



American Association of
Motor Vehicle Administrators

Safe Testing and Deployment of Vehicles Equipped with Automated Driving Systems Guidelines, Edition 2

June 9, 2021

**Washington State Autonomous Vehicle (AV) Work Group –
AV Safety Subcommittee**

OUR VISION

Safe drivers

Safe vehicles

Secure identities

Saving lives!



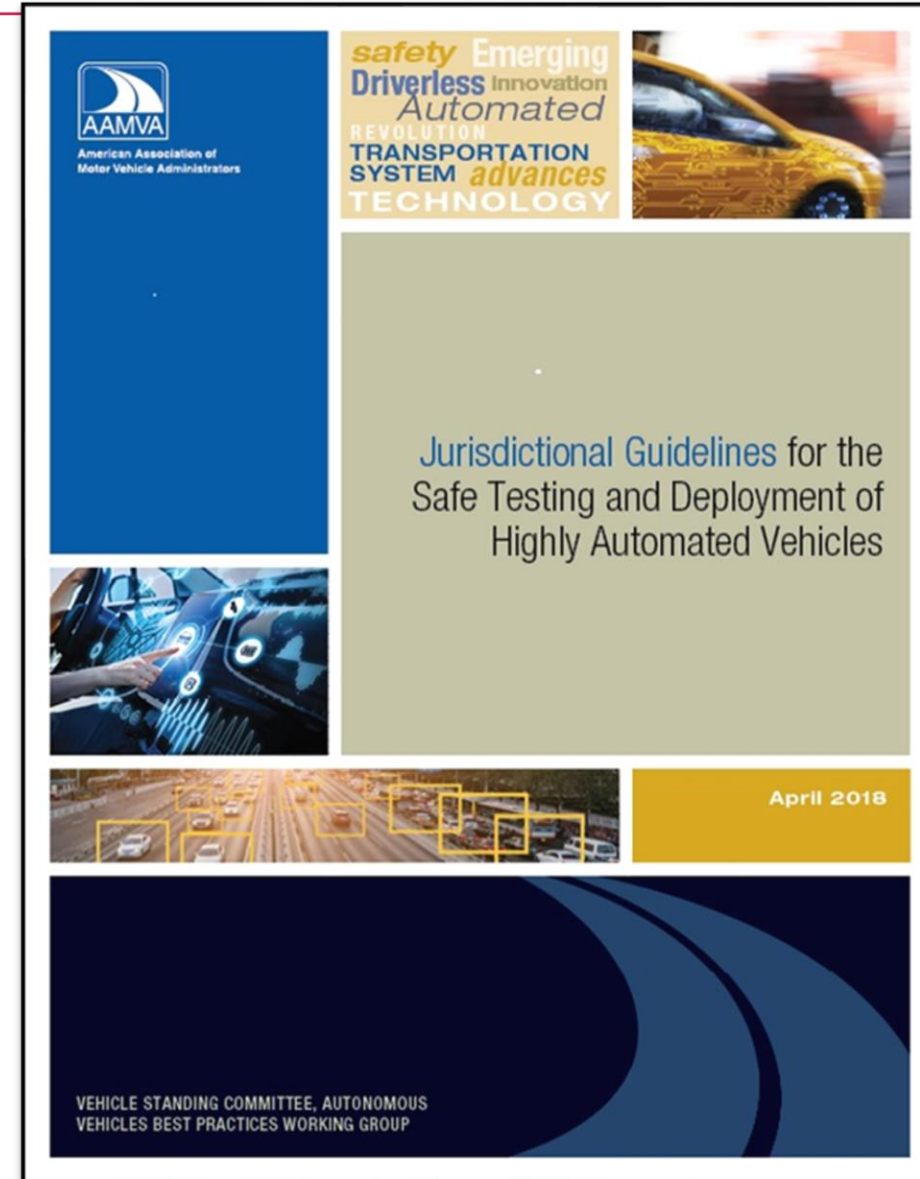
American Association of
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Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles

“Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles”

