

HOUSE BILL NO. 1065

Introduced by

Representatives Hanson, Rick C. Becker, Beadle, Olson, Mitskog

Senator Laffen

1 A BILL ~~for an Act to create and enact chapter 39-10.4 of the North Dakota Century Code,~~
2 ~~relating to autonomous vehicles.~~ for an Act to provide for a legislative management study of
3 automated motor vehicles.

4 **BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:**

5 ~~— **SECTION 1.** Chapter 39-10.4 of the North Dakota Century Code is created and enacted as~~
6 ~~follows:~~

7 ~~— **39-10.4-01. Definitions.**~~

8 ~~— As used in this chapter, unless the context otherwise requires:~~

9 ~~— 1. "Autonomous technology" means technology that is installed on a motor vehicle and~~
10 ~~which has the capability to drive the motor vehicle without the active control or~~
11 ~~monitoring of a human operator. The term does not include an active safety system for~~
12 ~~driver assistance, including, without limitation, a system to provide electronic blind spot~~
13 ~~detection, crash avoidance, emergency braking, parking assistance, adaptive cruise~~
14 ~~control, lane keeping assistance, lane departure warning, or traffic jam and queuing~~
15 ~~assistance, unless any such system, alone or in combination with any other system,~~
16 ~~enables the vehicle on which the system is installed to be driven without the active~~
17 ~~control or monitoring of a human operator.~~

18 ~~— 2. "Autonomous vehicle" means a motor vehicle that is equipped with autonomous~~
19 ~~technology.~~

20 ~~— **39-10.4-02. Requirement for insurance or bond for testing autonomous vehicles.**~~

21 ~~— Before a person begins testing an autonomous vehicle on a highway within this state, the~~
22 ~~person must:~~

23 ~~— 1. Submit to the department proof of insurance or self-insurance acceptable to the~~
24 ~~department in the amount of \$5,000,000; or~~

1 ~~2. Make a cash depositor post and maintain a surety bond or other acceptable form of~~
2 ~~security with the department in the amount of \$5,000,000.~~

3 ~~**39-10.4-03. Safety requirements for testing autonomous vehicles.**~~

4 ~~If an autonomous vehicle is being tested on a highway within this state, an individual who is~~
5 ~~the operator must be:~~

6 ~~1. Seated in a position which allows the individual to take immediate manual control of~~
7 ~~the autonomous vehicle;~~

8 ~~2. Monitoring the safe operation of the autonomous vehicle; and~~

9 ~~3. Capable of taking over immediate manual control of the autonomous vehicle in the~~
10 ~~event of a failure of autonomous technology or other emergency.~~

11 ~~**39-10.4-04. Requirements for registration for autonomous vehicles.**~~

12 ~~1. An autonomous vehicle may not be registered in this state unless the autonomous~~
13 ~~vehicle meets all federal standards and regulations that are applicable to a motor~~
14 ~~vehicle.~~

15 ~~2. An autonomous vehicle may not be tested or operated on a highway within this state~~
16 ~~unless the autonomous vehicle is:~~

17 ~~a. Equipped with a means to engage and disengage the autonomous technology~~
18 ~~which is easily accessible to the individual who is the operator of the autonomous~~
19 ~~vehicle;~~

20 ~~b. Equipped with a visual indicator located inside the autonomous vehicle which~~
21 ~~indicates when autonomous technology is operating the autonomous vehicle;~~

22 ~~c. Equipped with a means to alert the individual who is the operator to take manual~~
23 ~~control of the autonomous vehicle if a failure of the autonomous technology has~~
24 ~~been detected and such failure affects the ability of the autonomous technology~~
25 ~~to operate safely the autonomous vehicle; and~~

26 ~~d. Capable of being operated in compliance with applicable motor vehicle laws and~~
27 ~~traffic laws of this state.~~

28 ~~**39-10.4-05. Manufacturer not liable for certain damages.**~~

29 ~~The manufacturer of a motor vehicle that has been converted by a third party into an~~
30 ~~autonomous vehicle is not liable for damages to any person injured due to a defect caused by~~

~~the conversion of the motor vehicle or by any equipment installed to facilitate the conversion unless the defect that caused the injury was present in the vehicle as originally manufactured.~~

~~**39-10.4-06. Department regulations to authorize operation of autonomous vehicles.**~~

~~1. The department shall adopt regulations authorizing the operation of autonomous vehicles on highways within this state.~~

~~2. The regulations required to be adopted by subsection 1 must:~~

~~a. Set forth requirements that an autonomous vehicle must meet before it may be operated on a highway within this state;~~

~~b. Set forth requirements for the insurance that is required to test or operate an autonomous vehicle on a highway within this state;~~

~~c. Establish minimum safety standards for autonomous vehicles and their operation;~~

~~d. Provide for the testing of autonomous vehicles;~~

~~e. Restrict the testing of autonomous vehicles to specified geographic areas; and~~

~~f. Set forth such other requirements as the department determines to be necessary.~~

~~**39-10.4-07. Endorsement to operate autonomous vehicles.**~~

~~The department shall by regulation establish a driver's license endorsement for the operation of an autonomous vehicle on the highways of this state. The driver's license endorsement described in this section must, in its restrictions or lack thereof, recognize the fact that an individual is not required to actively drive an autonomous vehicle.~~

SECTION 1. LEGISLATIVE MANAGEMENT STUDY. During the 2015-16 interim, the legislative management shall consider studying what, if any, current laws need to be changed to accommodate the introduction or testing of automated motor vehicles in North Dakota and any automated corridors affecting North Dakota. "Automated motor vehicle" means a vehicle capable of operating in a full automation mode where full automation is defined by the Society of Automotive Engineers standard, J3016, section 5.6 issued January 2014, as the unconditional, full-time performance by an automated driving system of all aspects of the dynamic driving task. The study may include research into the degree that automated motor vehicles could reduce traffic fatalities and crashes by reducing or eliminating driver error and the degree that automated motor vehicles could reduce congestion and improve fuel economy through better utilization of existing highway capacity and more efficient operation of the vehicles' acceleration and braking controls. The legislative management shall report its findings

Sixty-fourth
Legislative Assembly

- 1 and recommendations, together with any legislation required to implement the
- 2 recommendations, to the sixty-fifth legislative assembly.