



Self Driving Vehicles: Opportunities for Minnesota Policy and Law

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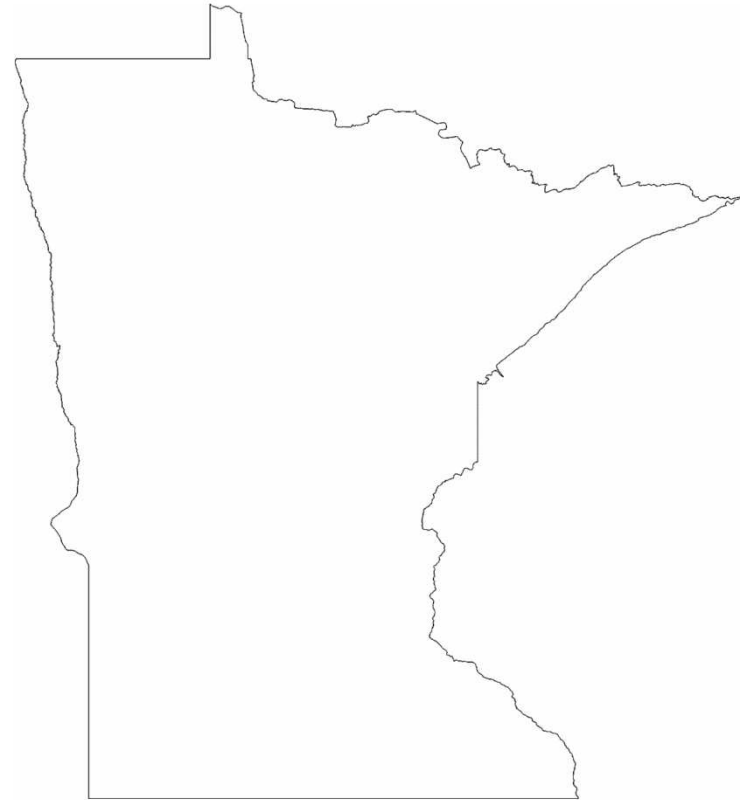
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Self-Driving Cars in Minnesota

- Other states are making progress
- The technology is being developed, are we missing an opportunity to lead?



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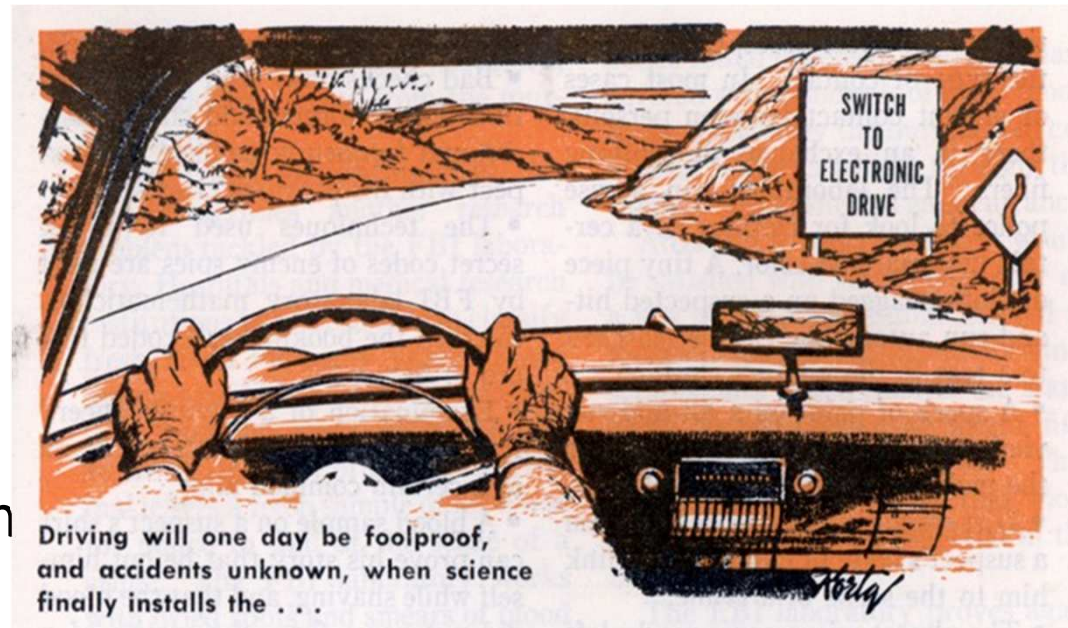
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Safety

