

Washington State Autonomous Vehicle Work Group Subcommittee Discussion Form

Subcommittee	Licensing Subcommittee
Date of Meeting	August 3 rd and October 29 th , 2020

This form is to be used for all subcommittee discussions that do not have specific recommendations.

1) NOTEWORTHY TOPICS OF DISCUSSION, SUMMARY OF DISCUSSION, AND OUTCOME OF DISCUSSION

August 3rd meeting:

Reviewed and discussed the California and Arizona regulatory models for AV testing and deployment:

California's Regulatory Model:

- \$5 million insurance policy or equivalent required
- Must apply to CA DMV for test permit (valid 2 years) – cost: \$3,600
- Specific requirements for test drivers
- Must report location of testing and vehicles involved
- Manufacturers must report collisions within 10 days and disengagements annually

Current Status:

- 71 testing permits issued
- 3,000 test drivers certified
- 256 accidents reported (majority in San Francisco and Palo Alto)

Discussion:

Potential for WA to develop law enforcement AV interaction plan, something to work on with the Safety Subcommittee

- Don't need all the details on the vehicle, but who to contact if something goes wrong on the roads, how to shut it off, tow it, etc.
- Some industry concerns about requiring too much information as part of this process, could reveal proprietary information.

Potential for WA to define what SAE levels are required to complete self-certification

- Most participants thought SAE level 4 & 5 were appropriate for self-certification.
- CA was statutorily required to use SAE level 3 and above.

What is the value of self-certification vs. the state reviewing and approving applications?

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- CA model provides a closed loop – companies receive positive confirmation of approved testing permit.
- Having WA approve an AV testing plan (vs. self-certification) exposes the state to additional risk.

What is the value in requiring the reporting of disengagements?

- Concerns about requiring the reporting of more data that may not be beneficial since the primary interest is understanding how the vehicles behave in autonomous mode.
- Reporting disengagements could help us understand if the transition points from AV mode to regular mode are linked to collisions.

Arizona's Regulatory Model:

- Self-certification process similar to Washington
- Law enforcement AV interaction protocol required
- Allows operation (picking up riders), not just testing
- Overall, appears to be a “light touch” regulatory environment

Next Steps: Subcommittee will continue to research other regulatory models, including international models (United Kingdom) and bring research to next meeting.

Beau and Drew will be presenting this research and recent subcommittee activities at the September 23rd Executive Committee meeting.

October 29th meeting:

Reviewed and discussed the United Kingdom's regulatory model for autonomous vehicles:

- Review of the regulatory framework for the deployment of automated vehicles is a three year project (2018 – 2021) and is being conducted by the United Kingdom, Wales, and Scottish Law Commissions
- The project involves three rounds of consultation: Part 1: Safety Assurance and Liability, Part 2: Regulation of remotely operated automated fleets and their relationship with public transportation, and Part 3: Comprehensive analysis and recommendations.
- SAE automated levels 0 to 5 and their distinctions.
- Regulating the safety of automated vehicles would be through establish a new agency, utilizing current Vehicle Certification Agency, and Utilizing current Driver Standards Agency.
- Testing and Approval would require: Manufacturers must meet UNECE standards (United Nations Economic Commission for Europe), Manufacturers must obtain an IWVTA approval certificate (International Approval of Whole Vehicles), and All EU member states have established the same standard approval process.

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- Accident investigations and Safety Standards:
 - The commission has asked for input on how accidents involving AV's should be investigated.
 - The new established agency to compare accident rate involving automated vehicles verses the accident rate of human drivers.
 - It was recommended that the Government set the safety standards for automated vehicles.

Discussion on regulating autonomous farm vehicles:

- Briefly went over the current process for registering farm and farm exempt vehicles in Washington State.
- Discussed that many of these farm vehicles are highly technical and already use autonomous GPS technology for water and fertilizing fields in Eastern Washington.
- Concerns are mostly around when these vehicles would be travelling on public roadways with other drivers and what safety features are in place (farm vehicles are usually considerably larger than a passenger vehicle).

2) NEXT STEPS AND PLANS FOR SUBCOMMITTEE

Plans for Licensing Subcommittee:

April 7th meeting: Voted on and approved Safety Subcommittee recommendation for legislative change to RCW 46.37.480(1) regarding screens in vehicles. Recommendation now moves to Executive committee for consideration. Discussed the upcoming implementation of ESHB 2676: Autonomous Vehicle Testing and discussed some of the concerns around insurance and reporting requirements.

June 22nd meeting:

- Continued discussion on concerns regarding Section 2 of ESHB 2676.
- Gathered feedback and recommendations for HB 2470 (Uniform Law Commission) legislation.

August 3rd meeting:

- Discussion of different AV licensing models used by other states (California and Arizona)

October 29th meeting:

- Voted on and approved subcommittee's recommendation for legislative approval for agency rulemaking authority to define SAE levels for self-certification process. Recommendation now moves to the Executive committee for consideration.
- Discussion of different AV licensing models; international (United Kingdom)
- Discussion of regulating autonomous farm vehicles

Near future meetings:

- Continue to study and explore methods of deployment and commercialization of autonomous vehicles