independent privacy committee of Facebook’s board of directors, removing unfettered control by Facebook’s CEO Mark Zuckerberg over decisions affecting user privacy. Members of the privacy committee must be independent and will be appointed by an independent nominating committee. Members can only be fired by a supermajority of the Facebook board of directors.

The order also improves accountability at the individual level. Facebook will be required to designate compliance officers who will be responsible for Facebook’s privacy program. These compliance officers will be subject to the approval of the new board privacy committee and can be removed only by that committee—not by Facebook’s CEO or Facebook employees. Facebook CEO Mark Zuckerberg and designated compliance officers must independently submit to the FTC quarterly certifications that the company is in compliance with the privacy program mandated by the order, as well as an

annual certification that the company is in overall compliance with the order. Any false certification will subject them to individual civil and criminal penalties.

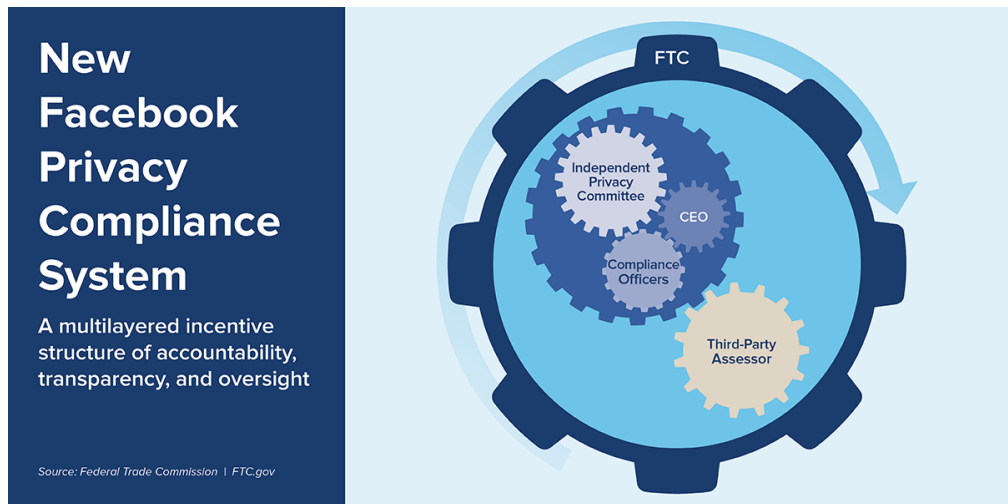
The order also strengthens external oversight of Facebook. The order enhances the independent third-party assessor's ability to evaluate the effectiveness of Facebook's privacy program and identify any gaps. The




assessor's biennial assessments of Facebook's privacy program must be based on the assessor's independent fact-gathering, sampling, and testing, and must not rely primarily on assertions or attestations by Facebook management. The order prohibits the company from making any misrepresentations to the assessor, who can be approved or removed by the FTC. Importantly, the independent assessor will be required to report directly to the new privacy board committee on a quarterly basis. The order also authorizes the FTC to use the discovery tools provided by the Federal Rules of Civil Procedure to monitor Facebook's compliance with the order.

As part of Facebook's order-mandated privacy program, which covers WhatsApp and Instagram, Facebook must conduct a privacy review of every new or modified product, service, or practice before it is implemented, and document its decisions about user privacy. The designated compliance officers must generate a quarterly privacy review report, which they must share with the CEO and the independent assessor, as well as with the FTC upon request by the agency. The order also requires Facebook to document incidents when data of 500 or more users has been compromised and its efforts to address such an incident, and deliver this documentation to the Commission and the assessor within 30 days of the company's discovery of the incident.

Additionally, the order imposes significant new privacy requirements, including the following:

- Facebook must exercise greater oversight over third-party apps, including by terminating app developers that fail to certify that they are in compliance with Facebook's platform policies or fail to justify their need for specific user data;
- Facebook is prohibited from using telephone numbers obtained to enable a security feature (e.g., two-factor authentication) for advertising;
- Facebook must provide clear and conspicuous notice of its use of facial recognition technology, and obtain affirmative express user consent prior to any use that materially exceeds its prior disclosures to users;
- Facebook must establish, implement, and maintain a comprehensive data security program;
- Facebook must encrypt user passwords and regularly scan to detect whether any passwords are stored in plaintext; and
- Facebook is prohibited from asking for email passwords to other services when consumers sign up for its services.



FTC Settlement with Facebook	
	\$5,000,000,000 Unprecedented penalty
	New privacy structure at Facebook
	New tools for FTC to monitor Facebook

Source: Federal Trade Commission | FTC.gov

Alleged Violations of 2012 Order

The settlement stems from alleged violations of the FTC's [2012 settlement order with Facebook](#). Among other things, the 2012 order prohibited Facebook from making misrepresentations about the privacy or security of consumers' personal information, and the extent to which it shares personal information, such as names and dates of birth, with third parties. It also required Facebook to maintain a reasonable privacy program that safeguards the privacy and confidentiality of user information.

The FTC alleges that Facebook violated the 2012 order by deceiving its users when the company shared the data of users' Facebook friends with third-party app developers, even when those friends had set more restrictive privacy settings.

In May 2012, Facebook added a disclosure to its central "Privacy Settings" page that information shared with a user's Facebook friends could also be shared with the apps used by those friends. The FTC alleges that four months after the 2012 order was finalized in August 2012, Facebook removed this disclosure from the central "Privacy Settings" page, even though it was still sharing data from an app user's Facebook friends with third-party developers.

Additionally, Facebook launched various services such as "Privacy Shortcuts" in late 2012 and "Privacy Checkup" in 2014 that claimed to help users better manage their privacy settings. These services, however, allegedly failed to disclose that even when users chose the most restrictive sharing settings, Facebook could still share user information with the apps of the user's Facebook friends—unless they also went to the "Apps Settings Page" and opted out of such sharing. The FTC alleges the company did not disclose anywhere on the Privacy Settings page or the "About" section of the profile page that Facebook could still share information with third-party developers on the Facebook platform about an app users' Facebook friends.

Facebook announced in April 2014 that it would stop allowing third-party developers to collect data about the friends of app users ("affected friend data"). Despite this promise, the company separately told developers that they could collect this data until April 2015 if they already had an existing app on the platform. The FTC alleges that Facebook waited until at least June 2018 to stop sharing user information with third-party apps used by their Facebook friends.

