AMENDMENTS
1 - 70

Draft opinion
Cláudia Monteiro de Aguiar
(PE646.911v01-00)

Civil liability regime for artificial intelligence
(2020/2014(INL))
Amendment 1
Sara Cerdas

Draft opinion
Recital A

A. whereas artificial intelligence (“AI”) and other emerging digital technologies have the potential to transform our societies and economies for the better; nonetheless, it is impossible to completely exclude the possibility of damage, injury or loss of life resulting from the operation of such technologies;

Amendment
A. whereas artificial intelligence (“AI”) and other emerging digital technologies have the potential to transform our societies and economies for the better; nonetheless, it is impossible to completely exclude the possibility of damage, injury or loss of life resulting from the improper use of such technologies;

Or. pt

Amendment 2
Henna Virkkunen

Draft opinion
Recital A a (new)

A a. whereas facilitating the development of new AI-based transport technologies, products and services, as well as encouraging AI deployment and uptake in Europe, should be a top priority for Union and an underlying objective for developing the liability framework concerning them.

Amendment

Or. en

Amendment 3
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Recital A a (new)
A a. whereas across different transport industries, a range of scales of automation and artificial intelligence have been applied;

B. whereas AI in transport is driving the evolution of the next generation of IT systems and its application involves using many types of technologies such as autonomous vehicles and traffic management solutions;

B. whereas AI in transport is driving the evolution of the next generation of IT systems and its application involves using many types of technologies such as autonomous vehicles and traffic management solutions, particular attention also needs to be paid to interoperability;

B. whereas AI in transport is driving the evolution of the next generation of IT systems and its application involves using many types of technologies such as autonomous vehicles, unmanned aircraft systems (UAS) and traffic management solutions;
Amendment 6
Sara Cerdas

Draft opinion
Recital B

B. whereas AI in transport is driving the evolution of the next generation of IT systems and its application involves using many types of technologies such as autonomous vehicles and traffic management solutions;

Amendment

B. whereas AI in transport is driving the evolution of the next generation of IT systems and its application involves using many types of technologies such as autonomous vehicles and smart traffic management solutions;

Amendment 7
Robert Roos

Draft opinion
Recital B a (new)

Draft opinion

B a. Whereas there are five levels of autonomy for automated driving systems, ranging from complete driver control to full autonomy;

Amendment

B a. Whereas there are five levels of autonomy for automated driving systems, ranging from complete driver control to full autonomy;

Amendment 8
Robert Roos

Draft opinion
Recital B b (new)

Draft opinion

B b. Whereas surveys have found that up to ninety percent of traffic accidents are caused at least in part by human
B c. Whereas when vehicles are to be truly autonomous, they will need to replicate the human decision-making process; whereas some decisions are more than just a mechanical application and seem to require a sense of ethics;

Or. en

B d. Whereas people are far less tolerant for errors caused by machines and algorithms than by people;

Or. en

C. whereas the Union liability
framework is complemented by national liability regimes and both should reflect the complexity of emerging technologies in order to provide the same level of protection while maintaining a balance with the needs of technological innovation; whereas the Union lacks a harmonized civil liability regime for AI products.

Amendment 12
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Recital D

D. whereas Union and national legislation should ensure high product safety both ex ante and throughout a product’s life cycle, while facilitating the compensation of victims ex post;

Amendment
D. whereas Union and national legislation should ensure high product safety and a sound system management both ex ante and throughout a life cycle, while facilitating the compensation of victims ex post;

Or. en

Amendment 13
Maria Grapini

Draft opinion
Recital D

D. whereas Union and national legislation should ensure high product safety both ex ante and throughout a product’s life cycle, while facilitating the compensation of victims ex post;

Amendment
D. whereas Union and national legislation should ensure high product and service safety both ex ante and throughout a product’s life cycle, while facilitating the compensation of victims ex post;

Or. ro
Amendment 14
Josianne Cutajar

Draft opinion
Recital D a (new)

Draft opinion

D a. whereas technological development in AI should remain human-centric and products and applications using AI should be conducive to human growth and a good quality of life;

Or. en

Amendment 15
Josianne Cutajar

Draft opinion
Paragraph 1

Draft opinion

1. Underlines that AI can be applied at different levels in vehicles and has an important impact on their autonomy and consequently on civil liability;

1. Underlines that AI can be applied at different levels in vehicles and on transport infrastructure and has an important impact on their autonomy and consequently on civil liability; calls for EU wide clear definitions for all types of vehicles and infrastructure running AI software and a corresponding risk classification to support a liability mechanism in clarifying issues of responsibility.