Minnesota 2013

- 387 Fatalities
- (~370 predicted 2014)
- 30,653 Injured
- 77,707 Traffic Crashes

Economic Cost more than
\$1.58 Billion



Credit: Science Digest Apr. 1958

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Safety

- Benefits:
 - Eliminate Driver Error
 - Focus on Crash Avoidance - NHTSA
 - Reduce Fatalities
- Caveats
 - Integrating with “driver”
 - Responding to warnings
 - Resuming Control



Credit: www.cers.umn.edu

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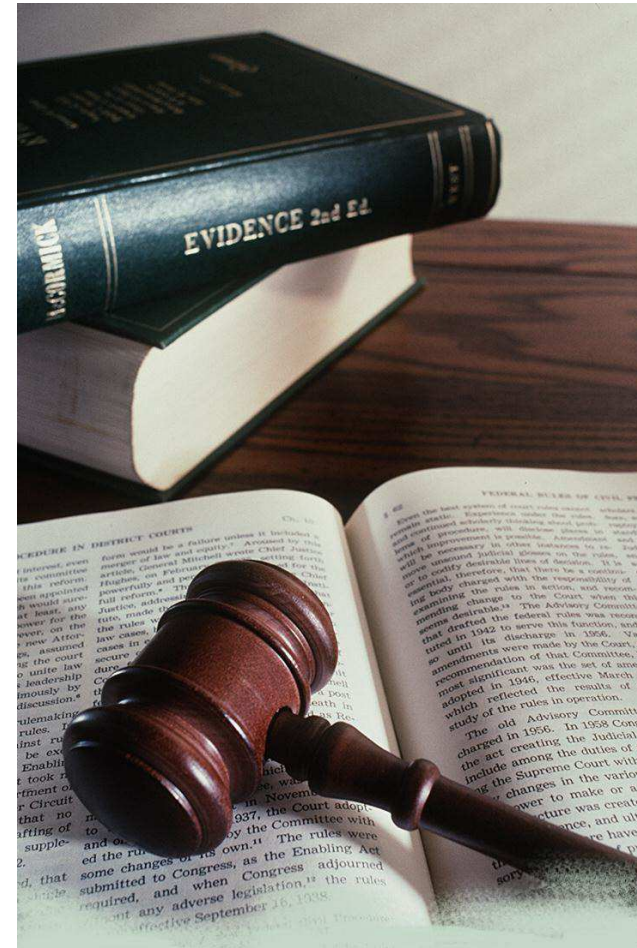
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Issues:

- Does MN need a law?
 - How to define “driver?”
- How to handle Liability?
- What about Privacy?



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There outta be a law . . . ?

- *Automated Vehicles are Probably Legal in the United States*
- And in Minnesota (w/o a law)
 - “Driver” is “any person . . . in physical control . . .”
 - Minn. Stats. Ann. § 169.011 subd. 24
 - But, “Operation” = “any act . . . which . . . will set the vehicle in motion”
 - *Matter of Welfare of R.A.D.*, 370 N.W.2d 469 (Minn. Ct. App. 1985)
- Codifying the case wouldn’t hurt, but . . .