In addition, the complaint alleges that Facebook improperly policed app developers on its platform. The FTC alleges that, as a general practice, Facebook did not screen the developers or their apps before granting them access to vast amounts of user data. Instead, Facebook allegedly only required developers to agree to Facebook's policies and terms when they registered their app with the Facebook Platform. The company claimed to rely on administering consequences for policy violations that subsequently came to its attention after developers had already received data about Facebook users. The complaint alleges, however, that Facebook did not enforce such policies consistently and often based enforcement of its policies on whether Facebook benefited financially from its arrangements with the developer, and that this practice violated the 2012 order's requirement to maintain a reasonable privacy program.

The FTC also alleges that Facebook misrepresented users' ability to control the use of facial recognition technology with their accounts. According to the complaint, Facebook's data policy, updated in April 2018, was deceptive to tens of

millions of users who have Facebook's facial recognition setting called "Tag Suggestions" because that setting was turned on by default, and the updated data policy suggested that users would need to opt-in to having facial recognition enabled for their accounts.

In addition to these violations of its 2012 order, the FTC alleges that Facebook violated the FTC Act's prohibition against deceptive practices when it told users it would collect their phone numbers to enable a security feature, but did not disclose that it also used those numbers for advertising purposes.

The Commission vote to refer the complaint and stipulated final order to the Department of Justice for filing was 3-2. The Department will file the complaint and stipulated final order in the U.S. District Court for the District of Columbia. [Chairman Simons along with Commissioners Noah Joshua Phillips and Christine S. Wilson issued a statement](#) on this matter. Commissioners [Rohit Chopra](#) and [Rebecca Kelly Slaughter](#) issued separate statements on this matter.

NOTE: The Commission files a complaint when it has "reason to believe" that the named defendants are violating or are about to violate the law and it appears to the Commission that a proceeding is in the public interest. Stipulated final orders have the force of law when approved and signed by the district court judge.

The Federal Trade Commission works to promote competition, and [protect and educate consumers](#). You can [learn more about consumer topics](#) and file a [consumer complaint online](#) or by calling 1-877-FTC-HELP (382-4357). Like the FTC on [Facebook](#), follow us on [Twitter](#), read our [blogs](#), and [subscribe to press releases](#) for the latest FTC news and resources.

PRESS RELEASE REFERENCE:

[FTC Sues Cambridge Analytica, Settles with Former CEO and App Developer](#)

[FTC Approves Final Settlement With Facebook](#)

[FTC Gives Final Approval to Modify FTC's 2012 Privacy Order with Facebook with Provisions from 2019 Settlement](#)

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ftc.gov

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Home > New York, NY

Rules • Host

New York, NY

When deciding whether to become an Airbnb host, it is important for you to understand the laws in your region or city. As a platform and online marketplace we do not provide legal advice, but we want to provide resources that may help you better understand applicable laws and regulations. This list is not exhaustive, but it may give you a good start in understanding your local laws. If you have questions, visit the short-term rental homepage or other government agencies directly, or consult a local lawyer or tax professional.

New developments in New York City

In June, Airbnb and local Hosts filed separate lawsuits against the City of New York to help protect hosting for New Yorkers. You can read the full announcement [here](#).

After working hard to find a better path forward for home sharing, we're disappointed to inform you that both lawsuits were dismissed and New York City is moving forward with a de facto ban on short-term rentals. **Enforcement of the city's new rules began on September 5, 2023.**

New short-term rental regulations

Starting September 5, the city began enforcing its [rules](#) which require all eligible short-term rental Hosts to be registered with the city, or have Class B status, to continue hosting short-term rental stays.

To comply with the new rules you must:

Register with the city

1. Learn about the registration process on the [city's website](#) and apply if eligible under the new rules. While waiting for your approval, you may set your calendar to 30 nights minimum so that the OSE may review and approve your listing's eligibility for short-term rental registration.
2. Once you are registered with the City of New York, be sure to [add your registration details](#) to your listing(s) on Airbnb.
3. Your listing address (what you have entered on your Airbnb listing) must match exactly with what is on New York City's list. If your address is not an exact match, you must contact customer service in order to update your listing address.

OR

Host long-term stays

1. [Update your minimum night stay](#) to 30 nights or more. To learn more about hosting longer stays, check out this [guide](#).
2. Ensure your calendar availability is up to date.

If you are not able to register or host long-term stays, here is what you need to know:

Short-term reservations made before September 5 with check-in on or before December 1 will not be canceled to mitigate impact to Hosts and guests. To comply with the short-term rental regulations, we will be refunding all Airbnb fees associated with these stays after the checkout date.

Short-term reservations made before September 5 with check-in dates on or after December 2 will be canceled and refunded.

Starting September 5, the city will know which Hosts are unregistered and may impose penalties.

We will honor any Host-requested cancellations of stays with check-in on or after September 5—consequence-free—with no penalties or impact to Superhost status.

Hotels

Hotels must claim a Class B exemption to continue hosting short-term stays.

If you are operating a hotel or traditional accommodation establishment, you can ensure your listing address is on the [NYC Class B Multiple Dwellings List](#). Your listing address (what you have entered on your Airbnb listing) must match exactly with what is on New York City's list. If your address is not an exact match you must contact customer service in order to update your listing address.

If you do not see your address on the City's list, contact the City to be added.

Note: Only traditional accommodation establishments (Hotels) may [Claim a Class B exemption](#) on their listing.

New York data-sharing requirements

The City of New York requires that home-sharing platforms like Airbnb share data about listings and you as a host. Before we do so, we'll ask for your consent to share this information with the City. If you consent, we'll provide information about your hosting and listing activity to the City. The amended law requires platforms to share data as of January 3, 2021 onwards.