Or. en

Amendment 16
Robert Roos

Draft opinion
Paragraph 1

Draft opinion

Amendment
1. Underlines that AI can be applied at different levels in *vehicles* and has an important impact on their autonomy and consequently on civil liability;

1. Underlines that AI in *vehicles* is used in different levels of autonomy for automated driving systems, ranging from complete driver control to full autonomy and that, there is a sliding transfer of civil liability of the driver towards other parties, the greater the degree of autonomy of the automated driving systems;

Amendment 17
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 1

1. Underlines that AI can be applied at different levels in *vehicles* and has an important impact on their autonomy and consequently on civil liability;

1. Underlines that AI can be applied at different levels in transport infrastructure and in the transport modes and has an important impact on their autonomy and consequently on civil liability;

Or. en

Amendment 18
Josianne Cutajar

Draft opinion
Paragraph 1 a (new)

1 a. Calls on the Commission to develop an EU wide civil liability mechanism for AI applications in transport, with the objective of setting clear criteria for the establishment of liability to avoid a counterproductive fragmented case-by-case approach in different Member States.
Amendment 19
Kateřina Konečná

Draft opinion
Paragraph 1 a (new)

I a. Underlines that the transport sector constitutes one of the sectors where risks for human safety, health or life are higher and therefore considers that specific liability rules should apply to it to ensure the highest safety and security standards possible;

Amendment

Amendment 20
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 1 a (new)

I a. that IA should also incorporate blockchain and distributed ledger technologies (DLT) due to their importance in the transaction, communication and information-sharing;

Amendment

Amendment 21
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 1 a (new)
1 a. Stresses that safety is of paramount importance in the transport sector and that safety and liability are two faces of the same coin;

 Draft opinion

 Amendment

 1 b. Recalls that the transport sector has been integrating AI technologies for decades, in particular with the introduction of the automation of train operation (ATO), including in urban areas where fully automated, driverless operations have increased system availability, network capacity and operational efficiency;

 Draft opinion

 Amendment

 2. Underlines that automated functionalities can bring significant safety improvements in the medium and long term; notes that AI could also be used for planning and guiding logistics chains, and for increasing efficiency, resilience, reliability and flexibility;

 Draft opinion

 Amendment

 2. Underlines that automated functionalities can bring significant safety improvements in the medium and long term as well as unintended consequences (e.g. cybersecurity, data privacy); notes that AI could also be used for planning and guiding logistics chains, and for increasing efficiency, resilience, reliability, sustainability and flexibility;
Amendment 24
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 2

2. Underlines that automated functionalities can bring significant safety improvements in the medium and long term; notes that AI could also be used for planning and guiding logistics chains, and for increasing efficiency, resilience, reliability and flexibility; The coexistence of various levels of automation represents a challenge;

Amendment 25
Tilly Metz

Draft opinion
Paragraph 2

2. Underlines that automated functionalities can bring significant safety improvements in the medium and long term; notes that AI could also be used for planning and guiding logistics chains, and for increasing efficiency, resilience, reliability and flexibility; and block chains, and for increasing efficiency, resilience, reliability and flexibility;

Amendment 26
Tilly Metz

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Underlines the risks pertaining from mixed traffic (featuring both traditional and autonomous vehicles) that has shown to bear the highest accident risk, thus calling for more research and development by both public and private means and more testing, to enhance product safety and as a result road safety, but not least to also provide concrete data helping further development and also to adapt civil liability rules;

Or. en

Amendment 27
Josianne Cutajar

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Notes that smart cities will manage traffic through AI based systems, constantly communicating with vehicles, drones, automated machinery, and infrastructure; deems essential that a new civil liability regime for AI is designed to factor in all possible risks emerging from such new digital interactions between infrastructure and vehicles of all categories.