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Then again, maybe not

- Too many state laws create problems
- Companies in California and Michigan already developing the tech
 - Need to regulate
- Not the case in MN (yet)
- Connected vehicles show NHTSA willing to act
- Grow the industry before regulating



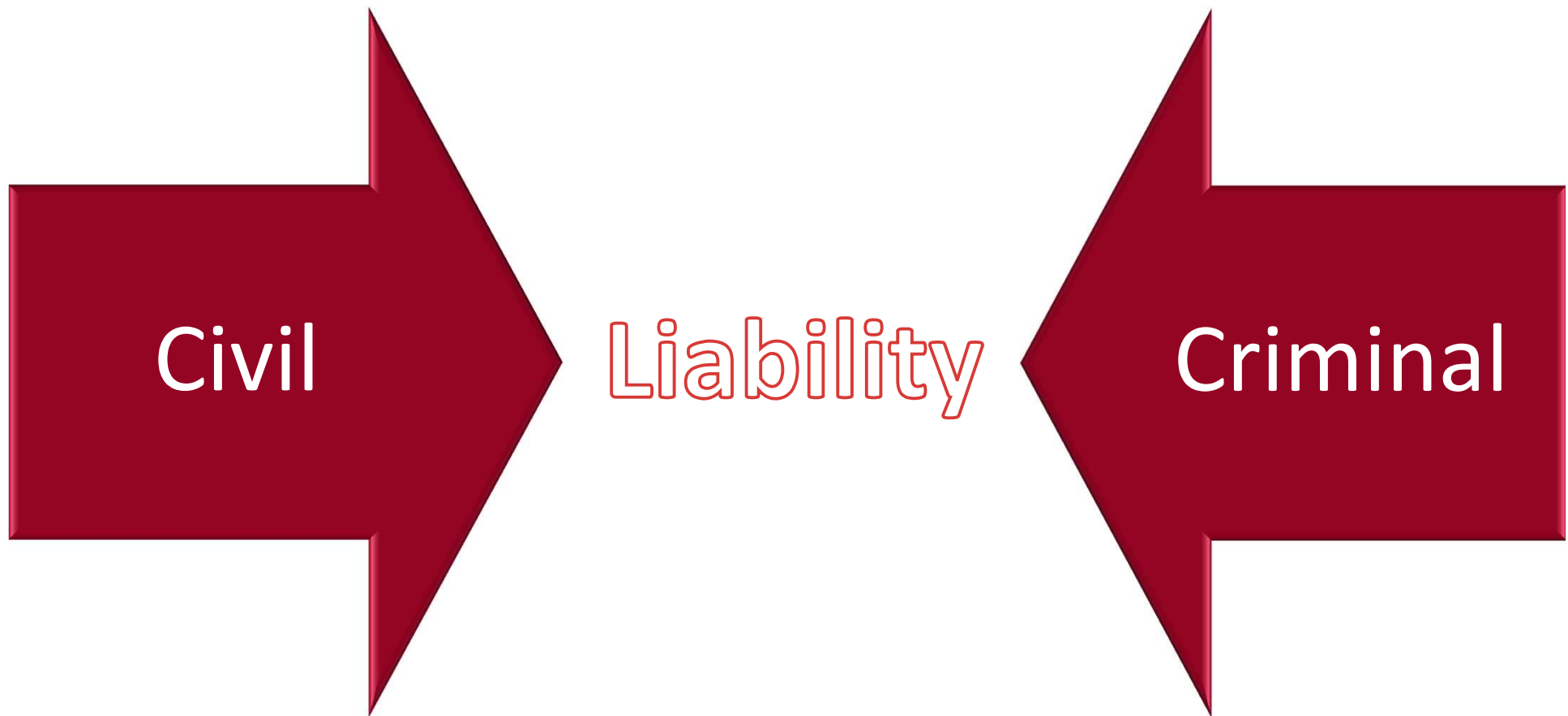
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Liability Options

- Operator or Manufacturer Liability?
- Manufacturer (Products) Liability
 - Risk / Benefit
 - Consumer Expectation
 - Strict Liability????
 - Protection / Preemption?

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Liability Options

- Owner:
 - agency analogy: the car is the “agent” of the operator/owner.
 - Vicarious liability
- Operator:
 - Strict Liability up to financially responsible limits?