Edition 1 Published May 2018

Presentation made to WA AVSC in-person
June 27, 2018

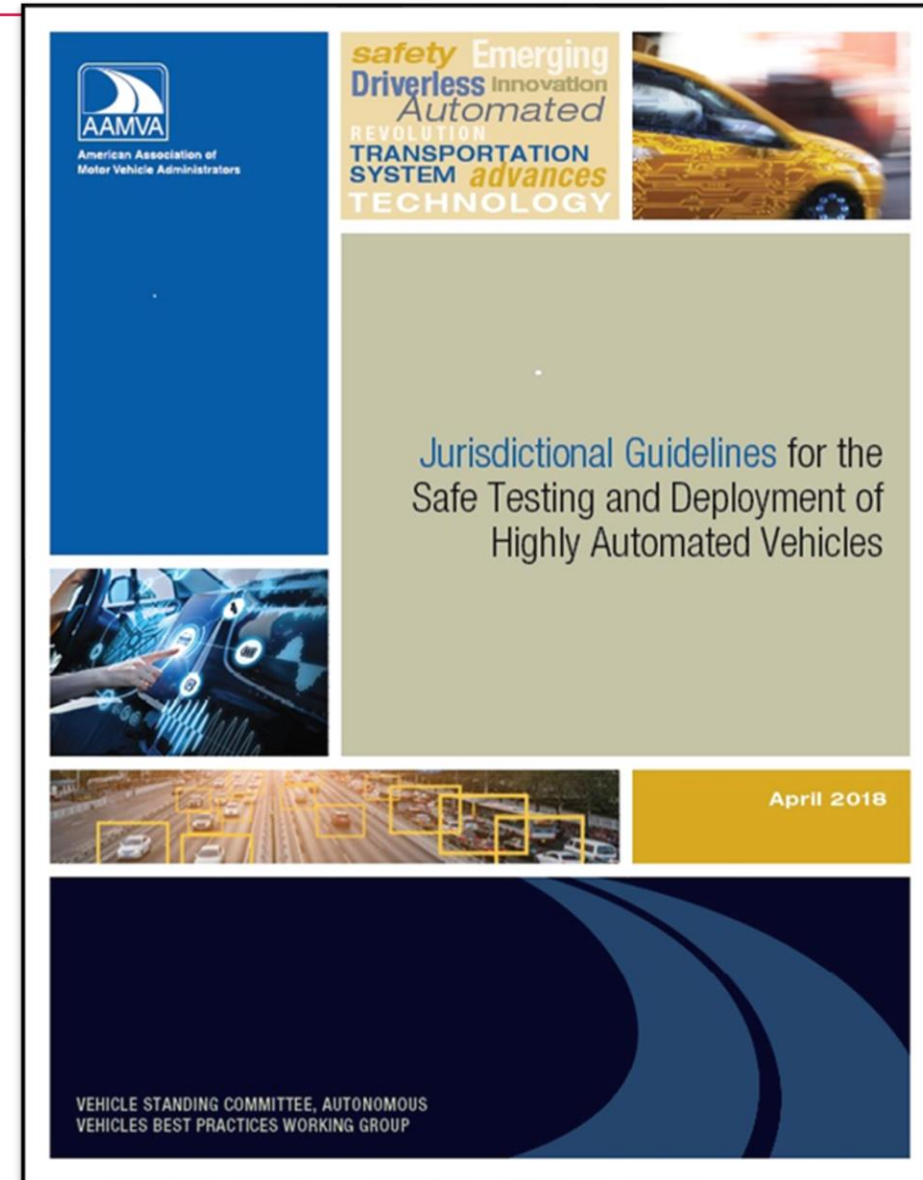


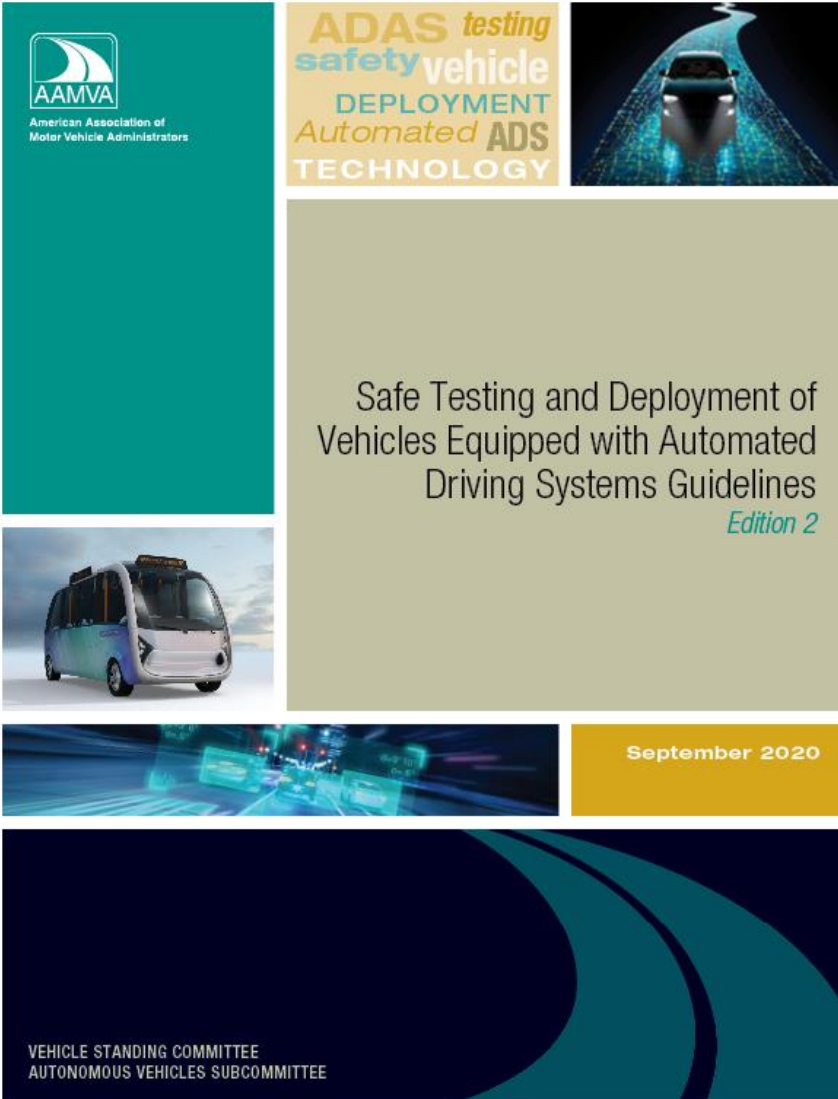
Purpose:

To facilitate a consistent regulatory framework to balance public safety with the advancement of vehicle innovations, and ultimately to reduce crashes, fatalities and injuries.

Provides voluntary guidelines to:

- State & Provincial Motor Vehicle and Law Enforcement Authorities
- Manufacturer's & Other Entities



