

Autonomous Vehicle Regulation Workshop - 10/19/16

On Wednesday, October 19, ASCCA's Lobbyist Jack Molodanof attended the DMV Public Workshop on Autonomous Vehicles Regulations in Sacramento. Below is a summary of the workshop.

Background

Senate Bill 1298 (2012) required DMV to adopt regulations necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. Regulations for testing of autonomous vehicles with a human driver present in a vehicle were approved in May 2014. Fifteen manufacturers currently hold a permit to test autonomous vehicles in California.

Over the last several years, the DMV has engaged in public discussions regarding post-testing deployment of autonomous vehicles. In December 2015, the DMV released draft deployment regulations. Workshops were held in January and February of this year, and the DMV received input from representatives of different manufacturers, consumer groups, technology companies, public interest groups, the disabled community, local agencies, and other stakeholders. The National Highway Traffic Safety Administration (NHTSA) also released its policy guidelines. [Click here for full NHTSA policy.](#) The DMV is working closely with NHTSA, and the recently released regulations reflect the collaboration between the agencies.

The Draft Regulations Summary

- Requires manufacturers to certify meeting the NHTSA policy guidelines
- Provides a path for manufacturers to test and deploy driverless cars
- Clarifies that a licensed drivers required in a SAE Level 3 vehicle
- Provides mechanisms for law enforcement to interact with autonomous vehicles; and
- Addresses advertising of autonomous vehicle capabilities.

[Click here to read full draft regulations](#)

Workshop/Comments

Guest speakers included California's Secretary of California Transportation, Brian Kelly, and NHTSA Administrator Mark Rosekind. Mr. Rosekind stressed that reducing risks, preventing accidents and deaths, and ensuring public safety are the main goals. The autonomous vehicle manufacturers testified that they are concerned with public safety, but believe the draft regulations "closed the door" to innovation and need to be revised to provide more flexibility. They characterized the regulations as "patchwork," and were opposed unless the regulations are revised to address concerns. The Tech companies also raised similar concerns, while consumer groups testified that the regulations were "not strong enough," and they want better safety standards, not meaningless guidelines. It was clear from the comments that no one was happy with the draft regulations. The DMV will consider the comments and will continue working with all the stakeholders as they moved forward with the regulation process.