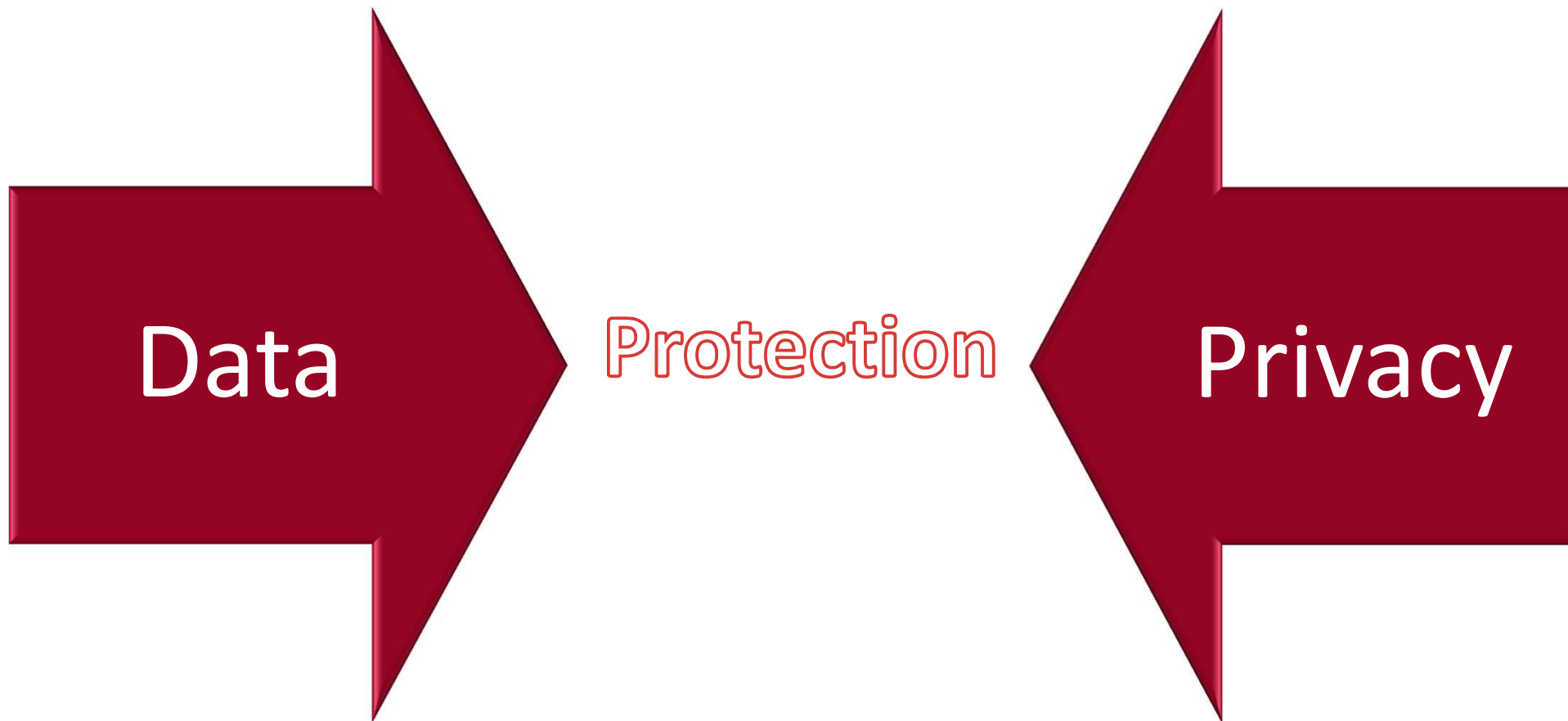
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Tools For Common Ground

- Weigh costs vs benefits
- Set time limits for data retention
- Restrict secondary uses of data
- Using Privacy Policies:
 - Opt-in mechanisms;
 - Internal data practices
 - AAMA Principles:
 - www.automotiveprivacy.com
- Implement “Privacy-by-design”



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Opportunities for Minnesota

- Need to review current laws, capacity and demand projections
- But don't regulate what's not here
- If Volvo can demonstrate in Gothenburg, why not a demonstration in Minnesota?
- British "competition" a model?

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Questions?

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