

AUTONOMOUS VEHICLE Legal landscape in the Germany and India.

Mohit Mathur

Assistant Professor, Karnavati University, Unitedworld School of Law

Dr. Bhawna Bhardwaj

Assistant Professor, Karnavati University, Unitedworld School of Law

Abstract

The development of independent vehicles Autonomous Vehicles has raised significant legitimate and administrative contemplations in nations around the world. This similar examination analyzes the regulations and guidelines relating to Autonomous Vehicles in Germany and India. India is currently enacting relevant regulations to ensure the responsible integration of Autonomous Vehicles into high-density traffic areas, while Germany has established comprehensive legislation governing AV operations. Insights into how various nations are responding to automotive innovation can be gained by examining the similarities and differences in these two nations approaches. This article also provides an overview of laws regulating autonomous vehicles in Germany and India through comparative analysis by examining commonalities as well as discrepancies between these two countries' approaches to Autonomous Vehicles licensing across public roads, readers will gain insight into how different nations are responding to automotive innovation. Germany leads nationwide legislation regarding Autonomous Vehicles use with established provisions governing operations through specific driving codes using Federal Highway Research Institutes such as BAST ensuring industry compliance based on internationally recognized safety standards. In contrast, India is still enacting relevant legislation surrounding this hotly discussed topic by conducting extensive research about how best regulatory guidelines can ensure responsible integration into high-density traffic areas- studying issues like protecting user data privacy rules alongside determining whether or not requiring human-operated back-up drivers tally with road-users' expectations.

Key Words: *Machine, Autonomous Vehicle, Artificial Intelligence, Digital etc.*

Introduction.

What might occur on the off chance that a self-driving vehicle ride closes in a serious accident while on a Total Independent mode? It would be gullible to accept that self-driving vehicles are sans blunder. They can truly possibly work regularly assuming they discuss securely with their current circumstance, — specifically with traffic circumstances, which includes human vehicle proprietors, people on foot, cyclists, and different vehicles.

Tesla Inc. made its presentation in India in October 2021, by laying out an auxiliary in India as of now. The Chief Minister of Karnataka, B.S. Yeddyurappa, invited Tesla's pioneer, tech head Elon Musk, as Tesla was consolidated with an office in the southern city of Bengaluru, a center

for various worldwide innovation organizations and MNCs. Musk is notable for his capacity to improve and has expressed various times that the auto business is nearly a transformation. Tesla Engines Inc., his brainchild, has arisen as a key empowering influence by being one of the main huge scope makers of independent Vehicles. This surprising advancement vows to be both troublesome and pivotal concerning its effect on human independence and shaping future social orders in India, by 2040, it is normal that 33 million independent vehicles will be out and about.

"A robot at a Volkswagen plant in Germany kills a worker." The foreign newspapers have covered this tragic incident that occurred a few years ago. And, while the robot in this case was a traditional one, and the incident was most likely caused by human error rather than machine malfunction, these tragic accidents will contribute to the discussion of human-robot interactions and the legal implications of machine damages. The wording itself is intriguing, while other contexts would refer to an accident, most papers in this case refer to the robot as an active participant who "killed" the worker. This indicates that the machine is playing an active role Germany's AI and automotive industry employs over 770,000 people, and its OEMs (Original Equipment Manufacturer) account for more than 70% of all premium brand vehicles produced worldwide. In the same way that Product liability and other laws in the Germany are likely to be broad and flexible enough to address the new issues raised by Autonomous Cars. Companies in this space in Germany, on the other hand, would be wise to carefully consider the German and broader EU regulatory environments when developing and implementing their Autonomous Cars strategies.

At lower levels of automation, it is generally expected that the driver is fully responsible, at least from the perspective of insurers. However, in order to accurately assess the driver's guilt at higher automation levels, at least three factors must be known:

- i) whether full robotization was dynamic,
- ii) whether there was a compulsory power change demand and the reaction of the driver to that, and
- iii) whether there was an infringement of traffic rules by people themselves and consequently inclined to mistakes (Sadigh et al., 2019).

