

March 27, 2013

The Honorable Tobias Read
Chair, House Transportation and Economic Development Committee
900 Court St. NE, 453
Salem, Oregon 97301

OPPOSE: House Bill 2428- Autonomous Vehicles

Dear Representative Read,

The Association of Global Automakers¹ appreciates the opportunity to advise you that we remain **opposed** to House Bill 2428 unless it is amended to include clear, declarative language on the definition of autonomous vehicles, on federal preemption for safety standards, and that original manufacturers of vehicles, and their parts suppliers, are not liable for damages arising from defects in autonomous technology devices installed by a third party.

We acknowledge your desire to promote autonomous vehicle technology and to enhance transportation safety in Oregon, however our members do not believe this legislation contains the safeguards and protections that have been codified in other states. Our member companies, along with those of the Alliance of Automobile Manufacturers and Google, participated in crafting legislation in Florida² that addressed all stakeholder concerns. We would point to that statute as the model that other states would follow.

The lack of a clear definition of autonomous vehicle in HB 2428 contravenes the statutes of other states that have authorized autonomous vehicles to operate on state roadways. All of our member companies have developed technologies that assist the driver in the event of an exigent circumstance. These technologies, which intervene in controlling a vehicle in occasional circumstances and for limited purposes, are fundamentally different from autonomous vehicle technology, which carries out all of the mechanical operations of driving for extended periods. It is important that autonomous technology not be confused in Oregon law with these safety technologies that are being deployed throughout our fleets.

Our members also believe that §7 of HB 2428 contains inadequate protections in the event of third party conversions to autonomous drive technology. As you are aware, our members design and manufacture vehicles to be driven by human beings. Unforeseeable difficulties with integrating third-party technology to our members' vehicles produce myriad liability risks for our member companies having to defend claims of defect when the autonomous technology was at fault. Working with other auto manufacturers, Google, and the Florida legislature,

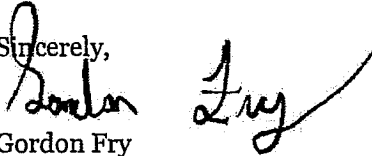
¹ The Association of Global Automakers represents international motor vehicle manufacturers, original equipment suppliers, and other automotive-related trade associations. Our members include American Honda Motor Co., American Suzuki Motor Corp., Aston Martin Lagonda of North America, Inc., Ferrari North America, Inc., Hyundai Motor America, Isuzu Motors America, Inc., Kia Motors America, Inc., Maserati North America, Inc., McLaren Automotive Ltd., Nissan North America, Inc. Peugeot Motors of America, Subaru of America, and Toyota Motor North America, Inc. We work with industry leaders, legislators, regulators, and other stakeholders in the United States to create public policies that improve motor vehicle safety, encourage technological innovation and protect our planet. Our goal is to foster an open and competitive automotive marketplace that encourages investment, job growth, and development of vehicles that can enhance Americans' quality of life. For more information, visit www.globalautomakers.org.

² Fla. Stat. § 316.003.

all stakeholders were able to agree to language that would address circumstances where third party autonomous drive technology would be installed post-manufacture with any defects in that technology not the responsibility of the original automobile manufacturer. We would again request this language be added to your bill.

Despite the efforts of staff and various stakeholders to draft mutually acceptable language, the discussions have failed to produce a clear, simple, declarative statement in HB 2428 effectuating in statute what all stakeholders have agreed to. **We therefore remain opposed to HB 2428 unless it is amended to match the previous agreement reached by all stakeholders in Florida.** Should you have any questions, please do not hesitate to contact me at 202-650-5560 or gfry@globalautomakers.org.

Sincerely,



Gordon Fry
Director, State Relations