Here is a list of the information we'll disclose to the City of New York:

1. Host & Co-Host(s) information:
 1. Name
 2. Physical address (street name, street number, apartment or unit number, borough or county, and zip code)
 3. Phone number

4. Email
 5. Profile ID number
 6. Profile URL
 7. Total amount the platform transmitted to the host
 8. The account name and consistently anonymized identifier for the account number for the account used by host to receive payments
2. Listing(s) information:
1. Physical address (street name, street number, apartment or unit number, borough or county, and zip code)
 2. Listing's name
 3. Listing's ID number
 4. URL of listing
 5. Type (ex: entire place, private room etc.)
 6. Total number of nights booked per listing

Relevant information for Hosts

Taxes

New York City and New York State impose multiple taxes that may apply to transient occupancy or tourist use, subject to certain exemptions. Examples of taxes that could apply to your listing are:

State and City sales tax

City hotel room occupancy tax

State and City nightly room fees

statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this act. If this act receives a greater number of affirmative votes than another measure deemed to be in conflict with it, the provisions of this act shall prevail in their entirety, and the other measure or measures shall be null and void.

PROPOSITION 22

This initiative measure is submitted to the people in accordance with the provisions of Section 8 of Article II of the California Constitution.

This initiative measure adds sections to the Business and Professions Code and amends a section of the Revenue and Taxation Code; therefore, new provisions proposed to be added are printed in *italic type* to indicate that they are new.

PROPOSED LAW

SECTION 1. Chapter 10.5 (commencing with Section 7448) is added to Division 3 of the Business and Professions Code, to read:

CHAPTER 10.5. APP-BASED DRIVERS AND SERVICES

Article 1. Title, Findings and Declarations, and Statement of Purpose

7448. Title. This chapter shall be known, and may be cited, as the Protect App-Based Drivers and Services Act.

7449. Findings and Declarations. The people of the State of California find and declare as follows:

(a) Hundreds of thousands of Californians are choosing to work as independent contractors in the modern economy using app-based rideshare and delivery platforms to transport passengers and deliver food, groceries, and other goods as a means of earning income while maintaining the flexibility to decide when, where, and how they work.

(b) These app-based rideshare and delivery drivers include parents who want to work flexible schedules while children are in school; students who want to earn money in between classes; retirees who rideshare or deliver a few hours a week to supplement fixed incomes and for social interaction; military spouses and partners who frequently relocate; and families struggling with California's high cost of living that need to earn extra income.

(c) Millions of California consumers and businesses, and our state's economy as a whole, also benefit from the services of people who work as independent contractors using app-based rideshare and delivery platforms. App-based rideshare and delivery drivers are providing convenient and affordable transportation for the public, reducing impaired and drunk driving, improving mobility for seniors and individuals with disabilities, providing new transportation options for

families who cannot afford a vehicle, and providing new affordable and convenient delivery options for grocery stores, restaurants, retailers, and other local businesses and their patrons.

(d) However, recent legislation has threatened to take away the flexible work opportunities of hundreds of thousands of Californians, potentially forcing them into set shifts and mandatory hours, taking away their ability to make their own decisions about the jobs they take and the hours they work.

(e) Protecting the ability of Californians to work as independent contractors throughout the state using app-based rideshare and delivery platforms is necessary so people can continue to choose which jobs they take, to work as often or as little as they like, and to work with multiple platforms or companies, all the while preserving access to app-based rideshare and delivery services that are beneficial to consumers, small businesses, and the California economy.

(f) App-based rideshare and delivery drivers deserve economic security. This chapter is necessary to protect their freedom to work independently, while also providing these workers new benefits and protections not available under current law. These benefits and protections include a healthcare subsidy consistent with the average contributions required under the Affordable Care Act (ACA); a new minimum earnings guarantee tied to 120 percent of minimum wage with no maximum; compensation for vehicle expenses; occupational accident insurance to cover on-the-job injuries; and protection against discrimination and sexual harassment.

(g) California law and rideshare and delivery network companies should protect the safety of both drivers and consumers without affecting the right of app-based rideshare and delivery drivers to work as independent contractors. Such protections should, at a minimum, include criminal background checks of drivers; zero tolerance policies for drug- and alcohol-related offenses; and driver safety training.

7450. Statement of Purpose. The purposes of this chapter are as follows:

(a) To protect the basic legal right of Californians to choose to work as independent contractors with rideshare and delivery network companies throughout the state.

(b) To protect the individual right of every app-based rideshare and delivery driver to have the flexibility to set their own hours for when, where, and how they work.

(c) To require rideshare and delivery network companies to offer new protections and benefits for app-based rideshare and delivery drivers, including minimum compensation levels, insurance to cover on-the-job injuries, automobile accident insurance, health care subsidies for qualifying drivers, protection

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against harassment and discrimination, and mandatory contractual rights and appeal processes.

(d) To improve public safety by requiring criminal background checks, driver safety training, and other safety provisions to help ensure app-based rideshare and delivery drivers do not pose a threat to customers or the public.

Article 2. App-Based Driver Independence

7451. *Protecting Independence.* Notwithstanding any other provision of law, including, but not limited to, the Labor Code, the Unemployment Insurance Code, and any orders, regulations, or opinions of the Department of Industrial Relations or any board, division, or commission within the Department of Industrial Relations, an app-based driver is an independent contractor and not an employee or agent with respect to the app-based driver's relationship with a network company if the following conditions are met:

(a) The network company does not unilaterally prescribe specific dates, times of day, or a minimum number of hours during which the app-based driver must be logged into the network company's online-enabled application or platform.

(b) The network company does not require the app-based driver to accept any specific rideshare service or delivery service request as a condition of maintaining access to the network company's online-enabled application or platform.

(c) The network company does not restrict the app-based driver from performing rideshare services or delivery services through other network companies except during engaged time.

(d) The network company does not restrict the app-based driver from working in any other lawful occupation or business.

7452. *Contract and Termination Provisions.* (a) A network company and an app-based driver shall enter into a written agreement prior to the driver receiving access to the network company's online-enabled application or platform.

(b) A network company shall not terminate a contract with an app-based driver unless based upon a ground specified in the contract.

(c) Network companies shall provide an appeals process for app-based drivers whose contracts are terminated by the network company.

7452.5. *Independence Unaffected.* Nothing in Article 3 (commencing with Section 7453) to Article 11 (commencing with Section 7467), inclusive, of this chapter shall be interpreted to in any way alter the relationship between a network company and an app-based driver for whom the conditions set forth in Section 7451 are satisfied.

Article 3. Compensation

7453. *Earnings Guarantee.* (a) A network company shall ensure that for each earnings period, an app-based driver is compensated at not less than the net earnings floor as set forth in this section. The net earnings floor establishes a guaranteed minimum level of compensation for app-based drivers that cannot be reduced. In no way does the net earnings floor prohibit app-based drivers from earning a higher level of compensation.

