=================== READ THIS FIRST ====================

Section 1: Short list of information we must display at start of game

Section 2: A list of papers and points as to why we chose the groups (need to discuss more) I briefly read all of them but please pick 2 papers each and read well to confirm that they are good and maybe come up with groups.

Groups:

1. 5 men vs 1 man
2. 5 women vs 1 woman
3. Old vs normal
4. Old vs young
5. Normal vs young
6. 5 men vs 5 women / 1 man vs 1 woman (same table in DB)
7. 1 Pregnant woman vs 1 woman
8. 1 Pregnant woman vs 1 man
9. 1 pregnant woman vs 1 kid
10. 1 pregnant woman vs old
11. Dog vs human
12. Car vs people for scenarios 2,9,10
    1. Car vs 5 men
    2. Car vs 5 women
    3. Car vs young
    4. Car vs old
    5. Car vs pregnant woman
    6. Car vs dog
    7. Car vs 1 man
    8. Car vs 1 woman

Age : <= 18

19 -25

26 -35

36 – 59

60 +

LASTLY: if you can find anything else on this or else on user retention (how long the user will play before they get bored and randomly click) it would HELP GREATLY. Ideally this is done in the coming week.

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Instructions to users:

* Explain situation (choosing where to go etc) and that car is autonomous
* show all types of people used in game with a description (ex: pregnant lady)
* Explain that u are alone in car and that other cars have one normal aged person in them and will sustain same amount of damage as a pedestrian (for fairness)
* Ask them for age group (see above) and gender
* **Explain that after 5 rounds a button will appear and participant can stop anytime once it shows (but state that if they can complete all 10 it would help us a lot)**
* Explain that the traffic lights have to be observed ·
* Explain that in each case, one option is that you die and how to pick the options

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PAPERS REGARDING GROUP OPTIONS =====================================================

1. <https://www.um.edu.mt/vle/pluginfile.php/138893/mod_resource/content/1/TheSocialDilemmaOfAutonomousVehicles.pdf> - utilitarian a. Driver should be responsible for his car’s actions (kill himself each time?)

2. [https://www.um.edu.mt/vle/pluginfile.php/146450/mod\_resource/content/1/Pers%20Soc%20Psychol%20Bull-2015-Friesdorf-0146167215575731.pdf](https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.um.edu.mt%2Fvle%2Fpluginfile.php%2F146450%2Fmod_resource%2Fcontent%2F1%2FPers%2520Soc%2520Psychol%2520Bull-2015-Friesdorf-0146167215575731.pdf&h=yAQEHdzVo) – gender differences in answers – that men showed a stronger preference for utilitarian over deontological judgments than women - that women exhibited stronger deontological inclinations than men while men exhibited only slightly stronger utilitarian inclinations

3. [https://www.um.edu.mt/vle/pluginfile.php/146457/mod\_resource/content/1/56d4c53d7b03b90ba59845a8f61b23b9f6e8.pdf](https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.um.edu.mt%2Fvle%2Fpluginfile.php%2F146457%2Fmod_resource%2Fcontent%2F1%2F56d4c53d7b03b90ba59845a8f61b23b9f6e8.pdf&h=yAQEHdzVo) -Three surveys suggested that respondents might be prepared for autonomous vehicles programmed to make utilitarian moral decisions in situations of unavoidable harm.

4. [https://www.um.edu.mt/vle/pluginfile.php/146452/mod\_resource/content/1/Navarrete\_VirtualMorality\_Emotion\_2012.pdf](https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.um.edu.mt%2Fvle%2Fpluginfile.php%2F146452%2Fmod_resource%2Fcontent%2F1%2FNavarrete_VirtualMorality_Emotion_2012.pdf&h=yAQEHdzVo) - Confirming the emotional distinction between moral actions and omissions, autonomic arousal was greater when the utilitarian outcome required action, and increased arousal was associated with a decreased likelihood of utilitarian-biased behavior. This pattern of results held across individuals of different gender, age, and race – **read – unsure if good**

5. [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4267265/](https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC4267265%2F&h=yAQEHdzVo) - During the experimental procedure participants were confronted with four dilemma situations in which avatars differing in either gender, ethnicity, body orientation, or number were present. Participants decided in 96% of the cases to sacrifice the single person in order to save the group .

6. [http://onlinelibrary.wiley.com/doi/10.1111/j.1551-6709.2009.01088.x/full](http://l.facebook.com/l.php?u=http%3A%2F%2Fonlinelibrary.wiley.com%2Fdoi%2F10.1111%2Fj.1551-6709.2009.01088.x%2Ffull&h=yAQEHdzVo) - The fact that greater engagement in reasoning (i.e., giving more reasons for redirecting the train) leads to fewer rather than more utilitarian judgments contradicts the prediction of a dual process theory of moral judgment (for us probalbly rather than mpore reasons – more time to think) - **read – unsure if good**

7. [http://theses.ubn.ru.nl/bitstream/handle/123456789/2626/Zwerver%2c%20M.\_BSc\_Thesis\_2016.pdf?sequence=1](http://l.facebook.com/l.php?u=http%3A%2F%2Ftheses.ubn.ru.nl%2Fbitstream%2Fhandle%2F123456789%2F2626%2FZwerver%252c%2520M._BSc_Thesis_2016.pdf%3Fsequence%3D1&h=yAQEHdzVo) – complete survey ..animal vs human ..age .. occupation etc

1. Gender scenario - ok
2. Age scenario - ok
3. Vehicle safety rating scenario – ok – state that there is one person of normal age in any other car and hitting them will always result in their death (no added safety from car)
4. Occupation scenario – too varied – athlete vs office job / doctor vs teacher – high discrimination – value of mental capacity only – keep things simple
5. **Occupant vs party A scenario group – didn’t understand this one**
6. Home zone scenario – no
7. Highway scenario - no
8. Deer scenario – used dogs instead to make more relatable – dogs are seen as lovable pets rather than wild animals so the decision is made harder
9. Father scenario – no – too complicated – only testing things that can be seen at a glance (as in real life – won’t know background)
10. **Escaped convict scenario - no**
11. Inattentive person scenario – yes (crossing when lights are red– not paying attention to road safety and rules)