AN ACT

To enact Part IX of Chapter 1 of Title 32 of the Louisiana Revised Statutes of 1950, to be comprised of R.S. 32:400.1 through 400.5, relative to autonomous commercial motor vehicles; to provide for definitions; to establish the controlling authority for autonomous commercial motor vehicles; to provide relative to applications to operate an autonomous commercial motor vehicle; to provide relative to requirements of manufacturers; to provide relative to accident; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. Part IX of Chapter 1 of Title 32 of the Louisiana Revised Statutes of 1950, to be comprised of R.S. 32:400.1 through 400.5, is hereby enacted to read as follows:

PART IX. AUTONOMOUS COMMERCIAL MOTOR VEHICLES

§400.1. Definitions

When used in this Part, the following words and phrases have the meanings ascribed to them, unless the context clearly indicates a different meaning:

(1) "Automated driving system" means the hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous commercial motor vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain.
(2) "Autonomous commercial motor vehicle" means a heavy-duty truck tractor that is a commercial motor vehicle equipped with an automated driving system, including those designed to function without a human driver.

(3) "Conventional human driver" means a natural person who is physically present in a vehicle equipped with an automated driving system.

(4) "Dynamic driving task" means the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.

(5) "Minimal risk condition" means a reasonably safe position or condition to which an automated driving system brings an autonomous commercial motor vehicle, which shall include bringing the vehicle to a complete stop and activating the vehicle's hazard lamps.

(6) "Operational design domain" means a description of the specific operating domain in which an autonomous commercial motor vehicle is designed to properly operate, including but not limited to roadway types, speed, environmental conditions, and other domain constraints.

(7) "Remote human driver" means a natural person who is not seated in a position to manually exercise in-vehicle braking, accelerating, steering, and transmission gear selection input devices, but is able to perform the entire dynamic driving task for the commercial motor vehicle.

(8) "Teleoperation system" means hardware and software installed in a motor vehicle that allow a remote human driver to operate a commercial motor vehicle.

§400.2. Controlling authority; compliance

A. Notwithstanding any provision of law to the contrary, autonomous commercial motor vehicles, including any commercial use or operations, and automated driving systems shall be governed exclusively by this Part.
B. Notwithstanding any provision of law to the contrary, the Department of Public Safety and Corrections, office of motor vehicles, shall be the sole and exclusive agency with jurisdiction over autonomous commercial motor vehicles and automated driving systems and shall implement the provisions of this Part in conjunction with the Department of Transportation and Development.

C. A manufacturer remotely operating an autonomous commercial motor vehicle in this state shall be in compliance with all applicable federal laws and regulations of the United States Department of Transportation, including the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration, that govern the operation of autonomous commercial motor vehicles.

D. Unless otherwise provided by this Part, the Department of Public Safety and Corrections, office of motor vehicles, or the Department of Transportation and Development, autonomous commercial motor vehicles shall operate in compliance with the applicable traffic and motor vehicle laws and regulations of this state.

§400.3. Applications for autonomous commercial motor vehicles

A. The Department of Public Safety and Corrections, office of motor vehicles, shall promulgate rules and regulations, in consultation with the Department of Transportation and Development, as soon as practicable, establishing procedures for the submission of applications to operate autonomous commercial motor vehicles in this state without a conventional human driver physically present in the cab and shall establish application approval requirements for manufacturers.

B. At a minimum, manufacturers shall demonstrate that an autonomous commercial motor vehicle is:

(1) Capable of operating in compliance with applicable traffic and motor vehicle laws and regulations of this state.

(2) Properly registered and titled in accordance with R.S. 32:701 et seq., and R.S. 47:463.

(3) In compliance with applicable federal law.

CODING: Words in struck through type are deletions from existing law; words underscored are additions.
(4) Capable of achieving a minimal risk condition if a failure of an automated driving system occurs that renders the system unable to perform the entire dynamic driving task relevant to its intended operational design domain.

(5) Covered by compulsory motor vehicle liability security in accordance with R.S. 32:861 or self-insurance in accordance with R.S. 32:1042 that satisfies the requirements of federal law and the provisions of R.S. 32:900.

§400.4. Owners and operators of an autonomous commercial motor vehicle

A. The owner of an autonomous commercial motor vehicle or automated driving system shall be considered the operator of the vehicle for the purpose of assessing compliance with applicable traffic or motor vehicle laws and regulations of the state, regardless of whether a person is physically present in the autonomous commercial motor vehicle while it is operating.