(b) For each earnings period, a network company shall compare an app-based driver's net earnings against the net earnings floor for that app-based driver during the earnings period. In the event that the app-based driver's net earnings in the earnings period are less than the net earnings floor for that earnings period, the network company shall include an additional sum accounting for the difference in the app-based driver's earnings no later than during the next earnings period.

(c) No network company or agent shall take, receive, or retain any gratuity or a part thereof that is paid, given to, or left for an app-based driver by a customer or deduct any amount from the earnings due to an app-based driver for a ride or delivery on account of a gratuity paid in connection with the ride or delivery. A network company that permits customers to pay gratuities by credit card shall pay the app-based driver the full amount of the gratuity that the customer indicated on the credit card receipt, without any deductions for any credit card payment processing fees or costs that may be charged to the network company by the credit card company.

(d) For purposes of this chapter, the following definitions apply:

(1) "Applicable minimum wage" means the state mandated minimum wage for all industries or, if a passenger or item is picked up within the boundaries of a local government that has a higher minimum wage that is generally applicable to all industries, the local minimum wage of that local government. The applicable minimum wage shall be determined at the location where a passenger or item is picked up and shall apply for all engaged time spent completing that rideshare request or delivery request.

(2) "Earnings period" means a pay period, set by the network company, not to exceed 14 consecutive calendar days.

(3) "Net earnings" means all earnings received by an app-based driver in an earnings period, provided that the amount conforms to both of the following standards:

(A) The amount does not include gratuities, tolls, cleaning fees, airport fees, or other customer pass-throughs.

(B) The amount may include incentives or other bonuses.

(4) “Net earnings floor” means, for any earnings period, a total amount that is comprised of:

(A) For all engaged time, the sum of 120 percent of the applicable minimum wage for that engaged time.

(B) (i) The per-mile compensation for vehicle expenses set forth in this subparagraph multiplied by the total number of engaged miles.

(ii) After the effective date of this chapter and for the 2021 calendar year, the per-mile compensation for vehicle expenses shall be thirty cents (\$0.30) per engaged mile. For calendar years after 2021, the amount per engaged mile shall be adjusted pursuant to clause (iii).

(iii) For calendar years following 2021, the per-mile compensation for vehicle expenses described in clause (ii) shall be adjusted annually to reflect any increase in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U) published by the United States Bureau of Labor Statistics. The Treasurer’s Office shall calculate and publish the adjustments required by this subparagraph.

(e) Nothing in this section shall be interpreted to require a network company to provide a particular amount of compensation to an app-based driver for any given rideshare or delivery request, as long as the app-based driver’s net earnings for each earnings period equals or exceeds that app-based driver’s net earnings floor for that earnings period as set forth in subdivision (b). For clarity, the net earnings floor in this section may be calculated on an average basis over the course of each earnings period.

Article 4. Benefits

7454. *Healthcare Subsidy.* (a) Consistent with the average contributions required under the Affordable Care Act (ACA), a network company shall provide a quarterly health care subsidy to qualifying app-based drivers as set forth in this section. An app-based driver that averages the following amounts of engaged time per week on a network company’s platform during a calendar quarter shall receive the following subsidies from that network company:

(1) For an average of 25 hours or more per week of engaged time in the calendar quarter, a payment greater than or equal to 100 percent of the average ACA contribution for the applicable average monthly Covered California premium for each month in the quarter.

(2) For an average of at least 15 but less than 25 hours per week of engaged time in the calendar quarter, a payment greater than or equal to 50 percent of the average ACA contribution for the applicable average monthly Covered California premium for each month in the quarter.

(b) At the end of each earnings period, a network company shall provide to each app-based driver the following information:

(1) The number of hours of engaged time the app-based driver accrued on the network company’s online-enabled application or platform during that earnings period.

(2) The number of hours of engaged time the app-based driver has accrued on the network company’s online-enabled application or platform during the current calendar quarter up to that point.

(c) Covered California may adopt or amend regulations as it deems appropriate to permit app-based drivers receiving subsidies pursuant to this section to enroll in health plans through Covered California.

(d) (1) As a condition of providing the health care subsidy set forth in subdivision (a), a network company may require an app-based driver to submit proof of current enrollment in a qualifying health plan. Proof of current enrollment may include, but is not limited to, health insurance membership or identification cards, evidence of coverage and disclosure forms from the health plan, or claim forms and other documents necessary to submit claims.

(2) An app-based driver shall have not less than 15 calendar days from the end of the calendar quarter to provide proof of enrollment as set forth in paragraph (1).

(3) A network company shall provide a health care subsidy due for a calendar quarter under subdivision (a) within 15 days of the end of the calendar quarter or within 15 days of the app-based driver’s submission of proof of enrollment as set forth in paragraph (1), whichever is later.

(e) For purposes of this section, a calendar quarter refers to the following four periods of time:

(1) January 1 through March 31.

(2) April 1 through June 30.

(3) July 1 through September 30.

(4) October 1 through December 31.

(f) Nothing in this section shall be interpreted to prevent an app-based driver from receiving a health care subsidy from more than one network company for the same calendar quarter.

(g) On or before December 31, 2020, and on or before each September 1 thereafter, Covered California shall publish the average statewide monthly premium for an individual for the following calendar year for a Covered California bronze health insurance plan.

(h) This section shall become inoperative in the event the United States or the State of California implements a universal health care system or substantially similar system that expands coverage to the recipients of subsidies under this section.

DMV APPROVES CRUISE AND WAYMO TO USE AUTONOMOUS VEHICLES FOR COMMERCIAL SERVICE IN DESIGNATED PARTS OF BAY AREA

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FOR IMMEDIATE RELEASE September 30, 2021

Sacramento – The California Department of Motor Vehicles today issued autonomous vehicle deployment permits to Cruise LLC and Waymo LLC, allowing the companies to charge a fee and receive compensation for autonomous services offered to the public.

Unlike an autonomous testing permit, which limits the compensation that a manufacturer can receive from the public while validating the technology on public roads, a deployment permit allows a company to make its autonomous technology commercially available outside of a testing program. Commercial passenger service in an autonomous vehicle also requires authorization from the California Public Utilities Commission.

