

KENTUCKY GENERAL ASSEMBLY AMENDMENT FORM
2024 REGULAR SESSION
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Amend printed copy of **HB 7/HCS 1**

On page 2, beginning on line 22 and continuing through page 4, line 4, by deleting Section 2 in its entirety and inserting the following in lieu thereof:

"➔SECTION 2. A NEW SECTION OF KRS CHAPTER 186 IS CREATED TO READ AS FOLLOWS:

(1) A person may operate a fully autonomous vehicle on the highways of this state using an automated driving system if the following conditions are met:

(a) If a failure of the automated driving system occurs that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain, the fully autonomous vehicle will achieve a minimal risk condition;

(b) The fully autonomous vehicle is capable of operating in compliance with the applicable traffic and motor vehicle safety laws and regulations of this state when reasonable to do so, unless an exemption has been granted by the Transportation Cabinet;

(c) A fully autonomous vehicle that is engaged in business, commercial, or industrial activity shall have a human driver with the appropriate credentials to operate the size and type of vehicle present in the autonomous vehicle to monitor the performance of the vehicle and intervene if necessary; and

(d) When required by federal law, the vehicle bears the required manufacturer's

Amendment No. HFA

Rep. Rep. Cherlynn Stevenson

Committee Amendment _____

Signed: _____

Floor Amendment _____

LRC Drafter: _____

Adopted: _____

Date: _____

Rejected: _____

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certification label indicating that at the time of its manufacture it has been certified to be in compliance with all applicable federal motor vehicle safety standards, including any exemptions granted by the National Highway Traffic Safety Administration.

- (2) Prior to operating a fully autonomous vehicle on the highways of this state using an automated driving system, a person shall submit a law enforcement interaction plan to the Transportation Cabinet and the Department of Kentucky State Police that describes:
- (a) How to communicate with a fleet support specialist who is available during the times the vehicle is in operation;
 - (b) How to safely remove the fully autonomous vehicle from the roadway and steps to safely tow the vehicle;
 - (c) How to recognize whether the automated driving system is engaged on the fully autonomous vehicle; and
 - (d) Any additional information the manufacturer or owner deems necessary regarding hazardous conditions or public safety risks associated with the operation of the fully autonomous vehicle."; and

On page 4, line 18, after "Section", by deleting "15" and inserting "14" in lieu thereof; and

On page 8, line 7, by placing the word "An" before the word "Automated"; and

On page 8, line 7, after the word "vehicle", by inserting: "A licensed human operator is not required to operate the motor vehicle, unless the motor vehicle is engaged in any business, commercial, or industrial activity."; and

On page 8, by deleting line 8 in its entirety; and

On page 8, by deleting lines 13 to 15 in their entirety and inserting the following in lieu thereof:

"(2) A fully autonomous vehicle, when operated by an automated driving system, shall not be

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subject to any of the provisions of KRS 189.020 to 189.205 that:"; and

On page 29, by deleting lines 6 to 8 in their entirety and inserting the following in lieu thereof:

"(b) Any administrative regulation that reasonably applies only to a human driver shall not apply to a fully autonomous vehicle licensed under this section that is being operated by an automated driving system as defined in Section 1 of this Act."; and

On page 29, beginning on line 9, and continuing through page 30, line 3, by deleting Section 14 in its entirety; and

By renumbering the subsequent section accordingly.