

LEGAL BLUEPRINT · SUPERSEDES PRIOR 40-8-110 CITE

Georgia Autonomous Vehicle Legal Blueprint — O.C.G.A. § 40-8-11 (SB 219)

Fully driverless operation is authorized on public roads, state highways, and municipal streets statewide. Local governments may not cap fleets, require a local AV operating permit, or levy discriminatory municipal fees.

1. Correct citation

The enabling statute is **O.C.G.A. § 40-8-11** — Operational rules for autonomous vehicles — enacted by Ga. L. 2017, p. 549, § 3 / SB 219, and amended by Ga. L. 2018, p. 207, § 1 / HB 717. Prior Unykorn Black drafts that cited “O.C.G.A. § 40-8-110 through 40-8-117” are incorrect and are withdrawn.

§ 40-8-11(a) provides that a person may operate a fully autonomous vehicle with the automated driving system engaged without a human driver present, if the vehicle (unless exempted) can operate in compliance with Title 40 Chapters 6 and 8 and was certified at manufacture to applicable FMVSS.

2. What the statute does — and does not — do

Authorized	Still required / not waived
Driverless operation on public roads, streets, and state highways statewide, including I-85 and I-285.	FMVSS certification at manufacture; Title 40 Chapter 6 / Chapter 8 traffic-code capability.
No human driver required to be present when ADS is engaged.	Occupant seat-belt and child-restraint rules (cross-cites in § 40-8-11(b) to §§ 40-8-76 and 40-8-76.1) still apply to occupants.
No City of Atlanta AV operating permit, fleet cap, or discriminatory municipal fee.	Ordinary registration/title (DOR), insurance / financial responsibility, and — for paid passenger conveyance — DPS carrier / limousine authority.
Private commercial corridors from a suburban depot are not limited by a third-party robotaxi geofence.	Airport GTID / ground-transportation rules at Hartsfield-Jackson; Gwinnett occupancy at 5655 Peachtree Pkwy.

3. Authorities we still talk to (not AV bans)

1. Georgia Department of Public Safety — commercial passenger-carrier / limousine certificate if we hold out for hire. 2. Hartsfield-Jackson Ground Transportation — GTID for airport curb/staging. 3. Gwinnett County — occupancy of the Norcross depot. 4. Insurer — \$5M CSL commercial auto / AV program. None of these is a local “AV permit,” which the statute does not allow a city to invent.

4. Operating posture for Unykorn Black

Legal layer: statewide driverless authority under § 40-8-11. Practical layer: Tesla AI5 (or successor) validation for high-speed interstate merge before unsupervised I-85 / I-285 runs. Commercial layer: private dispatch from 5655 Peachtree Pkwy to Buckhead, Midtown, Mercedes-Benz Stadium, and ATL — the corridors Waymo’s 65-square-mile geofence does not cover. Tesla Fleet API onboarding for UnyKorn Black Fleet is approved; telematics enrollment is an operations step, not a legal gate.

This memorandum is an operating brief, not an opinion of counsel. Bind outside Georgia transportation counsel before the first paid unsupervised fare.