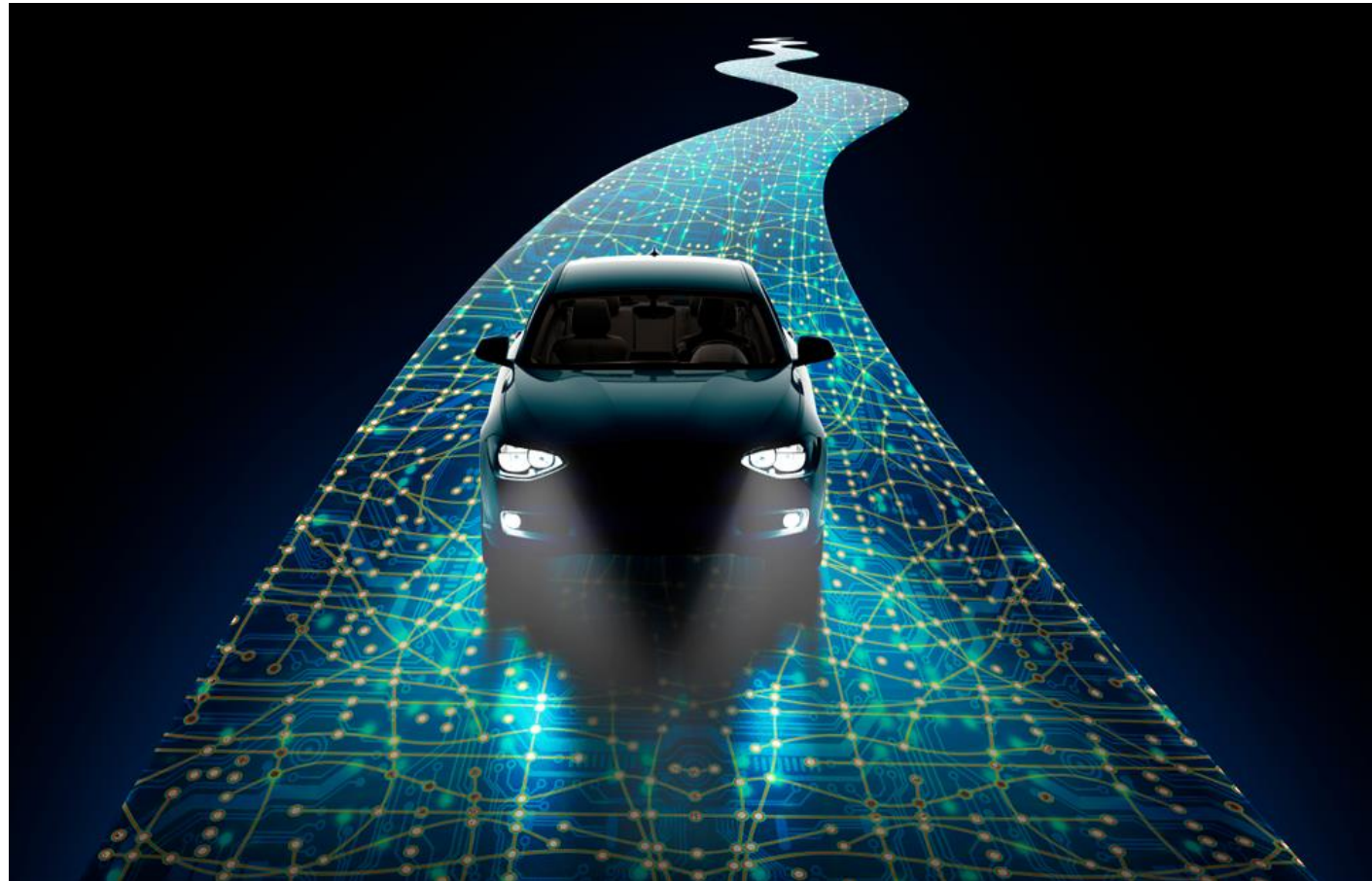


Edition 2, renamed *Safe Testing and Deployment of Vehicles Equipped with Automated Driving Systems*

Published October 2020

Chapters:

1. Executive Summary
2. Definitions and Acronyms
3. Administrative Considerations
4. Vehicle Considerations
5. Driver Licensing Considerations
- 6. Law Enforcement Considerations**
7. Other Considerations
8. Next Steps





American Association of
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AAMVA Autonomous Vehicle Subcommittee (Original Law Enforcement Subgroup)

Captain Rick Arnold, Michigan State Police

Assistant Chief Chris Childs, California Highway Patrol

Captain John Ehmsen, Colorado State Patrol

Mr. Kevin Jacobs, Florida Dept. of Highway Safety and Motor Vehicles

Staff Sergeant Terry McDonnell, New York State Police

Brian Ursino, Director of Law Enforcement, AAMVA





American Association of
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AAMVA Autonomous Vehicle Subcommittee (Current Law Enforcement Subgroup)

Captain Rick Arnold, Michigan State Police
Chief Jeff Dixon, Florida Highway Patrol
Lieutenant Christopher Kinn, Ohio State Highway Patrol
Assistant Chief David Jenkins, California Highway Patrol
Brian Ursino, Director of Law Enforcement, AAMVA





Chapter 6 contains 36 recommendations (16 Jurisdiction directed/20 MOE directed)

6.1 Vehicle Identification

6.2 Crash/Incident Reporting

MOE 11

MOE 12

6.3 Criminal Activity

6.4 Distracted Driving



Published in February 2021

Strengthening Distracted Driving Education, Legislation, and Enforcement *A Whitepaper Augmenting Safe Testing and Deployment of Vehicles Equipped with Automated Driving Systems Guidelines, Edition 2*

This white paper contains 5 MOE recommendations and 2 Jurisdiction recommendations. The purpose of this paper is to provide guidance to jurisdictions on strengthening distracted driving education, legislation, and enforcement to better address existing and emerging technologies including ADAS- and ADS-equipped vehicles.

