

Florida

Department of Highway Safety and Motor Vehicles

Division of Motorist Services

PROCEDURE TL-68	SUBJECT: AUTONOMOUS VEHICLES
<p>DESCRIPTION AND USE: THIS PROCEDURE PROVIDES INFORMATION AND INSTRUCTIONS TO ASSIST EMPLOYEES OF TAX COLLECTORS, LICENSE PLATE AGENTS, AND THE DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES IN DEFINING TITLING AND REGISTRATION INFORMATION FOR THE OPERATION OF AN AUTONOMOUS VEHICLE ON PUBLIC HIGHWAYS.</p>	
<p>I. PROVISIONS OF LAW:</p> <p>Section 316.003(3), Florida Statutes, <u>provides that the Automated Driving System is defined as the hardware and software that are collectively capable of performing the dynamic driving task of an autonomous vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain. The term: “Autonomous vehicle” means any vehicle equipped with an automated driving system.</u></p> <p><u>“Dynamic driving task” means all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.</u></p> <p><u>“Fully autonomous vehicle” means a vehicle equipped with an automated driving system designed to function without a human operator.</u></p> <p><u>“Operational design domain” means a description of the specific operating domain in which an automated driving system is designed to properly operate, including, but not limited to, roadway types, speed ranges, environmental conditions such as weather and time of day, and other domain constraints.</u></p> <p>Section 319.145, Florida Statutes, provides that:</p> <p>(1) <u>An autonomous vehicle registered in this state must meet all of the following requirements:</u></p> <p style="padding-left: 20px;">(a) <u>When required by federal law:</u></p> <p style="padding-left: 40px;">1. <u>Have been certified in accordance with federal regulations in 49 C.F.R part 567 as being in compliance with applicable federal motor vehicle safety standards.</u></p> <p style="padding-left: 40px;">2. <u>Bear the required certification label or labels including reference to any exemption granted under applicable federal law.</u></p>	
<p><i>Revision(s) to this procedure: Implemented 2019 Legislation to reflect revisions to section 316.003(3) and 319.145 F.S. Removed all “note” references and changed applicant to customer. Added links to statutes and procedures</i></p>	
EFFECTIVE DATE Immediately	REVISION DATE 07/01/19

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- (b) Be capable of being operated in compliance with applicable traffic and motor vehicle laws of this state, regardless of whether the vehicle is operating with automated driving system engaged.**
- (2) If the autonomous vehicle is not fully autonomous, the vehicle must have a system to safely alert a licensed human operator physically present in the vehicle if an automated driving system failure is detected while the automated driving system is engaged.**

When an alert is given, the system must require the licensed human operator to take control of the autonomous vehicle or must achieve a minimal risk condition. The term “minimal risk condition” means a reasonably safe state, such as bringing the vehicle to a complete stop and activating the vehicle’s hazard lamps.
- (3) If the autonomous vehicle is fully autonomous, it must be able to achieve a minimal risk condition if a failure of the automated driving system occurs which renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain.**

Section 319.145(4), Florida Statutes, provides that Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this section when found to conflict with this section.

II. GENERAL INFORMATION:

- A. **A fully autonomous vehicle may operate on public highways in Florida regardless of whether a human operator is physically present in the vehicle.**
- B. **A licensed human operator is not required to operate a fully autonomous vehicle.**
- C. Vehicles equipped with autonomous technology may be operated on Florida roads by employees, contractors, or persons designated by manufacturers of autonomous technology, or by research organizations associated with accredited educational institutions, for testing the technology.
- D. For testing purposes, a human operator shall be present in the autonomous vehicle so that he or she may monitor the vehicle's performance and intervene if necessary unless the vehicle is being tested or demonstrated on a closed course.
- E. Before testing may begin in Florida, the entity performing the testing must submit to the Department an instrument of insurance, surety bond, or proof of self-insurance, which is acceptable to the Department in the amount of \$5 million.
- F. The original manufacturer of a vehicle converted by a third party into an autonomous vehicle shall not be liable in any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle or by equipment installed by the converter. The original manufacturer shall have a defense to and be dismissed from any legal action brought against it resulting from autonomous conversion equipment.
 - 1. The original manufacturer will be liable if the alleged defect was present in the vehicle as originally manufactured.

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III. APPLICATION REQUIREMENTS FOR OPERATING ON PUBLIC HIGHWAYS:

- A. VEHICLE MUST BE TITLED (See [Procedure TL-11](#)). The documentation for titling and registering these vehicles must be mailed directly to the Department at:

Department of Highway Safety and Motor Vehicles
ATTN: Title and Registration Issuance, MS #72
2900 Apalachee Parkway
Tallahassee, FL 32399

- B. The brand for autonomous vehicle must be checked on form [HSMV 82040](#) and entered in FRVIS to ensure this brand is placed on the title record.

- C. Proof of Insurance:

Fully autonomous vehicles with the automated driving system engaged while logged on to an on-demand autonomous vehicle network or engaged in a prearranged ride must be covered by a policy of automobile insurance which provides:

1. **Primary liability coverage of at least \$1 million for death, bodily injury, and property damage.**
2. **Personal injury protection benefits that meet the minimum coverage amounts.**
3. **Uninsured and underinsured vehicle coverage.**

- D. Title fees.

IV. MISCELLANEOUS:

- A. Most all title and registration transactions (i.e., title transfer, renewals, etc.) involving autonomous vehicles must be submitted to the Department. However, the following is a list of title and registration transactions, which are **NOT** required to be submitted to the Department for processing. They may be processed at a tax collector office or license plate agency using FRVIS:

- Replacement registration decal
- Replacement license plate
- Replacement registration without extension of the registration period
- Transfer registration from the autonomous vehicle to a different (non-branded) vehicle
- Personalized license plate reservation
- Issuance of reserved personalized license plate
- Duplicate registration
- Duplicate title with a lien
- Adding a wrecker operator lien
- Title correction/modify, **if** ownership does not change
- Mark title sold
- Title cancellation
- Adding, deleting, or reassigning a lien

