

119TH CONGRESS
1ST SESSION

H. R. 4376

To improve incident reporting with respect to certain autonomous vehicles,
and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 14, 2025

Mr. MULLIN introduced the following bill; which was referred to the
Committee on Energy and Commerce

A BILL

To improve incident reporting with respect to certain
autonomous vehicles, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “AV Safety Data Act”.

5 **SEC. 2. INCIDENT REPORTING WITH RESPECT TO CERTAIN**
6 **AUTONOMOUS VEHICLES.**

7 (a) REPORTING TO NATIONAL HIGHWAY TRAFFIC
8 SAFETY ADMINISTRATION.—Not later than 90 days after
9 the date of the enactment of this Act, the Administrator
10 of the National Highway Traffic Safety Administration

1 shall promulgate regulations to require each covered entity
2 to submit to the National Highway Traffic Safety Admin-
3 istration—

4 (1) information as required by the Third
5 Amended Standing General Order 2021-01; and

6 (2) a monthly report that includes, with respect
7 to the preceding month—

8 (A) the number of miles traveled on public
9 roads by covered vehicles manufactured or oper-
10 ated by such covered entity, disaggregated by
11 make, model, model year, major software
12 version, road type (freeway or non-freeway), lo-
13 cation (including State and county), and wheth-
14 er an occupant was present in the vehicle;

15 (B) information on any event during which
16 a collision with a covered vehicle manufactured
17 or operated by such covered entity resulted in
18 an injury to a vulnerable road user or an occu-
19 pant of a vehicle other than such covered vehi-
20 cle; and

21 (C) information on any unplanned stop-
22 page event that involved a covered vehicle man-
23 ufactured or operated by such covered entity,
24 including—

- 1 (i) the license plate number and vehi-
2 cle identification number of such vehicle;
- 3 (ii) the make, model, model year, and
4 major software version of such vehicle;
- 5 (iii) the date, time, and location (in-
6 cluding State, county, and latitude and
7 longitude) with respect to such event;
- 8 (iv) the type of road (freeway or non-
9 freeway) on which such event occurred;
- 10 (v) a description of such event;
- 11 (vi) information about any environ-
12 mental conditions (including geography
13 and weather) affecting the operation of
14 such vehicle with respect to such event;
- 15 (vii) information about any involve-
16 ment of law enforcement, first responders,
17 or public transit authorities with respect to
18 such event;
- 19 (viii) information about the impact of
20 such event on passengers, vulnerable road
21 users, or other vehicles;
- 22 (ix) information about the resolution
23 of such event;

1 (x) information about any intervention
2 by such covered entity with respect to such
3 event; and

4 (xi) the amount of time in seconds be-
5 tween the beginning and resolution of such
6 event and, if such covered entity intervened
7 in such event, the amount of time in sec-
8 onds between the beginning of such event
9 and the intervention by such covered enti-
10 ty.

11 (b) SCOPE OF LEVEL 2 ADVANCED DRIVER ASSIST-
12 ANCE SYSTEM REPORTING.—With respect to the monthly
13 report required under subsection (a)(2), a covered entity
14 may only submit data from a covered vehicle with a Level
15 2 Advanced Driver Assistance System if such data—

16 (1) was collected while such System was en-
17 gaged or during the 30-second period preceding an
18 unplanned stoppage event; and

19 (2) does not contain personally identifiable in-
20 formation about a human driver of such vehicle.

21 (c) PUBLIC AVAILABILITY.—Beginning on the date
22 that is 120 days after the date of the enactment of this
23 Act, the Administrator of the National Highway Traffic
24 Safety Administration shall make publicly available on the
25 website of the National Highway Traffic Safety Adminis-

1 tration, in a machine-readable format that includes
2 datasets, any information and reports submitted pursuant
3 to subsection (a).

4 (d) AMENDMENT OF REGULATIONS.—

5 (1) IN GENERAL.—Beginning on the date that
6 is 10 years after the date of the enactment of this
7 Act, and not before such date, the Administrator of
8 the National Highway Traffic Safety Administration
9 may rescind the regulations required by subsection
10 (a) or amend such regulations so as to reduce the
11 frequency and scope of information required to be
12 submitted pursuant to such subsection.

13 (2) RULE OF CONSTRUCTION.—Nothing in
14 paragraph (1) may be construed to prevent the Ad-
15 ministrator of the National Highway Traffic Safety
16 Administration, at any time, from amending the reg-
17 ulations required by subsection (a) in a manner con-
18 sistent with such subsection.

19 (e) DEFINITIONS.—In this section:

20 (1) COVERED ENTITY.—The term “covered en-
21 tity” means a manufacturer or operator that is sub-
22 ject to the requirements of the Third Amended
23 Standing General Order 2021-01.

24 (2) COVERED VEHICLE.—The term “covered ve-
25 hicle” means a vehicle with an Automated Driving

1 System or a Level 2 Advanced Driver Assistance
2 System.

3 (3) THIRD AMENDED STANDING GENERAL
4 ORDER 2021-01.—The term “Third Amended Stand-
5 ing General Order 2021-01” means the Third
6 Amended Standing General Order 2021-01 (relating
7 to Incident Reporting for Automated Driving Sys-
8 tems (ADS) and Level 2 Advanced Driver Assist-
9 ance Systems (ADAS)) of the National Highway
10 Traffic Safety Administration with an effective date
11 of June 16, 2025.

12 (4) UNPLANNED STOPPAGE EVENT.—The term
13 “unplanned stoppage event” means an event, other
14 than a collision or an incident intentionally caused
15 by a human driver, during which, as a result of an
16 Automated Driving System or Level 2 Advanced
17 Driver Assistance System (or if such a System was
18 engaged or an attempt was made to engage such a
19 System during the 30-second period preceding such
20 event), a covered vehicle—

21 (A) stops on a public road in a travel lane
22 and is unable to proceed without retrieval, man-
23 ual intervention, or the assistance of a remote
24 operator;

1 (B) interferes with the normal functioning
2 of public transit or public transit vehicles, in-
3 cluding light rail;

4 (C) interferes with the activities of law en-
5 forcement or first responders; or

6 (D) interferes with a construction or work
7 zone.

8 (5) VULNERABLE ROAD USER.—The term “vul-
9 nerable road user” has the meaning given such term
10 in section 148(a) of title 23, United States Code.

11 (6) TERMS DEFINED IN THIRD AMENDED
12 STANDING GENERAL ORDER 2021-01.—The terms
13 “Advanced Driver Assistance System”, “Automated
14 Driving System”, “Level 2”, “manufacturer”, and
15 “operator” have the meaning given such terms in
16 the Third Amended Standing General Order 2021-
17 01.

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