Or. en

Amendment 28
Josianne Cutajar

Draft opinion
Paragraph 2 b (new)
Draft opinion

Amendment

2 b. Draws attention to the increased use of unmanned aerial vehicles (UAVs) for commercial uses including, but not limited to, surveillance, site inspection, photography and parcel delivery; notes that such increase in use, particularly in urban areas, will continuously test the civil liability regime in place.

Or. en

Amendment 29
Tilly Metz

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Underlines that a possible solution to address the existing gaps and shortcomings of rules could be the setting up of a framework for no-fault insurance for damage resulting from autonomous vehicles or the eventual reassessment of the Motor insurance Directive;

Or. en

Amendment 30
Tilly Metz

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users;  

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers, operators and end users in order to i.a. ensure best possible product safety, the appropriate allocation of risks,
responsibility and liability relating also to operating software failures, network failures and risks and externalities relating to programming choices that are currently not adequately covered;

Or. en

Amendment 31
Robert Roos

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users;

Amendment

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users; stresses that ultimately a natural person must be responsible for the algorithm that guides ethical decisions of vehicles with high levels of automation;

Or. en

Amendment 32
Maria Grapini

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users;

Amendment

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users, as well as upholding the rights of consumers and ensuring that they know exactly who to contact;

Or. ro
Amendment 33
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 3

Draft opinion

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers of various components, service providers and operators and end users;

Amendment

3. Stresses the importance of defining a clear division of responsibilities between software developers, manufacturers, service and data providers and operators and end users;

Or. en

Amendment 34
Josianne Cutajar

Draft opinion
Paragraph 3 a (new)

Draft opinion

3 a. Highlights the fundamental role the precautionary principle, enshrined in article 191 of the Treaty on the Functioning of the European Union (TFEU), holds for risk analysis and risk management; urges for the respect of such principle to ensure the highest level of protection for citizens, consumers and users in the deployment of AI systems in high-risk sectors.

Amendment

3 a. Highlights the fundamental role the precautionary principle, enshrined in article 191 of the Treaty on the Functioning of the European Union (TFEU), holds for risk analysis and risk management; urges for the respect of such principle to ensure the highest level of protection for citizens, consumers and users in the deployment of AI systems in high-risk sectors.

Or. en

Amendment 35
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 3 a (new)
3 a. Stresses that AI systems should not damage nor hurt human physical and psychological integrity; calls therefore on AI systems to be technically robust in order for them not to be used for harmful purposes;

Or. en

Amendment 36
Maria Grapini

Draft opinion
Paragraph 3 a (new)

3a. Considers that end-users should be given relevant information and instructions for use of products incorporating AI;

Or. ro

Amendment 37
Josianne Cutajar

Draft opinion
Paragraph 4

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation; recalls the need for mandatory legal requirements for AI applications in high risk sectors in transport as noted in the EC White Paper on AI; highlights the need for such requirements to be commonly harmonised across the EU to ensure the highest level of product safety and the minimum level
of risk for users while operating AI systems.

Or. en

Amendment 38
Henna Virkkunen

Draft opinion
Paragraph 4

Draft opinion

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation;

Amendment

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach; notes, that this approach should not be based on naming in advance certain sectors, such as transport, as ones applying high-risk AI, but on area-specific and technology-neutral assessments.

Or. en

Amendment 39
Sara Cerdas

Draft opinion
Paragraph 4

Draft opinion

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation;

Amendment

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation; stresses the need for a suitable approach to data protection also;
Amendment 40
Tilly Metz

Draft opinion
Paragraph 4

Draft opinion

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation;

Amendment

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation; risks relating to hacking and cybercrime need to be adequately addressed.

Amendment 41
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Pierre Karleskind, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 4

Draft opinion

4. Underlines that for AI-related applications with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation;

Amendment

4. Underlines that for AI-related applications in the transport sector with a specific high-risk profile, there is a need for a risk-based approach depending on the levels of automation and self-learning of the system.

