

## RÉSUMÉ DIGEST

ACT 232 (HB 455)

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Terry Landry

New law defines "automated driving system" as the hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain.

New law defines "autonomous commercial motor vehicle" as a motor vehicle used in commerce and equipped with an automated driving system, including those designed to function without a driver.

New law defines "commerce" as transportation for the purpose of compensation, remuneration, employment, trade, or payment of any thing of value.

New law defines "commercial motor vehicle" as a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle has a gross combination weight rating of 26,001 or more pounds inclusive of a towed unit with a gross vehicle weight rating of more than 10,000 pounds.

New law defines "conventional human driver" as a driver who manually exercises in-vehicle braking, accelerating, steering, and transmission gear selection input devices in order to operate a vehicle.

New law defines "dynamic driving task" as all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.

New law defines "minimal risk condition" as a condition to which a user or an automated driving system may bring a vehicle in order to reduce the risk of a crash upon experiencing a failure of the vehicle's automated driving system that renders the vehicle unable to perform the entire dynamic driving task.

New 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.

New law defines "remote driver" as a natural person who is not seated in a commercial motor vehicle, but is able to perform the entire dynamic driving task.

New law defines "teleoperation system" as hardware and software installed on a motor vehicle that allow a remote driver to operate the vehicle.

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

New law specifies that the Dept. of Transportation and Development is the sole and exclusive agency with jurisdiction over autonomous commercial motor vehicles and automated driving systems.

New law clarifies that the provisions of new law must not be construed to limit the applicability of state dealer franchise laws pursuant to existing law.

New law authorizes autonomous commercial motor vehicles to operate in this state without a conventional driver physically present in the vehicle if the autonomous commercial motor vehicle meets all of the following criteria:

- (1) Is capable of operating in compliance with applicable federal law and the traffic and motor vehicle laws of this state including but not limited to applicable laws concerning the capability to safely navigate and negotiate railroad crossings.
- (2) Is properly registered and titled in accordance with existing law.

- (3) Is certified in accordance with federal law as being in compliance with federal motor vehicle safety standards and bears the required certification label or labels, including reference to any exemption granted under applicable federal law.
- (4) Is capable of achieving a minimal risk condition if a failure occurs rendering the vehicle unable to perform the dynamic driving task relevant to its intended operational design domain or if the vehicle exits its operational design domain.
- (5) Is covered by motor vehicle liability coverage in an amount not less than \$2,000,000.

New law prohibits the registration of an autonomous commercial motor vehicle from being interpreted to abrogate or amend any statutory or regulatory provisions or any aspects of law pertaining to liability for any harm or injury caused.

New law requires a person or entity to submit a written statement to the Dept. of Transportation and Development certifying that the vehicle meets the requirements of new law prior to commencing the operation of an autonomous commercial motor vehicle without a conventional driver present in the cab.

New law specifies that the automated driving system of an autonomous commercial motor vehicle and a person or entity required to submit a statement to the Dept. of Transportation and Development are subject to all applicable laws, rules, ordinances, and statutes of that state and will be considered a licensed operator of the vehicle.

New law specifies that the person or entity operating the autonomous commercial motor vehicle may be issued a traffic citation or other applicable penalty for failure to comply with any traffic or motor vehicle laws.

New 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 and the operator or any person on behalf of the operator of the autonomous commercial motor vehicle must comply with the provisions of new law relative to contacting the appropriate law enforcement agency and furnishing all relevant information.

New law specifies that when a remote driver is operating a commercial motor vehicle equipped with a teleoperation system, the remote driver will be considered the operator of the vehicle for the purpose of assessing compliance with applicable traffic or motor vehicle laws, including the rules of the road.

New law requires that the remote driver hold the proper class of license required for a conventional driver to operate the vehicle.

New law requires that an autonomous commercial motor vehicle remain at the scene of an accident and comply with the provisions of existing law relative to contacting the appropriate law enforcement agency and furnishing all relevant information if an accident occurs involving a commercial motor vehicle equipped with a teleoperation system while the teleoperation system is engaged.

New law authorizes a commercial motor vehicle equipped with a teleoperation system to operate in this state without a conventional driver physically present in the vehicle if a remote driver is operating the vehicle and the commercial motor vehicle meets all of the following criteria:

- (1) Is properly registered.
- (2) Is in compliance with applicable federal law.
- (3) Is certified in accordance with federal law as being in compliance with federal motor vehicle safety standards and bears the required certification label or labels, including reference to any exemption granted under applicable federal law.
- (4) Is capable of being operated in compliance with the applicable traffic and motor vehicle laws of this state, regardless of whether the vehicle is operated by a remote

driver including but not limited to applicable laws concerning the capability to safely navigate and negotiate railroad crossings.

- (5) Is covered by motor vehicle liability coverage in an amount not less than \$2,000,000.
- (6) Is capable of achieving a reasonably safe state, such as bringing the vehicle to a stop, if a failure of the teleoperation system occurs that renders the remote driver unable to perform the entire dynamic driving task for the vehicle.

New law requires that an owner, remote driver, or the remote driver's employer submit a written statement to the Dept. of Transportation and Development certifying that the vehicle meets the requirements of new law prior to commencing the operation of a commercial motor vehicle equipped with a teleoperation system without a conventional driver present in the cab.

New law specifies that the provisions of new law must not be construed to repeal, modify, or preempt any liability that may be incurred pursuant to existing law applicable to a vehicle owner, operator, manufacturer, component part supplier, or retailer, including any law that may apply to jurisdiction for any bodily injury or property damage claims arising out of new law.

New law specifies that all choice of law conflicts, with respect to bodily injury or property damage claims, must be resolved in accordance with La. law.

Effective Aug. 1, 2019.

(Adds R.S. 32:400.1-400.8)