The deployment authorization grants Cruise permission to use a fleet of light-duty autonomous vehicles for commercial services on surface streets within designated parts of San Francisco. The vehicles are approved to operate on public roads between 10 p.m. and 6 a.m. at a maximum speed limit of 30 miles per hour and can operate in light rain and light fog. Cruise has had state authority to test autonomous vehicles on public roads with a safety driver since 2015 and authority to test autonomous vehicles without a driver since October 2020.

Waymo is authorized to use a fleet of light-duty autonomous vehicles for commercial services within parts of San Francisco and San Mateo counties. The vehicles are approved to operate on public roads with a speed limit of no more than 65 mph and can also operate in rain and light fog. Waymo has had state authority to test autonomous vehicles on public roads with a safety driver since 2014 and received a driverless testing permit in October 2018.

The DMV has now approved three deployment permits.

Under state law established in 2012, the DMV is required to adopt regulations covering both the testing and public use of autonomous vehicles on California roadways. Regulations to allow for the deployment of autonomous vehicles were adopted and took effect on April 2, 2018. Regulations allowing for light-duty autonomous delivery vehicles weighing less than 10,001 pounds were approved on December 16, 2019.

In order to receive a deployment permit, manufacturers must certify they meet a number of safety, insurance and vehicle registration requirements, including:

Identifying the operational design domain of the vehicles, as well as describing any commonly occurring restricted conditions within which the vehicles would not be able to operate.

Verifying the technology is capable of detecting and responding to roadway situations in compliance with the California Vehicle Code, and a description of how the vehicle meets the definition of an [SAE Level 3, 4 or 5](https://www.nhtsa.gov/technology-innovation/automated-vehicles-safety#topic-road-self-driving) [https://www.nhtsa.gov/technology-innovation/automated-vehicles-safety#topic-road-self-driving] autonomous technology.

Verifying the vehicles meet federal Motor Vehicle Safety Standards or have an exemption from the National Highway Traffic Safety Administration.

Certifying the manufacturer has conducted test and validation methods and is satisfied that the autonomous vehicles are safe for deployment on California public roads.

Developing a Law Enforcement Interaction Plan that provides information to law enforcement and other first responders on how to interact with the autonomous vehicles.

Providing evidence of insurance or a bond equal to \$5 million.

Additional information on deployment permits is available on the DMV [website \[portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-deployment-program/\]](https://portal.vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-deployment-program/).

###

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Feedback



Home > News and Updates > All News and Updates > CPUC Approves Permits for Cruise and Waymo To Charge Fares for Passenger Service in San Francisco

CPUC Approves Permits for Cruise and Waymo To Charge Fares for Passenger Service in San Francisco

August 10, 2023 - The California Public Utilities Commission (CPUC) today approved Resolutions granting additional operating authority for Cruise LLC and Waymo LLC to conduct commercial passenger service using driverless vehicles in San Francisco. The approval includes the ability for both companies to charge fares for rides at any time of day.

The requirements for the Resolutions approved today were established in a CPUC Decision adopted in 2020. This Decision mandates that autonomous vehicle (AV) companies submit an Advice Letter to enter the market as a passenger carrier using driverless vehicles or to make significant alterations to their current driverless passenger service, particularly those affecting passenger safety measures. The CPUC evaluated the Cruise and Waymo Advice Letters to ensure they met the licensing requirements set forth in the Decision, including passenger safety measures.

Prior to today's approval, both companies operated in San Francisco and other areas with specified limitations:

- Cruise was authorized to offer fared passenger service in limited areas of San Francisco from 10 p.m. to 6 a.m. without a safety driver present, fared passenger service throughout San Francisco at any time with a safety driver present, and non-fared passenger service throughout San Francisco at any time without a safety driver present.
- Waymo was authorized to offer fared passenger service throughout San Francisco at any time with a safety driver present and non-fared passenger service throughout San Francisco at any time without a safety driver present. Waymo is also authorized to offer non-fared passenger service in parts of Los Angeles and in and around Mountain View with or without a safety driver present.

Additionally, both Cruise and Waymo possess an Autonomous Vehicle Deployment Program Permit issued by the California Department of Motor Vehicles (DMV). This DMV permit is a prerequisite for AV deployment and is distinct from the CPUC's permit, which is an additional requirement for companies that provide transportation services to the public using AVs. Participants in the CPUC's AV programs must also maintain the relevant DMV AV permit in good standing.

"While we do not yet have the data to judge AVs against the standard human drivers are setting, I do believe in the potential of this technology to increase safety on the roadway," said CPUC Commissioner John Reynolds. "Collaboration between key stakeholders in the industry and the first responder community will be vital in resolving issues as they arise in this innovative, emerging technology space."

Applicants to the Driverless Pilot Program and the Driverless Phase I Deployment Program are required to submit Passenger Safety Plans that outline their plans to protect passenger safety. Permits issued are available on the CPUC's [website](#).

Read the full Resolution for Cruise [here](#) and Waymo [here](#).

Read about the CPUC's regulation of autonomous vehicles [here](#).

###

About the California Public Utilities Commission

The CPUC regulates services and utilities, protects consumers, safeguards the environment, and assures Californians access to safe and reliable utility infrastructure and services. Visit www.cpuc.ca.gov for more information.

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DMV STATEMENT ON CRUISE LLC SUSPENSION

FOR IMMEDIATE RELEASE

October 24, 2023

The California Department of Motor Vehicles today issued the following statement on the immediate suspension of Cruise LLC's deployment and driverless testing permits:

Public safety remains the California DMV's top priority, and the department's autonomous vehicle regulations provide a framework to facilitate the safe testing and deployment of this technology on California public roads. When there is an unreasonable risk to public safety, the DMV can immediately suspend or revoke permits. There is no set time for a suspension.

The California DMV today notified Cruise that the department is suspending Cruise's autonomous vehicle deployment and driverless testing permits, effective immediately. The DMV has provided Cruise with the steps needed to apply to reinstate its suspended permits, which the DMV will not approve until the company has fulfilled the requirements to the department's satisfaction. This decision does not impact the company's permit for testing with a safety driver.

Today's suspensions are based on the following:

13 CCR §228.20 (b)(4) – Based upon the performance of the vehicles, the Department determines the manufacturer's vehicles are not safe for the public's operation.