A third methodology is examined by Nyholm and Smids (2020): An optimal human-robot coordination should be pursued, in which human driving is made more similar to robot-like driving, such as through in-vehicle technologies aimed at preventing common human errors or violations. Instead of developing a robot-like driving behavior or assuming that the robot-like behavior is ideal,

Autonomous Cars are one of the most popular research topics in the automotive industry today. As they can exchange data with other devices. both inside and outside the car. "The Society of Automotive Engineers" has classified automation into six levels (SAE). For levels 0 to 2, the operator has complete control over the vehicle. Levels 3 and 4 require the operator to take control of the vehicle only when the autonomous mode requests it. Level 5 cars are fully automated (driverless cars) and require no human intervention. Each of these automations, particularly level

5, provides a completely different driving experience.

LEVEL 0	No automation, The Driver is in complete control of vehicle
LEVEL 1	Automation at this level involves one or more specific control functions; function-specific automation If more than one function is automated, each one works on its own. The driver has complete command and is solely accountable for the vehicle's safe operation.
LEVEL 2	Automation with multiple functions: At this level, at least two primary control functions are automated to relieve the driver of responsibility for controlling those functions. These functions are designed to work together. The driver is as yet liable for keeping a protected driving climate and utilizing elements, for example, versatile journey control.
LEVEL 3	Vehicles at this level of automation allow the driver to relinquish full control of all safety-critical functions in certain traffic or environmental conditions and rely heavily on the vehicle to monitor for changes that necessitate a return to driver control. Automation with limited self-driving capabilities It is anticipated that the driver will occasionally be available for control.
LEVEL 4	High Automation, requires the operator to take control of the vehicle only when the autonomous mode requests it.
LEVEL 5	Complete self-driving automation without the need for a driver The vehicle is designed to perform all essential driving functions and monitor road conditions throughout the trip.

The situation of autonomous cars, for example, opens up new possibilities for disadvantaged individuals such as the disabled, the elderly, and those who are precocious to drive. A Complete Autonomous car might be unable to act accordingly to an unforeseen crisis, or its sophisticated

mechanism may fail completely, likely to result in an accident involving destruction of property, concussions, and even the death of a person. When this occurs, there is bound to be a public uproar, as well as a demand for responsibility, including the allocation of civil and criminal liability.

Germany rules and regulations on autonomous Vehicles.

Until the international and EU legal frameworks are established, Germany's new autonomous driving law will be a model for others to follow. It will also attempt to temporarily fill in existing legislative voids. The following is a list of recent significant international and EU developments. In the field of connected and automated driving, three new landmark UN Regulations went into effect in January 2021. They are likely to apply to the 54 contracting parties to the 1958 Agreement, including Germany and the EU (UN Regulation No. 155 on Cyber Security and Cyber Security Management Systems UN Regulation No. 156 on Software Updates and Software Update Management Systems The first international standard for the deployment of SAE Level 3 systems in limited use cases is 157 on Automated Lane Keeping Systems (ALKS).

The new federal government embraced the mandate introduced by the dependable administrative pastor for advanced undertakings and transport, Dr. Volker Wissing, to direct the activity of engine vehicles with computerized and independent driving capabilities and to correct street traffic guidelines at the bureau meeting on February 23, 2022, finishing the public legitimate structure for independent driving. As a consequence of this, Germany maintains its lead in terms of future mobility and aims to become the world's most advanced autonomous driving nation. The first law in the world on automated driving was passed in July 2021 as an amendment to the Road Traffic Act. It set the stage for autonomous vehicles (Level 4) to regularly drive on public roads throughout Germany in defined operating areas. This law will be enhanced and made more concrete by the ordinance, which was approved at the beginning of 2022. The fact that autonomous vehicles do not require human intervention sets them apart from conventional automobiles. These high-tech vehicles' equipment must meet a set of requirements. It must be able to, among other things, comply with traffic laws in the designated operating areas, bring the vehicle into the required state of minimal risk, suggest possible driving manoeuvres, process data, and prevent accidents. In place of a driver, the new law has established the position of "Technical Supervisor," a natural person accountable for ensuring compliance with traffic laws. The technical supervisor is in charge of a variety of tasks, including communicating with passengers and evaluating transmitted vehicle data in order to activate alternative driving manoeuvres or disable the Automated Driving System.