B. The automated driving system shall be considered licensed to operate the autonomous commercial motor vehicle.

§400.5. Reporting an accident

If an accident occurs involving an autonomous commercial motor vehicle while the automated driving system is engaged, the autonomous commercial motor vehicle shall remain at the scene of the accident, as required by R.S. 14:100, and the owner or operator of the autonomous commercial motor vehicle shall comply with the provisions of R.S. 32:398 relative to contacting the appropriate law enforcement agency and furnishing all relevant information.

DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

HB 455 Original 2019 Regular Session Terry Landry

Abstract: Provides relative to the operation of autonomous commercial motor vehicles.

Proposed law defines "automated driving system" as the hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous commercial motor vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain.
**Proposed law** defines "autonomous commercial motor vehicle" as a vehicle equipped with an automated driving system, including those designed to function without a human driver.

**Proposed law** defines "conventional human driver" as a natural person who is physically present in a vehicle equipped with an automated driving system.

**Proposed law** defines "dynamic driving task" as the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.

**Proposed law** defines "minimal risk condition" as a reasonably safe position or condition to which an automated driving system brings an autonomous commercial motor vehicle, which includes bringing the vehicle to a complete stop and activating the vehicle's hazard lamps.

**Proposed law** defines "operational design domain" as a description of the specific operating domain in which an autonomous commercial motor vehicle is designed to properly operate, including but not limited to roadway types, speed, environmental conditions, and other domain constraints.

**Proposed law** defines "remote human driver" as a natural person who is not seated in a position to manually exercise in-vehicle braking, accelerating, steering, and transmission gear selection input devices, but is able to perform the entire dynamic driving task for the vehicle.

**Proposed law** defines "teleoperation system" as hardware and software installed in a motor vehicle that allow a remote human driver to operate a commercial vehicle.

**Proposed law** provides that autonomous commercial motor vehicles, including any commercial use or operations, and automated driving systems are governed exclusively by proposed law.

**Proposed law** specifies that the Dept. of Public Safety and Corrections, office of motor vehicles, is the sole and exclusive agency with jurisdiction over autonomous commercial motor vehicles and automated driving systems and requires that the department implement the provisions of proposed law in conjunction with the Dept. of Transportation and Development.

**Proposed law** requires that a manufacturer operating an autonomous commercial motor vehicle in this state be in compliance with all applicable federal laws and regulations of the U.S. Dept. of Transportation, including the National Hwy. Traffic Safety Administration and the Federal Motor Carrier Safety Administration, that govern the operation of autonomous commercial motor vehicles.

**Proposed law** requires autonomous commercial motor vehicles to operate in compliance with the applicable traffic and motor vehicle laws and regulations of this state unless otherwise provided by proposed law, the Dept. of Public Safety and Corrections, office of motor vehicles, or the Dept. of Transportation and Development.

**Proposed law** requires the Dept. of Public Safety and Corrections, office of motor vehicles, in conjunction with the Dept. of Transportation and Development, as soon as practicable, to establish procedures for the submission of applications to operate autonomous commercial motor vehicles in this state without a conventional human driver physically present in the cab and requires the department to establish application approval requirements for manufacturers.

**Proposed law** requires that manufacturers demonstrate, at a minimum, that the vehicle meet the following requirements: (1) is capable of operating in compliance with applicable traffic laws...
and motor vehicle laws and regulations of this state; (2) is properly registered and titled in accordance with present law; (3) is in compliance with applicable federal law; (4) is capable of achieving a minimal risk condition if a failure of an automated driving system occurs that renders the system unable to perform the entire dynamic driving task relevant to its intended operational design domain; and (5) is covered by compulsory motor vehicle liability security or self-insurance in accordance with present law that satisfies the requirements of federal law and present law.

Proposed law requires that an owner of an autonomous commercial motor vehicle or automated driving system be considered the operator of the vehicle for the purpose of assessing compliance with applicable traffic or motor vehicle laws and regulations of the state, regardless of whether a person is physically present in the autonomous commercial motor vehicle while it is operating.

Proposed law clarifies that an automated driving system is considered licensed to operate an autonomous commercial motor vehicle.

Proposed law specifies that if an accident occurs involving an autonomous commercial motor vehicle, while the automated driving system is engaged, the autonomous commercial motor vehicle must remain at the scene of the accident, as required by present law, and the owner or operator of the autonomous commercial motor vehicle must comply with the provisions of present law relative to contacting the appropriate law enforcement agency and furnishing all relevant information.

(Adds R.S. 32:400.1-400.5)