Contains Model Legislation for Strengthening Distracted Driving Laws

6.5 Establishing Operational Responsibility and Law Enforcement Implications

6.6 Law Enforcement/First Responder Interaction Plans (LEIP)

Discusses imperativeness for Law Enforcement and First Responders to know how to safely interact with ADS-equipped vehicles and provides recommendations for vehicle manufactures to work with this community to develop these interaction plans

6.7 Law Enforcement Protocols for Level 4 and 5 Vehicles

Discusses the importance and provides recommendations to law enforcement agencies for developing protocols to provide consistent direction to all officers within a jurisdiction

6.8 Law Enforcement/First Responder Safety and Training

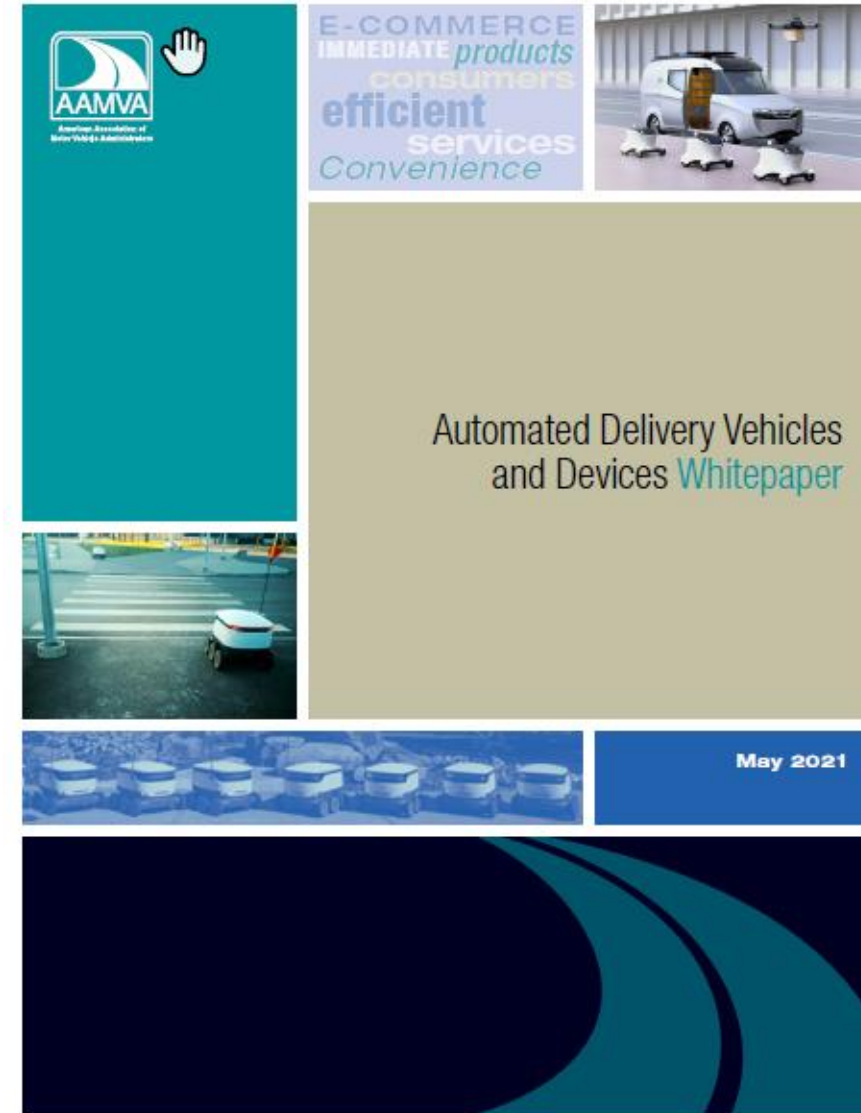


6.9 Adherence to Traffic Laws

6.10 Vehicle Response to Emergency Vehicles, Manual Traffic Controls and Atypical Road Conditions

6.11 System Misuse and Abuse

The AAMVA AVSC published our second White Paper in May 2021.
Automated Delivery Vehicles and Devices: A Whitepaper Augmenting Safe Testing and Deployment of Vehicles Equipped with Automated Driving Systems Guidelines, Edition 2





The AAMVA AVSC is committed to keeping pace with the evolution of vehicle technology.