Amendment 42
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 4 a (new)
4 a. Emphasises the need of a swift compensation for victims regardless of the chain of liability. The first objective should be to allow victims to be taken care of and compensated, especially if it takes a long time to establish liability.

Amendment 43
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 5

5. Recommends that when an operator has a higher degree of control than the owner or user of an actual product or service equipped with AI, that operator is best positioned to manage the risks and should therefore be held liable; notes that each obligation should rest on the actor who is best placed to address the risk; stresses that fundamental principles for the development of AI transport services is the consent of the consumer and her anonymity, without any mandatory nature of using contact-tracing applications; urges therefore for AI services to be user-based; urges the Commission to set up means to certify these services in order to prevent the proliferation of harmful contact-tracing applications;

Amendment 44
Maria Grapini

Draft opinion
Paragraph 5
5. Recommends that when an operator has a higher degree of control than the owner or user of an actual product or service equipped with AI, that operator is best positioned to manage the risks and should therefore be **held liable**; notes that each obligation should rest on the actor who is best placed to address the risk;

5. Recommends that when an operator has a higher degree of control than the owner or user of an actual product or service equipped with AI, that operator is best positioned to manage the risks and should therefore be **accountable**; notes that each obligation should rest on the actor who is best placed to address the risk;

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**Amendment 45**

Cláudia Monteiro de Aguiar

**Draft opinion**

**Paragraph 5 a (new)**

5 a. Notes that the protection of EU citizens and businesses using those technologies shall require the consideration of liabilities of the different involved parties irrespectively of the fact that those organisations are EU-based organizations or not (extra-territorial effect).

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**Amendment 46**

Tilly Metz

**Draft opinion**

**Paragraph 6**

6. Emphasises the need to guarantee the same level of product safety as that currently existing, to ease the remedy to victims of accidents, to avoid increasing current litigation costs; and to avoid legal uncertainty, especially for businesses that

6. Emphasises the need to guarantee **at least** the same level of product safety as that currently existing **ones, also taking account of the EU vision zero target**, to ease the remedy to victims of accidents, to avoid increasing current litigation costs;
are marketing their products in the EU and globally; and to avoid legal uncertainty, especially for businesses that are marketing their products in the EU and globally; and in this respect insists that there should be no limitation of liability regarding the nature and extent of the damage to be compensated in order to guarantee adequate victim protection.

Amendment 47
Josianne Cutajar

Draft opinion
Paragraph 6

Draft opinion

6. Emphasises the need to guarantee the same level of product safety as that currently existing, to ease the remedy to victims of accidents, to avoid increasing current litigation costs; and to avoid legal uncertainty, especially for businesses that are marketing their products in the EU and globally;

Or. en

Amendment 48
Kateřina Konečná

Draft opinion
Paragraph 6

Draft opinion

6. Emphasises the need to guarantee at least the same level of product safety as that currently existing, to ease the remedy to victims of accidents, to avoid increasing current litigation costs; and to avoid legal uncertainty, especially for businesses that are marketing their products in the EU and globally; reminds that under current product safety regulations, the producer remains liable unless proven otherwise, while the burden of proof is on the producer; stresses that this principle should be equally applied to AI products;

Or. en
victims of accidents, to avoid increasing current litigation costs; and to avoid legal uncertainty, especially for businesses that are marketing their products in the EU and globally;

to victims of accidents, to avoid increasing current litigation costs; and to avoid legal uncertainty, especially for businesses that are marketing their products in the EU and globally;

Or. en

Amendment 49
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 6 a (new)

6 a. Considers that the proposal for a Regulation on promoting fairness and transparency for business users of online intermediation services (COM/2018/238 final) is a step towards a just level playing field for SMEs competing with large corporations in markets for digital services also implementing AI, and asks for its completion after being updated and aligned with the new Digital Strategy set up by the Commission in its Communication on Shaping Europe’s Digital Future of 19 February 2020 (COM(2020)67 final);

Or. en

Amendment 50
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 6 a (new)

