

SB630

RELATING TO TRANSPORTATION.

Allows a person who possesses a valid Hawaii driver license to operate an autonomous motor vehicle that employs autonomous technology. Defines autonomous vehicle. Defines autonomous technology. Requires certain safety features. Specifies certain conditions for safety testing.

DAVID Y. IGE
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IN REPLY REFER TO:

February 17, 2015
2:55 PM
State Capitol, Room 229

S.B. 630
RELATING TO TRANSPORTATION

Senate Committee(s) on Transportation and Economic Development & Technology

The Department of Transportation (DOT) **supports the intent** of this bill but believes this bill is premature as it provides provisions for autonomous vehicles whose standards have not yet been established by the National Highway Traffic Safety Administration (NHTSA).

The portion of Section 2 refers to the motor vehicle safety requirements that require DOT to adopt administrative rules for the purpose of inspecting the autonomous vehicles. Although DOT has rules for regular motor vehicles, DOT doesn't believe these rules would be appropriate to cover the inspection of the autonomous vehicle technology.

We recommend waiting for NHTSA to develop safety standards for autonomous vehicles before passing a measure like this. Allowing autonomous vehicles to test on Hawaii's roads without knowledge of the proper safety standards may place our residents and visitors at risk.

Thank you for the opportunity to testify.



DAVID Y. IGE
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TO THE SENATE COMMITTEES ON TRANSPORTATION AND
ECONOMIC DEVELOPMENT AND TECHNOLOGY

TWENTY-EIGHTH LEGISLATURE
Regular Session of 2015

Tuesday, February 17, 2015
2:55 p.m.

TESTIMONY ON SENATE BILL NO. 630 – RELATING TO TRANSPORTATION.

TO THE HONORABLE CLARENCE K. NISHIHARA AND GLENN WAKAI, CHAIRS,
AND MEMBERS OF THE COMMITTEES:

My name is Gordon Ito, State Insurance Commissioner, testifying on behalf of the Department of Commerce and Consumer Affairs ("Department"). The Department supports the intent of the bill, and submits the following comments.

This bill would address driverless motor vehicles within chapter 286 of the Hawaii Revised Statutes, allowing driverless vehicles to be operated and tested on any road, street, or highway if they meet certain requirements. Before the start of testing, the entity performing the testing must submit, to the state Director of Transportation, proof of acceptable insurance in the amount of five million dollars.

The Department expects the insurance industry to propose changes to the way these vehicles are insured and to definitions of heretofore standard terms in its insurance contracts.

A review of the way other states have addressed autonomous vehicles has revealed the following information. Nevada has woven driverless vehicles into its

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DCCA Testimony of Gordon I. Ito
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Department of Motor Vehicles' ("DMV") regulatory scheme, and into chapters 483 and 484A of the Nevada Revised Statutes. Nevada's DMV developed regulations establishing a driver's license endorsement. Additions to chapter 484A required its DMV to develop regulations governing pre-operation, insurance, minimum safety standards, testing, and geographical restrictions applicable to autonomous motor vehicles.

California has reviewed this issue and is currently working on changes to its DMV regulations.

We thank the Committees for the opportunity to present testimony on this matter.



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Washington, DC 20001
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February 16, 2015

Senator Clarence Nishihara
Chairman, Senate Transportation Committee
Hawaii State Capitol, Room 204
415 South Beretania St.
Honolulu, HI 96813

Dear Mr. Chairman:

Google appreciates Hawaii's interest in autonomous vehicles (AV) and the goal of encouraging development of AV technology. Unfortunately, SB 630 does not meet that goal. Though significant advances are being made, AV technology is still in the early stages of development, so there is no need to rush to create a legal structure. As such, legislative or regulatory action now is premature and any requirements imposed risk being overtaken by advancements in the technology or even stifling that advancement.

While several states have enacted legislation regarding AVs, they should remain as the exception rather than the rule. There are currently no legal obstacles that would prevent either testing or operation of AVs now, although, an otherwise well intentioned law could end up being an obstacle.

Should the legislature see a need to act, it could consider undertaking a study to review the motor vehicle code to ensure that AV technology can be accounted for, at the appropriate time, in state law, and that any necessary infrastructure modifications or considerations under the control of the state are brought to light. These are activities that will likely have to be undertaken at some point anyway.

That states are eager to encourage autonomous vehicle technology is appreciated. However, preemptively imposing laws and regulations on technology that is still in a nascent stage sends the wrong signal.

I would be happy to field any questions about these comments or our position.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Barnes", is written over a light blue horizontal line.

Ron Barnes
Head of State Legislative Affairs

From: [Gary Slovin](#)
To: [TRA Testimony](#)
Subject: SB 630 Relating to Transportation
Date: Saturday, February 14, 2015 6:40:15 PM

Testimony of Gary Slovin
On behalf of the Alliance of Automobile Manufacturers
Regarding SB 630 Relating to Transportation

Date: February 15, 2014
To: Senate Committee on Transportation
Senate Committee on Economic Development and Technology

Via TRAtestimony@capitol.hawaii.gov

Date of hearing: February 17, 2015, Conference Room 229

Hon. Clarence Nishihara, chair, committee on transportation
Hon. Glenn Wakai, Chair, committee on economic development and technology

Dear Chairs Nishihara and Wakai and committee members,

We are submitting testimony in respectful opposition to SB 630 on behalf of the alliance of automobile manufacturers. The alliance is a trade association of most of the major motor vehicle manufacturers. The alliance recognizes that the legislation is well intended but believes it is premature and may hinder rather than promote autonomous technology.

The industry has a long history of developing advanced technologies in a constant effort to improve vehicle safety and fuel efficiency. Advanced driver assist systems and crash avoidance technologies such as electronic stability control, lane monitoring and self parking systems are on the market today and are paving the way for the automated vehicles of the future. Fully automated vehicles are simply the future step on an already established continuum. The alliance believes that while the legislation is well intended it is premature and may actually hinder the development of the technology the bill is intended to support.

Some states have pursued legislation in a well intended efforts to encourage the research, testing and development of autonomous vehicles. But the alliance, backed up by the position of the NHTSA, believes that state specific legislation is potentially more detrimental than helpful to the continued innovation and development of this technology. The alliance's position is consistent with that of the NHTSA. As noted above, its formal stated policy, issued in May 2013, states that the states should proceed cautiously with any legislation in this area or risk impeding the development of this exciting new technology. As the NHTSA points out in this policy, the autonomous vehicle is still a long way away. While there are exciting developments the autonomous vehicle will not be on the highways for many years to come. There are no laws in Hawaii at this time that impede the development of this technology but legislation and rules implementing it could produce a patchwork of rules that would make it difficult to further the development of this technology. How these innovations will develop is still not well known. Because not enough is known at this time we believe it is not wise to legislate in this area and there is no need to do so.

For the foregoing reasons, we respectfully request that the committees defer this legislation at this time. Thank you for the opportunity to present the views of the Alliance.