13 CCR §228.20 (b)(3) – The manufacturer has misrepresented any information related to safety of the autonomous technology of its vehicles.

13 CCR §227.42 (b)(5) – Any act or omission of the manufacturer or one of its agents, employees, contractors, or designees which the department finds makes the conduct of autonomous vehicle testing on public roads by the manufacturer an unreasonable risk to the public.

13 CCR §227.42 (c) – The department shall immediately suspend or revoke the Manufacturer's Testing Permit or a Manufacturer's Testing Permit – Driverless Vehicles if a manufacturer is engaging in a practice in such a manner that immediate suspension is required for the safety of persons on a public road.

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Feedback

JUNE 27, 2023

FACT SHEET: Biden-Harris Administration Driving Forward on Convenient, Reliable, Made-in-America National Network of Electric Vehicle Chargers

New Study Shows Public and Private Investments On Track to Achieve Biden-Harris Administration's Goal of 500,000 Public Chargers; Will Catalyze Additional Private Sector Investment and Create Good-Paying Union Jobs

Through his Investing in America Agenda, President Biden is building the economy from the middle out and bottom up, creating American-made products in American factories with American workers and positioning the United States as a leader in the clean energy economy. President Biden understands that to compete and win the 21st century global economy, strengthen the American auto industry, and tackle the climate crisis, we must build a convenient and reliable network of made-in-America electric vehicle (EV) chargers along America's highways and throughout all our communities, especially underserved and overburdened communities.

That's why President Biden set the country on a path to achieve net-zero emissions by 2050 and advance an industrial strategy that will continue to build out the domestic EV and EV charging industry – all while creating good-paying union manufacturing and installation jobs on the way.

Thanks to President Biden's leadership, we're on track to meet these historic goals.

2030 NATIONAL CHARGING NETWORK STUDY

Today, the National Renewable Energy Laboratory (NREL) released the [2030 National Charging Network study](#) – a new analysis that quantifies the estimated number, type, and location of the chargers needed nationwide to support rapidly growing EV adoption. The study, produced in collaboration with the [Joint Office of Energy and Transportation](#) (Joint Office) and the U.S. Department of Energy’s (DOE) Vehicle Technologies Office (VTO), assesses charging infrastructure needs for light-duty EVs with an unprecedented level of detail, including by accounting for the effects of local variation in EV adoption, climate, travel patterns, housing, and charging preferences.

The study finds:

The United States is on track to install a network of 1.2 million public chargers by 2030, keeping up with rapidly growing demand for EVs.

Of the 1.2 million charging ports, about 1 million are expected to be Level 2 charging, providing convenient, low-cost charging to meet a variety of daily needs, with the remaining charging ports being DC fast chargers that are critical to driver confidence and longer distance travel.

Building out this public charging network will require between \$31 and \$55 billion of cumulative public and private capital investment and will help unlock hundreds of billions of dollars of consumer savings from reduced fuel and maintenance costs.

Thanks to President Biden’s Investing in America agenda, rising demand for EVs, and investment from private firms, the public sector, and electric utilities, nearly \$24 billion has already been committed for public charging infrastructure through 2030. We are on track to achieve President Biden’s visionary goal **of 500,000 public chargers and we will keep going even further by harnessing private investment to meet the nation’s EV charging needs identified in the study.** **This shows how effectively the Biden-Harris Administration has catalyzed private investment in a race to line our highways and roads with public chargers.** The Biden-Harris Administration remains committed to working with industry and all levels of government to ensure that the pace of investment is sustained in line with the increased demand for EVs.

BUILDING A CONVENIENT, RELIABLE, AND FULLY INTEROPERABLE CHARGING NETWORK

President Biden's Bipartisan Infrastructure Law invests \$7.5 billion in EV charging, \$10 billion in clean transportation, and over \$7 billion in EV battery components, critical minerals, and materials. These flagship programs put a down payment on our nation's EV future and complement the Inflation Reduction Act's landmark support for advanced batteries, tax credits for EVs and chargers, and dozens of other Federal initiatives.

One of the flagship programs for EV charging is the National Electric Vehicle Infrastructure program (NEVI), a \$5 billion initiative to create a national network of high-speed EV chargers along major highways and interstates. All 50 states, Washington DC, and Puerto Rico are participating in the NEVI program, and the first two years of funding alone will electrify over 75,000 miles of the national highway system.

The Administration also set new national standards for Federally-funded EV chargers, including NEVI-funded chargers. The minimum standards set a baseline to ensure the national EV charging network is interoperable between different charging companies, with similar payment systems, pricing information, and charging speeds. This protects the traveling public by ensuring a predictable and reliable EV charging experience – no matter what car you drive or where you charge. The minimum standards allow flexibility to support industry innovation in this evolving field and to allow States, communities, and their partners to build charging infrastructure that meets local needs. For example, Federally-funded fast chargers are required to include Combined Charging System (CCS) connectors, which are used by the majority of automakers today, but may also offer other connector types such as the North American Charging Standard (NACS) developed by Tesla. Several states, such as Texas and Washington, have already signaled their intent to require both CCS and NACS connector types on their NEVI-funded charging networks.

President Biden's goal is to build out the national network of EV chargers as quickly as possible while ensuring that Federal investment continues to support a reliable, convenient, and user-friendly charging experience. The Administration is working to support even greater interoperability within the NEVI program, tasking experts across the Federal government to work closely with States, localities, labor, automakers, charger manufacturers, and standards setting bodies to achieve this goal. **As part of this work, the Society of Automotive Engineers (SAE) announced today that they will initiate an expedited process to review NACS as a potential public standard. This would open the NACS connector to other suppliers and manufacturers and has the potential to dramatically increase the size, reliability, and availability of an interoperable charging network supported by industry recognized standards.** That's a win for the EV charging industry and a win for all EV drivers.

IMPROVING RELIABILITY OF EXISTING CHARGING INFRASTRUCTURE

Reliability and availability are critical to enabling confidence in charging. That's why the Biden-Harris Administration is complementing its charging standards with a multi-pronged approach to both build new, reliable charging infrastructure *and* improve, fix, or replace existing infrastructure. In addition to the Joint Office's work with the Society of Automotive Engineers (SAE) to review NACS as a potential public standard on an expedited and unprecedented timeline, the Administration's approach is driving forward with key pillars including:

Providing funding to repair, replace and upgrade chargers to improve network performance reliability, performance, and interoperability. The Federal Highway Administration anticipates making available up to \$100 million from the NEVI Program to help States and localities quickly repair, replace and upgrade broken or unreliable chargers across the country.