6 a. Believes that despite the level of automation and of integration of artificial intelligence of the transport systems and vehicles, liability should always lie with
natural and legal persons in order to ensure legal certainty and to encourage investment and the correct uptake of the technology;

Or. en

Amendment 51
Robert Roos

Draft opinion
Paragraph 7

Draft opinion

7. Stresses the importance of ensuring that drivers are always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems and related limitations of such systems such as activation, deactivation, failure; moreover, in-vehicle features should periodically remind the driver that he or she is in charge of monitoring the vehicle status;

Amendment

7. Stresses the importance of ensuring that drivers are always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems and related limitations of such systems such as activation, deactivation, failure; moreover, in-vehicle features should periodically remind the driver that he or she is in charge of monitoring the vehicle status; stresses that drivers cannot be held liable when automatic driving assistance systems err if they are found to have lawfully used these systems.

Or. en

Amendment 52
Elsi Katainen, Jan Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 7

Draft opinion

7. Stresses the importance of ensuring that drivers are always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems

Amendment

7. Stresses the importance of ensuring that drivers are always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems

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and related limitations of such systems such as activation, deactivation, failure; moreover, in-vehicle features should periodically remind the driver that he or she is in charge of monitoring the vehicle status; and give clear warnings to the driver of the approaching limits of AI systems;

Amendment 53
Maria Grapini

Draft opinion
Paragraph 7

Draft opinion

7. Stresses the importance of ensuring that drivers are always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems and related limitations of such systems such as activation, deactivation, failure; moreover, in-vehicle features should periodically remind the driver that he or she is in charge of monitoring the vehicle status;

Amendment

7. Stresses the importance of ensuring that drivers are properly trained and always fully aware of a vehicle’s level of automation and their level of liability: drivers should be informed about their vehicles’ AI systems and related limitations of such systems such as activation, deactivation, failure; moreover, in-vehicle features should periodically remind the driver that he or she is in charge of monitoring the vehicle status;

Or. ro

Amendment 54
Kateřina Konečná

Draft opinion
Paragraph 8

Draft opinion

8. Notes that there is a need to deploy event recorders for use in the event of severe accidents, in full respect of data protection and privacy law;

Amendment

8. Notes that there is a need to deploy event recorders for use in the event of severe accidents, in full respect of data protection and privacy law; These recorders should in no circumstances be
usable/used as permanent tracing systems, therefore data collected must be deleted in the determined and strictly limited timeframe;

Or. en

Amendment 55
Josianne Cutajar
Draft opinion
Paragraph 8

Draft opinion

8. Notes that there is a need to deploy event recorders for use in the event of severe accidents, in full respect of data protection and privacy law;

Amendment

8. Notes that there is a need to deploy event recording technology enabling any decision influencing the development of the product to be traced back to a natural person, determining responsibility, for use in the event of severe accidents, in full respect of data protection and privacy law.

Or. en

Amendment 56
Josianne Cutajar
Draft opinion
Paragraph 8 a (new)

Draft opinion

8 a. Highlights the key role data storage, sharing and management, in full respect of data protection and privacy law, will have for AI deployment in mobility; notes that a state of the art underlying infrastructure, an Intelligent Transport System, communicating with AI software in mobility, running on up to date, clear, interpretable data, is needed to limit incidents to the minimum; welcomes the EC data strategy with its mobility data space\(^a\).

Amendment

8 a. Notes that a state of the art underlying infrastructure, an Intelligent Transport System, communicating with AI software in mobility, running on up to date, clear, interpretable data, is needed to limit incidents to the minimum; welcomes the EC data strategy with its mobility data space\(^a\).
Amendment 57
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 9

Draft opinion

9. Calls for further analysis of the need to adapt the European Driving Licence Directive due to automated functionalities of vehicles;

Amendment

9. Calls for further analysis of the need to adapt the European Driving Licence Directive due to automated functionalities of vehicles; urges moreover the Commission to carry out a periodic assessment of transport European regulatory framework to ensure it can respond to the safety and liability challenges related to the integration of AI technologies;

Amendment 58
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Pierre Karleskind, Nicola Danti, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 9 a (new)

