



AUTONOMOUS CARS

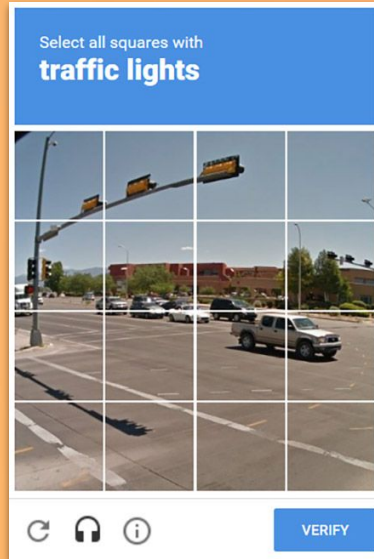
Who should be held legally accountable in event of an
accident?

01

BACKGROUND



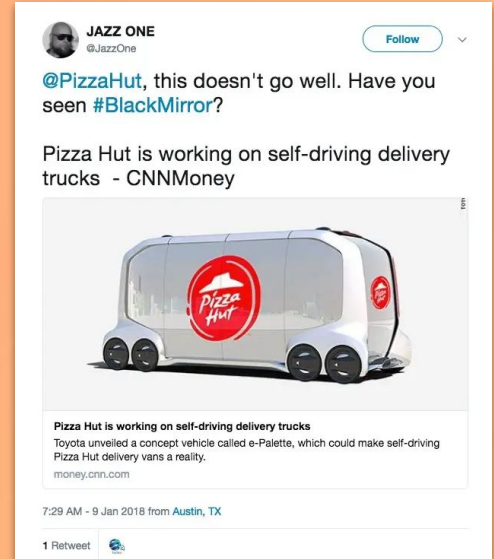
Day to day life



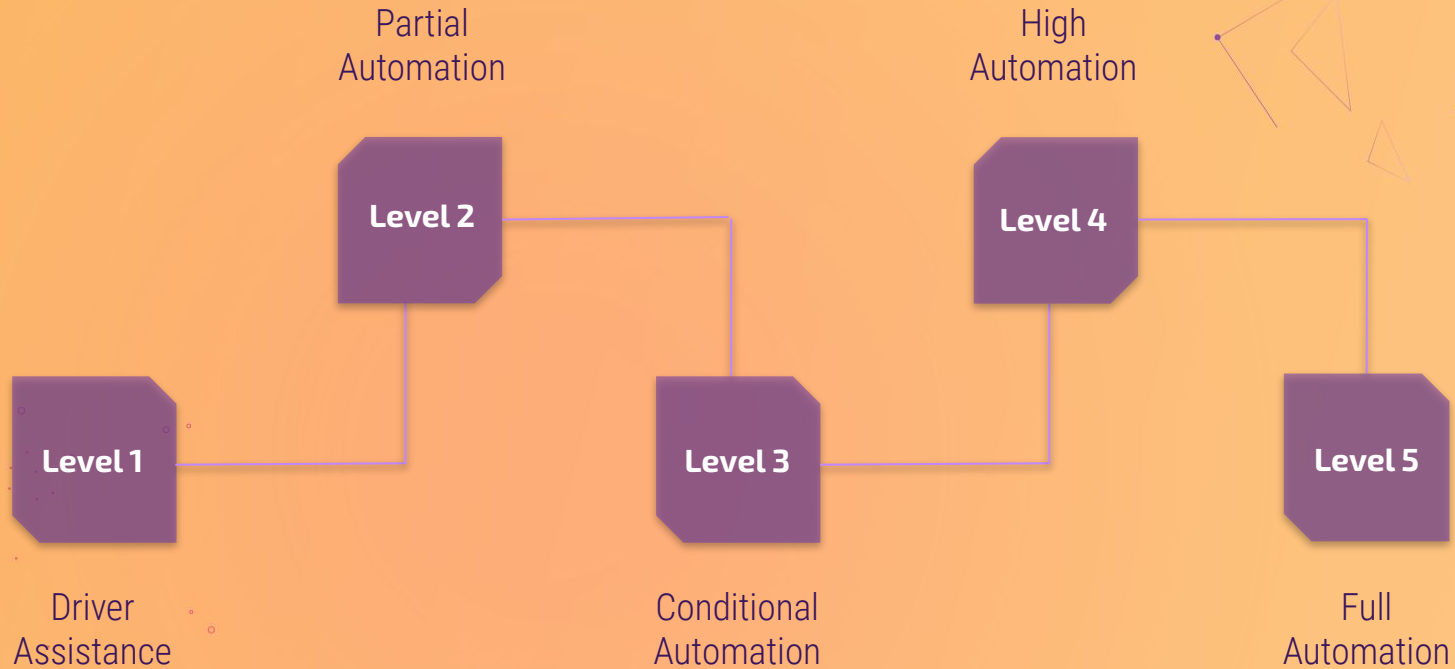
Celebrity



Pop Culture



LEVELS OF AUTONOMY¹

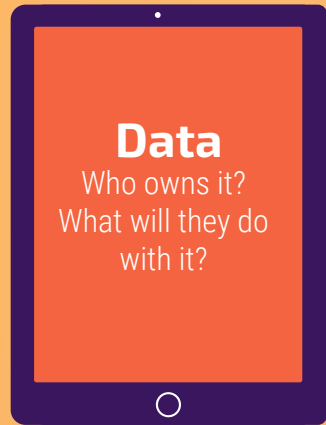




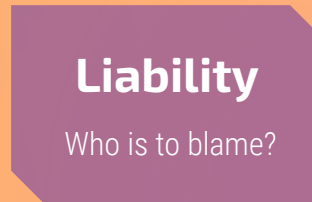
02

ETHICAL HOT TOPICS

For Autonomous Cars



ETHICAL ISSUES

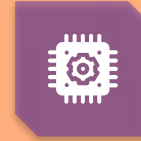


KEY POINTS



Scale

Many companies are working on some level of autonomous car including Google, Tesla and Uber. But a decision about who should be held accountable needs to be made before fully autonomous cars start driving around.



AI

An AI cannot really make an ethical split-second decisions to swerve to avoid a child running into a road, thereby hitting a pedestrian or not when either decision is a decision to cause harm.



03

LIABILITY

Who could realistically be to blame?



IN THE EVENT OF AN ACCIDENT

When it is human lives that have been harmed, who can
reasonably be held accountable?

LIABLE PARTIES



VEHICLE OPERATOR

The person who is seated in the driver's seat or the operator of the car



INSURANCE COMPANIES

The companies that permit and insure users of autonomous cars



CAR MANUFACTURER

The manufacturer responsible for installing autonomous technology into the vehicle.



TECH DEVELOPERS

The developers of the autonomous car technology and sensor systems that allow a vehicle to detect its surrounding.

THE OPERATOR

PASSENGER IN THE DRIVER'S SEAT

- The passengers for getting into the car
 - If they can take over the control of the car
 - It was their choice to use the car - assuming they are aware that it is not 100% safe
- Whoever engages the car
 - If control cannot be handed to a human driver
- If a passenger never had a real chance to intervene, can they legitimately be held responsible?

103 people are killed in the US in motor-vehicle accidents every day, and more than 94% of crashes are due to driver error [2](#)



MANUFACTURERS

- Make and sell the products so are responsible for putting them into the public.
- Volvo are an example of an organisation taking responsibility here.
- Will people be more willing to accept the risk if they know they cannot take the blame?



INSURANCE COMPANIES

- The insurers are able to build policies and make judgements as to who and how autonomous cars are used.
- They may be driven by opportunities to make a profit in and this needs to be second to deciding autonomous car use suitability



TECH DEVELOPERS

- In creating this technology, the developers should be asking questions about how it will be used, misused or malfunction.
- If it is misused or malfunctions, are the designers accountable for creating it in the first place?





