

HOUSE BILL 1447

R7

4lr2266

By: **Delegate J. Lewis**

Introduced and read first time: February 9, 2024

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Motor Vehicles – Autonomous Vehicles – Standards, Requirements, and**
3 **Prohibited Acts**

4 FOR the purpose of authorizing a person to operate a fully autonomous vehicle on a
5 highway under certain circumstances, subject to certain standards, requirements,
6 and prohibitions; and generally relating to the operation of fully autonomous vehicles
7 on highways.

8 BY adding to

9 Article – Transportation

10 Section 18.3–101 through 18.3–105 to be under the new title “Title 18.3. Autonomous
11 Vehicles”

12 Annotated Code of Maryland

13 (2020 Replacement Volume and 2023 Supplement)

14 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
15 That the Laws of Maryland read as follows:

16 **Article – Transportation**

17 **TITLE 18.3. AUTONOMOUS VEHICLES.**

18 **18.3–101.**

19 **(A) IN THIS TITLE THE FOLLOWING WORDS HAVE THE MEANINGS**
20 **INDICATED.**

21 **(B) “AUTOMATED DRIVING SYSTEM” MEANS THE HARDWARE AND**
22 **SOFTWARE THAT ARE COLLECTIVELY CAPABLE OF PERFORMING THE ENTIRE**

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



DYNAMIC DRIVING TASK ON A CONTINUOUS BASIS, REGARDLESS OF OPERATIONAL DESIGN DOMAIN LIMITATIONS.

(C) "DYNAMIC DRIVING TASK" MEANS ALL OF THE REAL-TIME OPERATIONAL AND TACTICAL FUNCTIONS REQUIRED TO OPERATE A VEHICLE.

(D) "FULLY AUTONOMOUS VEHICLE" MEANS A MOTOR VEHICLE EQUIPPED WITH AN AUTOMATED DRIVING SYSTEM THAT HAS THE CAPABILITY TO PERFORM ALL ASPECTS OF THE DYNAMIC DRIVING TASK WITHOUT A DRIVER WITHIN AN OPERATIONAL DESIGN DOMAIN.

(E) "OPERATIONAL DESIGN DOMAIN" MEANS A DESCRIPTION OF THE OPERATING DOMAINS AND SYSTEMS UNDER WHICH AN AUTOMATED DRIVING SYSTEM IS DESIGNED TO EFFECTIVELY OPERATE, INCLUDING:

(1) GEOGRAPHIC LIMITATIONS;

(2) ROADWAY TYPES;

(3) SPEED RANGE; AND

(4) ENVIRONMENTAL CONDITIONS.

18.3-102.

(A) A PERSON MAY OPERATE ON A HIGHWAY A FULLY AUTONOMOUS VEHICLE WITH THE AUTOMATED DRIVING SYSTEM ENGAGED, INCLUDING FOR THE TRANSPORTATION OF GOODS IN INTRASTATE COMMERCE, IF:

(1) THE PERSON HOLDS A VALID DRIVER'S LICENSE;

(2) THE PERSON IS SEATED IN THE FRONT SEAT OF THE VEHICLE WHILE THE VEHICLE IS IN MOTION; AND

(3) THE VEHICLE AND ITS PASSENGERS ARE IN COMPLIANCE WITH ALL REQUIREMENTS, INCLUDING REGISTRATION, EQUIPMENT, AND SAFETY REQUIREMENTS, UNDER THE MARYLAND VEHICLE LAW.

(B) A PERSON MAY NOT OPERATE A FULLY AUTONOMOUS VEHICLE ON A HIGHWAY TO TRANSPORT PASSENGERS UNLESS THE OPERATION IS FOR A PERSONAL AND NONCOMMERCIAL PURPOSE.

18.3-103.

1 **A PERSON MAY NOT OPERATE A FULLY AUTONOMOUS VEHICLE ON A HIGHWAY**
2 **UNLESS, AT THE TIME OF ITS MANUFACTURE, THE VEHICLE IS CERTIFIED BY THE**
3 **MANUFACTURER AS COMPLIANT WITH APPLICABLE FEDERAL MOTOR VEHICLE**
4 **SAFETY STANDARDS.**

5 **18.3–104.**

6 **A FULLY AUTONOMOUS VEHICLE OPERATED ON A HIGHWAY IS SUBJECT TO:**

7 **(1) APPLICABLE SECURITY AND INSURANCE REQUIREMENTS UNDER**
8 **TITLE 17, SUBTITLE 1 OF THIS ARTICLE AND TITLE 19, SUBTITLE 5 OF THE**
9 **INSURANCE ARTICLE; AND**

10 **(2) THE STATE CONSUMER PROTECTION ACT UNDER TITLE 13 OF**
11 **THE COMMERCIAL LAW ARTICLE.**

12 **18.3–105.**

13 **THE DEPARTMENT SHALL ADOPT REGULATIONS TO CARRY OUT AND ENFORCE**
14 **THIS TITLE.**

15 **SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect**
16 **October 1, 2024.**