
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 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)