Current Stances



Tesla CEO Elon Musk has blamed crashes involving Autopilot on driver overconfidence.

"When there is a serious accident it is almost always, in fact maybe always, the case that it is an experienced user, and the issue is more one of complacency," - Musk, 2018



Prosecutors have ruled that the company is not criminally liable for the death of Elaine Herzberg, 49, who was struck as she crossed a road in Tempe, Arizona.

The car's back-up driver could still face criminal charges.

A police report has previously called the incident "entirely avoidable".



Taking full responsibility

"if we made a mistake in designing the brakes or writing the software, it is not reasonable to put the liability on the customer...we say to the customer, you can spend time on something else, we take responsibility."

04

RECOMMENDATIONS

What are my personal opinions and recommendations?

RECOMMENDATION?

No cars, no problem!

- Obviously that is not realistic
- Autonomous cars could be a great benefit to society
 - ◀ Freeing up time for non-driving activities
 - ◀ Potential car-sharing, no one needing their own car
 - ◀ Reduction of human error accidents
- It is clear than rules need to be set out so that autonomous car users know their liabilities and responsibilities before buying autonomous cars/using services that use them
- Examples like Volvo are good but we have seen what happens when we remove the blame from the individual...



A photograph of the control panel of a Milgram experiment setup. The panel is light-colored and features a series of black, cylindrical knobs arranged in a diagonal line from the top left towards the center. Below the knobs, there are red markings and text. On the left, there are two small red numbers '150' and '450' next to a horizontal line. To their right, the words 'EXTREME INTENSITY' and 'SHOCK' are printed in red, stacked vertically. Further to the right, the words 'DANGER:' and 'SEVERE SHOCK' are printed in large, bold, red capital letters, also stacked vertically. A red horizontal line runs across the panel, passing behind the 'DANGER:' and 'SEVERE SHOCK' text.

...MILGRAM (1963)

DANGER:
SEVERE SHOCK

Personal Opinion

Ultimately I believe that people using the cars should be held criminally accountable for choosing to do so and accepting the risks involved.

But in cases where the car malfunctions, the manufacturers should be financially responsible





TO PROGRESS!

Ultimately, experts tell us, autonomous vehicles will be safer, cheaper, and more convenient.

To make autonomous cars more efficient and cause fewer casualties, they need to be tested in real situations to ultimately reduce the number of casualties overall.

Some of you may die,

**but that is a sacrifice I am
willing to make.**





Thanks!

Any Questions?

