
HOUSE COMMITTEE AMENDMENTS

2016 Regular Session

Substitute for Original House Bill No. 233 by Representative Stokes as proposed by the House Committee on Transportation, Highways, and Public Works

This document reflects the content of a substitute bill but is not in a bill form; page numbers in this document DO NOT correspond to page numbers in the substitute bill itself.

To enact R.S. 32:1(1.2), relative to motor vehicles; to define "autonomous technology" for purposes of highway regulatory provisions; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:1(1.2) is hereby enacted to read as follows:

§1. Definitions

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

* * *

(1.2)(a) "Autonomous technology" means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed in high or full automation mode, without any supervision by a human operator, with specific driving mode performance by the automated driving system of all aspects of the dynamic driving task that can be managed by a human driver, including the ability to automatically bring the motor vehicle into a minimal risk condition in the event of a critical vehicle or system failure, or other emergency event.

(b) For purposes of this Paragraph, the following terms shall have the meanings ascribed to them in this Subparagraph:

(i) "Driving mode" means a type of driving scenario with characteristic dynamic driving task requirements including but not limited to expressway merging, high speed cruising, low speed traffic jam, or closed-campus operations.

(ii) "Dynamic driving task" means the operational and tactical aspects of the driving task, but not the strategic aspect of the driving task.

(iii) "Operational" means steering, braking, accelerating, or monitoring the vehicle and roadway.

(iv) "Strategic" means determining destinations and waypoints.

(v) "Tactical" means and includes but is not limited to responding to events or determining when to change lanes, turn, or use signals.

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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 Draft

2016 Regular Session

Abstract: Defines "autonomous technology" for purposes of highway regulatory provisions.

Proposed law defines "autonomous technology".

Proposed law defines "driving mode", "dynamic driving task", "operational", "strategic", and "tactical" for purposes of proposed law.

(Adds R.S. 32:1(1.2))