

Some Automation Distinctions

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law of the
newly
Possible
newlypossible.org

Certainty

Ambiguity

Help

Hurt

Lunch

No lunch

Traffic safety for middle- and
low-income countries

Traffic safety for high-
income countries

Automation for middle- and
low-income countries

Automation for
high-income countries

Types of *trips*

Types of *features*

Types of *vehicles*

On reaching a crash site, an ADS-equipped vehicle stops in its lane until someone at a monitoring center sketches a travel path. Using its sensors, it then follows this path.

- 1) Did the ADS achieve a minimal risk condition?
- 2) Was there a remote driver?

Road Traffic and Road Signs and Signals Agreements and Conventions

7 **Convention on Road Traffic, of 19 September 1949 (including Final Act and related documents)**

[English/French/Spanish](#) 

[Status and Contracting Parties](#)

8 **Convention on Road Traffic, of 8 November 1968 (2006 consolidated version) (*Hard copy*)**

[Arabic](#)  [Chinese](#)  [English](#)  [French](#)  [Russian](#)  [Spanish](#) 

[Status and Contracting Parties](#)

Amendments which entered into force on 28 March 2006

[English](#)  [French](#)  [Russian](#) 

Amendment 1 only (entered into force on 3 September 1993)

[English](#)  [French](#)  [Russian](#) 

Convention on Road Traffic, of 8 November 1968 (1993 consolidated version)

[English](#)  [French](#)  [Russian](#) 

[Chinese and Spanish versions of original unamended Convention](#) 

International law
harming innovation

Innovation harming
international law

AVs have human “drivers”

AVs have “drivers” of some kind

Article 8 does not apply to AVs

Conventions do not apply to AVs

Different paths to the same goal

Global Forum for Road Traffic Safety (WP.1) resolution on the deployment of highly and fully automated vehicles in road traffic

Résolution du Forum mondial de la sécurité routière (WP.1) sur le déploiement de véhicules hautement et entièrement automatisés dans la circulation routière

Резолюция о внедрении в практику высоко- и полностью автоматизированных транспортных средств в условиях дорожного движения Глобального форума по безопасности дорожного движения (WP.1)

Comfortable
with legal status

Want more comfort
with legal status

Want specific rules
before deployment

Want specific rules
informed by deployment

Amend rarely

Amend regularly

Obligations under
1949 Convention

Obligations under
both Conventions

Obligations under
1968 Convention

If

- A, B, C agree that all phones must be green
- B, C, D agree that all phones must be red

Then

- Phones in A must be only green
- Phones in D must be only red
- Phones in B and C must be *both* only green *and* only red—impossible!

Convention on Road Traffic (1949)

Geneva Conventions
[international humanitarian law] (1949)

Agreement on Technical Regulations (1958)

Charter of the United Nations (1945)

North Atlantic Treaty (1949)

General Agreement on Tariffs and Trade (1947)

Change substantive
legal obligations

Clarify substantive
legal obligations

“Driver” as a legal term
in the conventions

“Driver” as shorthand for
a set of responsibilities

Individuals operate AVs

Computers operate AVs

Companies operate AVs

Prospective
safety standards

Retrospective
safety standards

Retrospective

At least as safe as a human in the maneuver

and

At least as safe as a comparable ADS

and

Safer than the ADS that just crashed

Prospective

Are the companies developing and
deploying an automated vehicle
worthy of our trust?

Focus on goals

Say what you mean

Don't let the perfect be the
enemy of the good