



2018/2089(INI)

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DRAFT OPINION

of the Committee on Legal Affairs

for the Committee on Transport and Tourism

on autonomous driving in European Transport
(2018/2089(INI))

Rapporteur (*): Emil Radev

(*): Associated committee – Rule 54 of the Rules of Procedure

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SUGGESTIONS

The Committee on Legal Affairs calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- A. whereas the rapid pace of technology development, both in the transport industry and in the robotics and artificial intelligence sector, will have a significant impact on the economy and society; whereas driverless vehicles will significantly change our daily life, will determine the future of worldwide road transport and will also significantly reduce transport costs and improve road safety;
- B. whereas the roll-out of autonomous vehicles, expected already in 2020, will bring considerable benefits, but also entails a variety of new risks, namely regarding civil liability, cybersecurity, intellectual property rights, data protection and data access issues; whereas it is of crucial importance to ensure that the EU legal framework is suitable to appropriately respond to those challenges;
 - 1. Notes that the existing liability rules were not developed to deal with the challenges posed by the use of autonomous cars and stresses that there is growing evidence that the current regulatory framework will no longer be sufficient or adequate when faced with the new risks emerging from increasing vehicle automation, connectivity and complexity;
 - 2. Takes the view that, in the light of the dynamic technological changes in the sector, there is a need to clarify who should bear the damage in the event of accidents caused by fully autonomous vehicles; calls therefore on the Commission to adapt the current EU legal framework and, if necessary, introduce new rules on the basis of which responsibility and liability are allocated;
 - 3. Underlines that a possible solution to address the existing gaps and shortcomings could be the setting up of a no-fault insurance framework for damage resulting from autonomous vehicles;
 - 4. Considers that an EU-level approach could facilitate the cross-border development of autonomous transport systems by avoiding fragmentation in the internal market;
 - 5. Underlines the need to consider amendments to the Vienna Convention on Road Traffic aimed at facilitating the deployment of fully autonomous vehicles;
 - 6. Welcomes the Commission proposals to regulate the protection of vehicles against cyber-attacks and to equip autonomous cars with data recorders to help determine the cause of accidents; calls on the Commission to further clarify rules on the protection and sharing of the data collected by those vehicles and access to such data, while fully respecting the GDPR rules and enabling interoperability between systems;
 - 7. Notes that similar questions in relation to intellectual property rights will arise in respect of artificial intelligence for the purpose of autonomous mobility as in other areas, such as proprietary rights to code, data and inventions created by the artificial intelligence itself; considers, however, that general solutions should be found to these questions.

