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## DIGEST

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HB 455 Engrossed

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 commercial motor 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, such as 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 the 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 Transportation and Development (DOTD) is the sole and

exclusive agency with jurisdiction over autonomous commercial motor vehicles and automated driving systems.

Proposed law requires autonomous commercial motor vehicles have proof of insurance, be properly registered and titled, and a written statement be provided to the DOTD certifying compliance with certain federal and state motor vehicle and traffic laws. Also requires written certification that the vehicle is capable of achieving a minimal risk condition if a failure of the automated driving system occurs.

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 or any person on behalf of 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)

#### Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the original bill:

1. Name the Dept. of Transportation and Development as the sole and exclusive agency with jurisdiction over autonomous commercial motor vehicles instead of the Dept. of Public Safety and Corrections, office of motor vehicles.
2. Delete the provision that authorize the Dept. of Public Safety and Corrections, office of motor vehicles, to promulgate rules and regulations establishing procedures for the application process.
3. Delete the requirements relative to manufacturers of autonomous commercial motor vehicles.
4. Require the operator of an autonomous commercial motor vehicle to submit proof of insurance and a statement certifying compliance with certain federal and state motor vehicle and traffic laws to the Dept. of Transportation and Development prior to

operating the autonomous commercial motor vehicle.

5. Clarify that state dealer franchise laws will apply to the provisions of proposed law.
6. Clarify that the owner or operator or any person on behalf of the owner or operator of an autonomous commercial motor vehicle is required to comply with the provisions of present law relative to contacting the appropriate law enforcement agency and furnishing all relevant information following an accident or incident involving the autonomous commercial motor vehicle.
7. Make technical changes.