

1 SB47  
2 197001-3  
3 By Senator Allen  
4 RFD: Transportation and Energy  
5 First Read: 05-MAR-19  
6 PFD: 03/04/2019

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8 SYNOPSIS: This bill would authorize autonomous  
9 vehicles operated by an automated driving system.

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11 A BILL  
12 TO BE ENTITLED  
13 AN ACT

14  
15 Relating to motor vehicles; to authorize autonomous  
16 vehicles operated by an automated driving system.

17 BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

18 Section 1. For the purposes of this act, the  
19 following words have the following meanings:

20 (1) AUTONOMOUS VEHICLE. A vehicle equipped with an  
21 automated driving system, including those designed to function  
22 without a human driver.

23 (2) AUTOMATED DRIVING SYSTEM. The hardware and  
24 software that are collectively capable of performing the  
25 entire dynamic driving task of an autonomous vehicle on a  
26 sustained basis, regardless of whether it is limited to a  
27 specific operational design domain.

1                   (3) CONVENTIONAL HUMAN DRIVER. A natural person who  
2 is physically present in a vehicle equipped with an automated  
3 driving system.

4                   (4) DYNAMIC DRIVING TASK. The real-time operational  
5 and tactical functions required to operate a vehicle in  
6 on-road traffic within its specific operational design domain,  
7 if any, excluding strategic functions such as trip scheduling  
8 and selection of destinations and waypoints.

9                   (5) MINIMAL RISK CONDITION. A reasonably safe state  
10 to which an automated driving system brings an autonomous  
11 vehicle, such as bringing the vehicle to a complete stop and  
12 activating the vehicle's hazard lamps or slowing the vehicle  
13 and engaging a teleoperation system.

14                   (6) OPERATIONAL DESIGN DOMAIN. A description of the  
15 specific operating domain in which an autonomous vehicle is  
16 designed to properly operate, including, but not limited to,  
17 roadway types, speed, environmental conditions, and other  
18 domain constraints.

19                   (7) REMOTE HUMAN OPERATOR. A natural person who is  
20 not physically present in a vehicle equipped with an automated  
21 driving system who engages or monitors the vehicle from a  
22 remote location. A remote human operator may have the ability  
23 to perform aspects of or the entirety of the dynamic driving  
24 task for the vehicle or cause the vehicle to achieve a minimal  
25 risk condition.

1           (8) TELEOPERATION SYSTEM. Hardware and software that  
2 allow a remote human operator to supervise or perform aspects  
3 of, or the entirety of, the dynamic driving task.

4           Section 2. (a) Unless otherwise provided by this  
5 act, autonomous vehicles, automated driving systems, and  
6 teleoperations systems, including any commercial use or  
7 operations, are governed exclusively by this act.

8           (b) Notwithstanding any other provision of law, the  
9 Department of Transportation is the sole and exclusive state  
10 agency with jurisdiction over automated driving systems,  
11 autonomous vehicles, and teleoperation systems that may  
12 implement this act.

13           (c) A political subdivision of this state or a state  
14 agency may not impose a franchise, requirement, or rule,  
15 including taxes and performance standards, related to the  
16 operation of an automated driving system, autonomous vehicle,  
17 or teleoperation system.

18           Section 3. (a) Notwithstanding any other provision  
19 of law, a conventional human driver is not required to operate  
20 an autonomous vehicle or a vehicle equipped with a  
21 teleoperation system in this state.

22           (b) An autonomous vehicle or a vehicle equipped with  
23 a teleoperation system may operate in this state regardless of  
24 whether a conventional human driver is in the vehicle if the  
25 vehicle meets all of the following criteria:

1           (1) The vehicle is capable of operating in  
2 compliance with applicable federal law and traffic and motor  
3 vehicle laws of this state.

4           (2) The vehicle is registered and titled in  
5 accordance with the laws of this state.

6           (3) The vehicle is in compliance with applicable  
7 federal law and federal motor vehicle safety standards and  
8 displaying the required certification label or labels,  
9 including reference to any exemption granted under applicable  
10 federal law.

11           (4) The vehicle is capable of achieving a minimal  
12 risk condition if a failure occurs rendering the vehicle  
13 unable to perform the entire dynamic driving task relevant to  
14 its intended operational design domain.

15           (5) The vehicle is equipped with a recording device.

16           (6) The vehicle is covered by a motor vehicle  
17 liability coverage or self-insurance in an amount equal to the  
18 amount of coverage that is required by the laws of this state.

19           Section 4. (a) The owner of an autonomous vehicle or  
20 automated driving system is considered the operator of the  
21 vehicle solely for the purpose of assessing compliance with  
22 applicable traffic or motor vehicle laws, regardless of  
23 whether a person is physically present in the vehicle while it  
24 is operating.

25           (b) The automated driving system or remote human  
26 driver is considered to be licensed to operate the vehicle.

1           (c) The original manufacturer of a vehicle converted  
2 by a third party into an autonomous vehicle or a vehicle  
3 equipped with a teleoperation system is not liable in, and  
4 shall have a defense to and be dismissed from, any legal  
5 action brought against the original manufacturer by any person  
6 injured due to an alleged vehicle defect caused by the  
7 conversion of the vehicle to an autonomous vehicle or  
8 teleoperation system, or by equipment installed in the  
9 conversion unless the alleged defect was present in the  
10 vehicle as originally manufactured.

11           Section 5. When an accident occurs involving an  
12 autonomous vehicle with an automated driving system or  
13 teleoperation system engaged the requirements of Chapter 10,  
14 Title 32, Code of Alabama 1975, shall be deemed satisfied if  
15 the autonomous vehicle remains on the scene of the accident  
16 and the vehicle, owner, or operator promptly contacts  
17 appropriate law enforcement entities and communicates the  
18 information required by Chapter 10.

19           Section 6. All laws or parts of laws which conflict  
20 with this act are repealed.

21           Section 7. This act shall become effective  
22 immediately following its passage and approval by the  
23 Governor, or its otherwise becoming law.