AAMVA’s Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles

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The AVWG The Working Group established fall 2014

Consists of 18 jurisdictional members, 3 AAMVA staff

Three sub-groups focusing on issues impacting testing and deployed vehicles:

• Drivers: Education, Testing, Licensing
• Vehicles: Permits, Registration and Title
• Law Enforcement: Concerns & Challenges
1. Provided significant input for the NHTSA *Automated Vehicles Policy*; Section 2 - Model State Policy - Published September 20, 2016. That input was carried forward in the NHTSA publication 2017 “A Vision for Safety 2.0”.
2. Concurrent with the Model State Policy development, the Working Group is completely a
*Guidelines for the Regulation of Highly Automated Vehicles*, a final piece of its work.

Consistent with the work the group did with NHTSA in 2016 - 2017

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Available on the AAMVA website

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Purpose:

Provides voluntary recommended guidelines regarding motor vehicle administration and law enforcement for the safe testing and deployment of HAVs.

Jurisdictions adopting the recommendation will:
facilitate consistency of regulations
without over regulating the industry
supporting innovation that has the potential to reduce crashes, fatalities, injuries and property damage.
## Out of Scope

| Commercial motor vehicles, as defined by the Federal Motor Carrier Safety Regulations (FMCSRs) (390.5) | Cybersecurity |
| Training for MVA staff                                                                                   | Enabling infrastructure |
| Jurisdictional safety inspection programs and criteria                                                   | Economic considerations |
| Data privacy and security, including personal identifiable information (PII)                           | Environmental impacts   |

Some of these topics will be discussed in future versions of this report
• Describes the SAE, International 0-5 Vehicle Automation Classification System.

• Provides explanation of the SAE, International definitions.

• Defines other words and terms used throughout the report.
A comprehensive explanation of each topic addressed under Administration, Vehicle, Driver and Law Enforcement sections which includes:

- A discussion on the background of the issues
- Guideline for testing and/or deployed vehicles
- Benefits of implementing the guideline
- Challenges that jurisdictions may face
3.1 Administration Examples of Recommendations for Jurisdictions

3.1.1 Identify a lead agency to manage the HAV committee and its work.

3.1.2 Establish an HAV committee to address HAV testing and deployment.

3.1.3 The HAV committee should develop strategies for addressing testing and deployment of HAVs in their jurisdiction.

3.1.4 Examine their laws and regulations to allow the safe testing, deployment and operation of HAVs.

3.1.5 Jurisdictions which regulate the testing of HAVs are encouraged to take necessary steps to establish statutory authority and to utilize NHTSA’s Automated Driving Systems: A Vision for Safety 2.0 published in September 2017 to frame the regulations.
Provide Recommendations in each of these areas:

4.1 Application for Permit to test HAVs
4.2 Vehicle Registration
4.3 Title and Branding New and Aftermarket HAVs
4.4 License Plates
4.5 Manufacturer Certificates of Origin
4.6 Financial Responsibility
4.7 Federal Motor Vehicle Safety Standards
There are a total of 20 recommendations in Chapter 4 - Vehicle Credentialing Considerations.
Provide Recommendations in each of these areas:

5.1 Driver and Passenger Roles Defined
5.2 Driver License Requirements for Testing by Manufacturers and Other Entities
5.3 Driver Training for Consumers for Deployed Vehicles
5.4 HAV Driver Training for Motor Vehicle Agency Examiners, Driver Education Programs and Private Instructors
5.5 Driver License Skills Testing with Automated Vehicle Technologies
5.6 Endorsements and Restrictions for Deployed Vehicles
There are a total of 24 recommendations in Chapter 5 - Driver Licensing Considerations.
Chapter 6
Law Enforcement Considerations

Provide Recommendations in each of these areas:

6.1 Crash/Incident Reporting
6.2 Criminal Activity
6.3 Distracted Driving
6.4 Enforcement of Permit Conditions
6.5 Establishing Operational Responsibility and Law Enforcement Implications
6.6 First Responder Safety
6.7 Law Enforcement/First Responder Training
6.8 Vehicle Response to Emergency Vehicles, Manual Traffic Controls and Atypical Road Conditions
6.9 System Misuse and Abuse
6.10 Vehicle Identification
6.11 Adherence to Traffic Laws
There are 16 recommendations for Jurisdictions.

There are also 23 recommendations for manufacturers which the working group will provide and discuss with the manufacturers.
Over the next few years the Working Group will:

• Update this report within the next year will address areas such as commercial vehicles, ride share and new ownership models, training MVA staff, as well as other topics

• Attend conferences, seminars and other forums focused on the technology as well as public policy to advance and share their expertise.

• Work closely with industry and research stakeholders, state and federal government officials and national associations supporting transportation agencies
Over the next few years the Working Group will:

• Provide technical assistance to jurisdictions. Application on AAMVA’s website

• Provide support to updating driver licensing testing standards and training driver license examiners.
  
  Focusing on Levels 0, 1 and 2 vehicles.
  
  Includes recommendations for driver education, examiner training and new driver testing, using technology in vehicles today.
• Careful consideration must be given to support the implementation of the technology yet maintain (and hopefully) improve safe transportation.

• Many laws, policies and procedures will need to be reconsidered, amended and implemented over time.

• There is a great collaborative effort among state officials and the entities that support them.
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