Measuring and evaluating the charging experience to understand opportunities for continued improvement. The Joint Office of Energy

and Transportation is developing EV-ChART, a centralized data platform for EV charger data reporting that will maximize access to data and insights that can enhance future charging reliability.

Combining efforts of the Joint Office with the National Charging Experience Consortium (ChargeX), which, over the next two years, will identify and pursue opportunities to significantly improve the charging experience. The Consortium has over 30 partners from across the private sector that are focused on delivering near-term improvements in three areas: payment processing and user interface; vehicle-charger communication; and diagnostic data sharing.

To bring together industry, State and local partners, DOE and DOT will **host a summit** in early July to discuss and collaborate on how all partners involved are working to achieve the Administration's EV charging goals.

PROGRESS TO DATE ON AN EV FUTURE

Since President Biden took office, EV sales have tripled and the number of publicly available charging ports has grown by more than 40%. There are now more than three million EVs on the road and over 140,000 public chargers across the country. Companies have recently announced new commitments to expand their networks by thousands of public charging ports in the next two years, using private funds to complement Federal dollars and putting the nation's EV charging goals even closer within reach. Earlier this year, the Administration released its Build America, Buy America implementation plan to ensure that our EV future is Made In America. The NEVI Program standards' strong workforce requirements mean that historic investments in EV charging create good-paying jobs in communities across the country.

At the same time, Federal funds are attracting a generational wave of private investment to ensure that the clean energy transition is powered by American manufacturing and creates and sustains good-paying union jobs. Since President Biden took office, the private sector has announced well over

\$130 billion of new investment for electric vehicle, battery, and EV charging manufacturing in the United States.

These investments also span more than just personal EVs – the Administration is investing in medium- and heavy-duty clean energy and electric vehicles. Yesterday, the Federal Transit Administration announced nearly \$1.7 billion for low- and no-emissions buses and transit projects, that will more than double the number of zero-emission transit buses on America’s roadways – and they will be manufactured with American parts and labor. And later this year, the EPA will announce the next round of awards from the \$5 billion Clean School Bus Program to lower emissions and promote safer environments for children to learn and grow.

For more information on these announcements visit driveelectric.gov. See [here](#) for a more comprehensive list of investments in EV charging in the United States.

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OCTOBER 30, 2023

FACT SHEET: President Biden Issues Executive Order on Safe, Secure, and Trustworthy Artificial Intelligence

Today, President Biden is issuing a landmark Executive Order to ensure that America leads the way in seizing the promise and managing the risks of artificial intelligence (AI). The Executive Order establishes new standards for AI safety and security, protects Americans' privacy, advances equity and civil rights, stands up for consumers and workers, promotes innovation and competition, advances American leadership around the world, and more.

As part of the Biden-Harris Administration's comprehensive strategy for responsible innovation, the Executive Order builds on previous actions the President has taken, including work that led to voluntary commitments from 15 leading companies to drive safe, secure, and trustworthy development of AI.

The Executive Order directs the following actions:

New Standards for AI Safety and Security

As AI's capabilities grow, so do its implications for Americans' safety and security. **With this Executive Order, the President directs the most sweeping actions ever taken to protect Americans from the potential risks of AI systems:**

Require that developers of the most powerful AI systems share their safety test results and other critical information with the U.S. government. In accordance with the Defense Production Act, the Order

will require that companies developing any foundation model that poses a serious risk to national security, national economic security, or national public health and safety must notify the federal government when training the model, and must share the results of all red-team safety tests. These measures will ensure AI systems are safe, secure, and trustworthy before companies make them public.

Develop standards, tools, and tests to help ensure that AI systems are safe, secure, and trustworthy. The National Institute of Standards and Technology will set the rigorous standards for extensive red-team testing to ensure safety before public release. The Department of Homeland Security will apply those standards to critical infrastructure sectors and establish the AI Safety and Security Board. The Departments of Energy and Homeland Security will also address AI systems' threats to critical infrastructure, as well as chemical, biological, radiological, nuclear, and cybersecurity risks. Together, these are the most significant actions ever taken by any government to advance the field of AI safety.

Protect against the risks of using AI to engineer dangerous biological materials by developing strong new standards for biological synthesis screening. Agencies that fund life-science projects will establish these standards as a condition of federal funding, creating powerful incentives to ensure appropriate screening and manage risks potentially made worse by AI.

Protect Americans from AI-enabled fraud and deception by establishing standards and best practices for detecting AI-generated content and authenticating official content. The Department of Commerce will develop guidance for content authentication and watermarking to clearly label AI-generated content. Federal agencies will use these tools to make it easy for Americans to know that the communications they receive from their government are authentic—and set an example for the private sector and governments around the world.

Establish an advanced cybersecurity program to develop AI tools to find and fix vulnerabilities in critical software, building on the Biden-

Harris Administration's ongoing AI Cyber Challenge. Together, these efforts will harness AI's potentially game-changing cyber capabilities to make software and networks more secure.

Order the development of a National Security Memorandum that directs further actions on AI and security, to be developed by the National Security Council and White House Chief of Staff. This document will ensure that the United States military and intelligence community use AI safely, ethically, and effectively in their missions, and will direct actions to counter adversaries' military use of AI.

Protecting Americans' Privacy

Without safeguards, AI can put Americans' privacy further at risk. AI not only makes it easier to extract, identify, and exploit personal data, but it also heightens incentives to do so because companies use data to train AI systems. **To better protect Americans' privacy, including from the risks posed by AI, the President calls on Congress to pass bipartisan data privacy legislation to protect all Americans, especially kids, and directs the following actions:**

Protect Americans' privacy by prioritizing federal support for accelerating the development and use of privacy-preserving techniques—including ones that use cutting-edge AI and that let AI systems be trained while preserving the privacy of the training data.

Strengthen privacy-preserving research and technologies, such as cryptographic tools that preserve individuals' privacy, by funding a Research Coordination Network to advance rapid breakthroughs and development. The National Science Foundation will also work with this network to promote the adoption of leading-edge privacy-preserving technologies by federal agencies.

