

HB1341

AUTONOMOUS VEHICLES (SOLIDAY E) Provides that a political subdivision may not enact a measure, ordinance, policy, regulation, rule, or other restriction that prohibits the authorized use of: (1) an automated driving system; (2) an automated vehicle; or (3) an on demand automated vehicle network. Provides that a person in possession of a valid driver's license may operate an automated vehicle at a Level 1, 2 or 3 on a public highway. Requires any person or entity who operates an automated vehicle to maintain proof of financial responsibility with the bureau of motor vehicles (bureau). Requires automated vehicles to comply with all applicable federal and state laws pertaining to the type of motor vehicle being operated. Prohibits the use of an automated driving system or an automated vehicle that does not comply with federal and state laws concerning the functions operated by the automated driving system unless the operating entity or individual possesses a permit that has been approved by the automated vehicle oversight taskgroup (taskgroup). Provides that it is a Class C infraction to operate an automated driving system or automated vehicle that does not comply with applicable federal and state laws. Provides that it is a Class C misdemeanor to recklessly, knowingly, or intentionally operate an automated driving system or automated vehicle that does not comply with applicable federal and state laws. Allows a law enforcement officer to impound an automated vehicle in certain instances. Requires all automated vehicles to be registered with the bureau. Specifies required equipment for automated vehicles. Requires a person or entity wishing to test an automated vehicle or platooning automated vehicles to have at least \$5,000,000 worth of financial responsibility per entity prior to commercial deployment. Provides that a person or entity wishing to operate an on demand automated network must maintain proof of coverage as required for a transportation network company. Establishes the taskgroup. Specifies that taskgroup membership consists of: (1) the bureau commissioner or bureau chief of staff; (2) the department of insurance commissioner or department of insurance chief of staff; (3) the INDOT commissioner or INDOT chief of staff; (4) the Indiana State Police (ISP) superintendent, ISP assistant superintendent, or ISP chief of staff; (5) the appropriate county commissioner or county executive in certain instances; and (6) the appropriate mayor or town executive in certain instances. Requires a person or entity making application to the taskgroup to: (1) register the vehicle with the bureau; (2) maintain proof of financial responsibility with the bureau; (3) submit an application to the taskgroup; (4) submit an operational protocol to the taskgroup; and (5) await receipt of written taskgroup approval before operating or platooning automated vehicles on a public highway. Allows the taskgroup to immediately prohibit: (1) the continued operation of a previously approved automated vehicle or platoon; or (2) previously approved testing; if the continued operation, platooning, or testing of an automated vehicle presents a risk to public safety or fails to comply with certain requirements. Provides the taskgroup with emergency rulemaking authority. Provides that use of: (1) an automated driving system; or (2) an automated vehicle; does not exempt a responsible occupant or remote operator from certain obligations following an accident involving an automated vehicle. Provides civil immunity to the original manufacturer of a motor vehicle that is subsequently converted into an automated vehicle in certain instances. Provides civil immunity to a motor vehicle mechanic or motor vehicle repair facility that performs repairs on an automated vehicle in certain instances. Defines certain terms. Makes conforming amendments.

Current Status: 3/12/2018 - , (Bill Scheduled for Hearing)

State Bill Page: [HB1341](#)