To keep our report relevant and to provide the best possible guidance to the AAMVA community, **work has begun on Edition 3, with publication anticipated no later than September 30, 2022.**

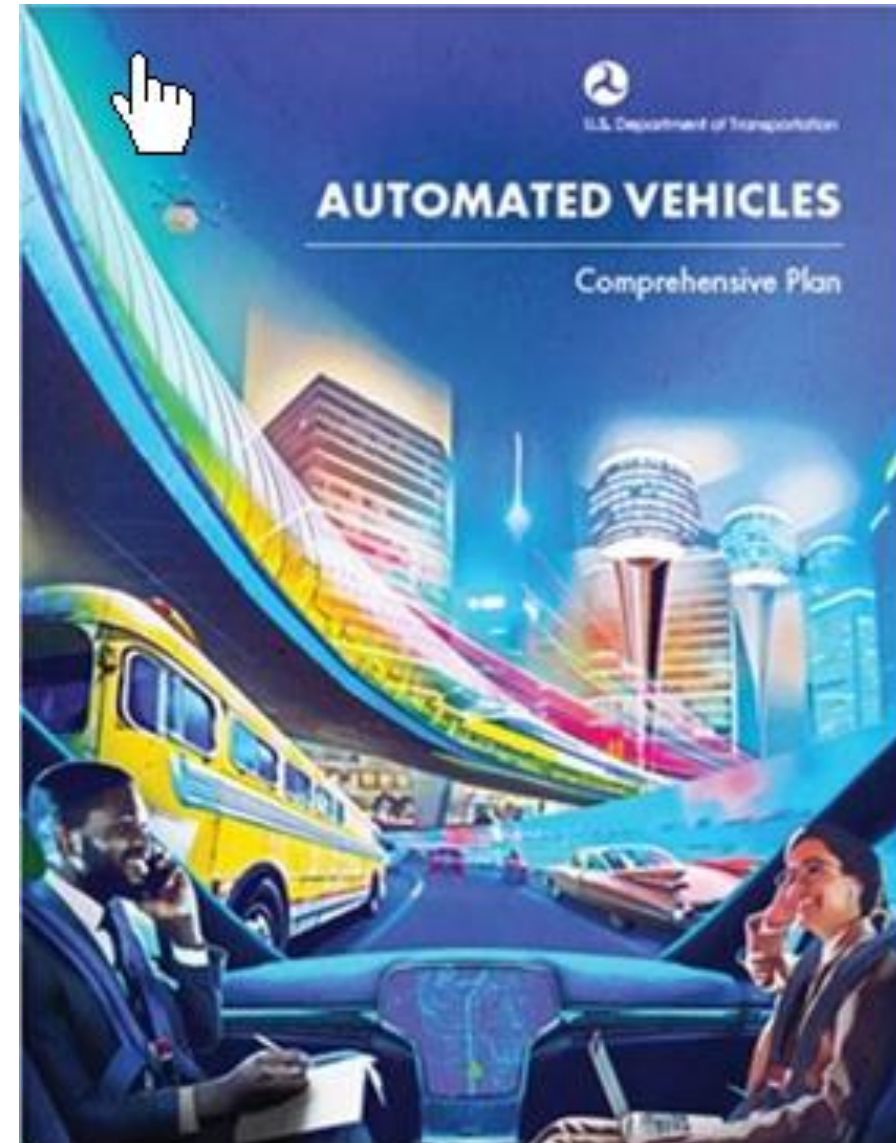
USDOT (in January 2021) published an Automated Vehicles Comprehensive Plan that supersedes their previous four documents on the subject. Highlights include:

Promote Collaboration and Transparency – USDOT will promote access to clear and reliable information to its partners and stakeholders, including the public, regarding the capabilities and limitations of ADS.

Modernize the Regulatory Environment – USDOT will modernize regulations to remove unintended and unnecessary barriers to innovative vehicle designs, features, and operational models, and will develop safety focused frameworks and tools to assess the safe performance of ADS technologies.

Prepare the Transportation System – USDOT will conduct, in partnership with stakeholders, the foundational research and demonstration activities needed to safely evaluate and integrate ADS, while working to improve the safety, efficiency, and accessibility of the transportation system.

Let's Discuss: Federal v State Responsibilities



SAE Industry Technologies Consortia (SAE ITC)

Automated Vehicle Safety Consortium (AVSC) published a recent best practice ...

[*First Responder Interactions with Fleet-Managed Automated Driving System-Dedicated Vehicles \(ADS-DVs\)*](#)

Virginia Technical Transportation Institute (VTTI), working under a DOJ Grant awarded to the Governor's Highway Safety Association (GHSA), is working on a project called ***Law Enforcement, First Responder and Crash Investigator Preparation for Automated Vehicle Technology***.

Publication anticipated in October 2021.