Evaluate how agencies collect and use commercially available information—including information they procure from data brokers— and **strengthen privacy guidance for federal agencies** to account for AI

risks. This work will focus in particular on commercially available information containing personally identifiable data.

Develop guidelines for federal agencies to evaluate the effectiveness of privacy-preserving techniques, including those used in AI systems. These guidelines will advance agency efforts to protect Americans' data.

Advancing Equity and Civil Rights

Irresponsible uses of AI can lead to and deepen discrimination, bias, and other abuses in justice, healthcare, and housing. The Biden-Harris Administration has already taken action by publishing the [Blueprint for an AI Bill of Rights](#) and issuing an [Executive Order directing agencies to combat algorithmic discrimination](#), while enforcing existing authorities to protect people's rights and safety. **To ensure that AI advances equity and civil rights, the President directs the following additional actions:**

Provide clear guidance to landlords, Federal benefits programs, and federal contractors to keep AI algorithms from being used to exacerbate discrimination.

Address algorithmic discrimination through training, technical assistance, and coordination between the Department of Justice and Federal civil rights offices on best practices for investigating and prosecuting civil rights violations related to AI.

Ensure fairness throughout the criminal justice system by developing best practices on the use of AI in sentencing, parole and probation, pretrial release and detention, risk assessments, surveillance, crime forecasting and predictive policing, and forensic analysis.

Standing Up for Consumers, Patients, and Students

AI can bring real benefits to consumers—for example, by making products better, cheaper, and more widely available. But AI also raises the risk of injuring, misleading, or otherwise harming Americans. **To protect**

consumers while ensuring that AI can make Americans better off, the President directs the following actions:

Advance the responsible use of AI in healthcare and the development of affordable and life-saving drugs. The Department of Health and Human Services will also establish a safety program to receive reports of—and act to remedy—harms or unsafe healthcare practices involving AI.

Shape AI's potential to transform education by creating resources to support educators deploying AI-enabled educational tools, such as personalized tutoring in schools.

Supporting Workers

AI is changing America's jobs and workplaces, offering both the promise of improved productivity but also the dangers of increased workplace surveillance, bias, and job displacement. **To mitigate these risks, support workers' ability to bargain collectively, and invest in workforce training and development that is accessible to all, the President directs the following actions:**

Develop principles and best practices to mitigate the harms and maximize the benefits of AI for workers by addressing job displacement; labor standards; workplace equity, health, and safety; and data collection. These principles and best practices will benefit workers by providing guidance to prevent employers from undercompensating workers, evaluating job applications unfairly, or impinging on workers' ability to organize.

Produce a report on AI's potential labor-market impacts, and study and identify options for strengthening federal support for workers facing labor disruptions, including from AI.

Promoting Innovation and Competition

America already leads in AI innovation—more AI startups raised first-time capital in the United States last year than in the next seven countries

combined. **The Executive Order ensures that we continue to lead the way in innovation and competition through the following actions:**

Catalyze AI research across the United States through a pilot of the National AI Research Resource—a tool that will provide AI researchers and students access to key AI resources and data—and expanded grants for AI research in vital areas like healthcare and climate change.

Promote a fair, open, and competitive AI ecosystem by providing small developers and entrepreneurs access to technical assistance and resources, helping small businesses commercialize AI breakthroughs, and encouraging the Federal Trade Commission to exercise its authorities.

Use existing authorities to expand the ability of highly skilled immigrants and nonimmigrants with expertise in critical areas to study, stay, and work in the United States by modernizing and streamlining visa criteria, interviews, and reviews.

Advancing American Leadership Abroad

AI's challenges and opportunities are global. **The Biden-Harris Administration will continue working with other nations to support safe, secure, and trustworthy deployment and use of AI worldwide. To that end, the President directs the following actions:**

Expand bilateral, multilateral, and multistakeholder engagements to collaborate on AI. The State Department, in collaboration, with the Commerce Department will lead an effort to establish robust international frameworks for harnessing AI's benefits and managing its risks and ensuring safety. In addition, this week, Vice President Harris will speak at the UK Summit on AI Safety, hosted by Prime Minister Rishi Sunak.

Accelerate development and implementation of vital AI standards with international partners and in standards organizations,

ensuring that the technology is safe, secure, trustworthy, and interoperable.

Promote the safe, responsible, and rights-affirming development and deployment of AI abroad to solve global challenges, such as advancing sustainable development and mitigating dangers to critical infrastructure.

Ensuring Responsible and Effective Government Use of AI

AI can help government deliver better results for the American people. It can expand agencies' capacity to regulate, govern, and disburse benefits, and it can cut costs and enhance the security of government systems. However, use of AI can pose risks, such as discrimination and unsafe decisions. **To ensure the responsible government deployment of AI and modernize federal AI infrastructure, the President directs the following actions:**

Issue guidance for agencies' use of AI, including clear standards to protect rights and safety, improve AI procurement, and strengthen AI deployment.

Help agencies acquire specified AI products and services faster, more cheaply, and more effectively through more rapid and efficient contracting.

Accelerate the rapid hiring of AI professionals as part of a government-wide AI talent surge led by the Office of Personnel Management, U.S. Digital Service, U.S. Digital Corps, and Presidential Innovation Fellowship. Agencies will provide AI training for employees at all levels in relevant fields.

As we advance this agenda at home, the Administration will work with allies and partners abroad on a strong international framework to govern the development and use of AI. The Administration has already consulted widely on AI governance frameworks over the past several months—engaging with Australia, Brazil, Canada, Chile, the European Union, France, Germany, India, Israel, Italy, Japan, Kenya, Mexico, the Netherlands, New Zealand,

Nigeria, the Philippines, Singapore, South Korea, the UAE, and the UK. The actions taken today support and complement Japan's leadership of the G-7 Hiroshima Process, the UK Summit on AI Safety, India's leadership as Chair of the Global Partnership on AI, and ongoing discussions at the United Nations.

The actions that President Biden directed today are vital steps forward in the U.S.'s approach on safe, secure, and trustworthy AI. More action will be required, and the Administration will continue to work with Congress to pursue bipartisan legislation to help America lead the way in responsible innovation.

For more on the Biden-Harris Administration's work to advance AI, and for opportunities to join the Federal AI workforce, visit [AI.gov](https://ai.gov).

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