Draft opinion

9 a. Believes human-centricity should be the basis for any update and development of regulatory framework related to the automation and AI-integration of transport;
Amendment 59
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Pierre Karleskind, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 10

10. Underlines that liability schemes in the event of an accident or a violation of traffic legislation need to be carefully designed for each level of automation and communicated in a clear way to the users in order to ensure a smooth transition between full driver liability to full manufacturer and road operator liability;

Amendment
10. Underlines that liability schemes in the event of an accident or a violation of traffic legislation need to be carefully designed for each level of automation and AI integration and communicated in a clear way to the users in order to ensure a smooth transition between full driver liability to full manufacturer and operator liability;

Amendment 60
Elsi Katainen, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 11

11. Notes that automated vehicles deal with variable signals and conditions; calls as a result for a regular update of digital maps providing a compulsory minimum set of information about the road network;

Amendment
11. Notes that the successful integration of unmanned systems in the transport network, such as automated vehicles and unmanned aircraft systems (UAS) into respectively the land infrastructure and airspace relies on many variable signals and conditions; calls as a result for a regular update of digital maps providing a compulsory minimum set of information about the road network and for the correct development and deployment of the U-space;
11. Notes that automated vehicles deal with variable signals and conditions; calls as a result for a regular update of digital maps providing a compulsory minimum set of information about the road network;
11 a. Highlights that AI is one of the most important applications of the data economy; recalls that AI-based systems have a strong data dependency, and rely on data accuracy and relevance; calls therefore the Commission to explore the possibility to include in the Union product safety legislation requirements addressing the risks to safety of faulty data;

Or. en

Amendment 64
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 11 a (new)

 Draft opinion

11 a. Stresses that regional and local competences as regards to AI services, where existent, should be guaranteed and that notice-and-action mechanisms should be based on the principle of subsidiarity and therefore recognise these type of competences in order to guarantee that regional administrations do not lose competences;

Or. en

Amendment 65
Carles Puigdemont i Casamajó

Draft opinion
Paragraph 11 b (new)

 Draft opinion

11 b. Considers that AI should be sustainably respectful with the environment as well as it should promote research to achieve UN’s Sustainable Development Objectives;
Amendment 66
Tilly Metz

Draft opinion
Paragraph 12

12. Asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and national liability regimes.

Amendment

12. Calls on the Commission to explore the possibility of establishing a EU body, made up of the various member state regulators to ensure oversight on European level in order to recommend actions to the Commission when liability rules are unclear or need to be adjusted or when AI systems used in transport violate fundamental rights; also asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and national liability regimes.

Amendment 67
Josianne Cutajar

Draft opinion
Paragraph 12

12. Asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and national liability regimes.

Draft opinion

12. Asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and existing national liability regimes; emphasizes how the aforementioned fragmentation will be extremely damaging for the development of such technologies and for the competitiveness of EU businesses and SMEs.
Amendment 68
Sara Cerdas

Draft opinion
Paragraph 12

12. Asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and national liability regimes.

Amendment

12. Asks the Commission to present guidelines to avoid fragmented regulatory approaches at national level, taking into consideration the Product Liability Directive and national liability regimes; stresses the need for a uniform European policy to be adopted by all Member States.

Amendment 69
Josianne Cutajar

Draft opinion
Paragraph 12 a (new)

12 a. Notes the tremendous potential AI vehicles hold for persons with disability and reduced mobility, increasing their participation in individual road transport and improving their quality of life; stresses the need for high scrutiny under an EU civil liability regime for AI products in ensuring the safety of persons with disability and reduced mobility.

Amendment

12 a. Notes the tremendous potential AI vehicles hold for persons with disability and reduced mobility, increasing their participation in individual road transport and improving their quality of life; stresses the need for high scrutiny under an EU civil liability regime for AI products in ensuring the safety of persons with disability and reduced mobility.
Paragraph 12 b (new)

Draft opinion

Amendment

12 b. Calls for the establishment of a compensation fund pooled in by manufacturers, guaranteeing against damages, especially in relation to AI-related applications with a specific high-risk profile.