- The German Federal Motor Transport Authority (*Kraftfahrtbundesamt - "KBA"*) will grant approval for a vehicle with autonomous driving functions (*Betriebserlaubnis für ein Kraftfahrzeug mit autonomen Fahrfunktionen*), in contrast to the current patchwork of regional approval procedures. The autonomous driving law specifies three steps for the nationwide approval process.

- State-responsible regional bodies' approval of the defined operating areas (Genehmigung des festgelegten Betriebsbereichs).
- Getting a license plate, also known as registration (Zulassung).

The law is expected to rethink the specialized prerequisites for the development, quality and gear of engine vehicles with independent driving capabilities - as well as the assessment and strategy for the allowing of a working permit for engine vehicles with independent driving capabilities by the Government Engine Transport Authority. Additionally, regulations govern the handling of operation-related data. The term "technical supervision" is also defined. As per the national government, this should be a characteristic individual who can deactivate or deliver driving moves of the engine vehicle with independent driving capability from outside in individual cases. Technical supervision requires liability insurance.

The legal ordinance for 2022 is centred on the technical regulations and admission procedure for vehicles with autonomous driving functions to traffic. The following are the main provisions:

- *The process and examination for issuing an operating license for autonomous vehicles;*
- *The conditions and in-depth procedure for approving a specific operating area for an autonomous vehicle's use on public roads;*
- *Additional regulations regarding the registration of motor vehicles and specific regulations regarding the responsibilities of the parties involved;*

Misdemeanour offenses and new trial procedures; the technical specifications needed to build, maintain, and equip automobiles with autonomous driving features. In parallel, the auto industry ought to intensify its efforts to develop autonomous driving. As concurred at the third gathering of the "Concerted Mobility Action" on September eighth, 2020, the business needs to reliably involve the testing potential open doors in Germany to make robotized and independent vehicles "substantial" - particularly in provincial regions. The BMDV's: The Federal Ministry of Digital and Transport (*Bundesministerium für Digitales und Verkehr*) will assess the law's effects after 2023, particularly in light of recent advancements in autonomous driving, the revision of international regulations, and compliance with data protection laws. The outcomes will be made available to the German Bundestag. Until internationally harmonised regulations are available, the autonomous driving law is only a temporary solution. Germany is exceptionally keen on creating overall principles to assist with blending markets and guidelines. At the European Union (EU) and United Nations Economic Commission for Europe (UNECE) levels, the BMDV will work together to improve the legal framework.

Already, Germany is a global innovator's engine: At the United Nations level, the Level 3 lane keeping system (ALKS – Automated Lane Keeping System) was adopted. It can keep up to 60 kilometres per hour on motorways and can be used in traffic jams, for example. Extensions to the UN regulation on ALKS are currently being worked on with active German participation as well. The system's ability to change lanes and a speed increase of up to 130 kilometres per hour are the goals.

The latest lawful improvements in Germany not just compare to the quickly propelling specialized and mechanical advancement in the field of computerized driving, yet additionally mirror the current contest among a few nations (France and the Unified Kingdom, for instance, are likewise extremely progressed around here) to make a legitimate starting point for carrying this advancement to home-grown streets and joining it with new portability administrations. Germany appears to have "won" this race for the time being. However, the law specifically governing autonomous driving is fraught with legal ambiguities and concerns. Ethical, cyber-security, and data privacy issues must be addressed and resolved in addition to any new liability concerns that may arise. In the AI-Regulation draft, the EU already addresses potential outcomes of AI in autonomous cars.

India rules and regulations on autonomous Vehicles.

Self-driving cars, also known as autonomous vehicles, have emerged as a promising technology that has the potential to transform the transportation industry. These vehicles, which are outfitted with cutting-edge sensors and artificial intelligence, are able to navigate and function without the assistance of a human operator, promising to increase safety, effectiveness, and convenience. Countries all over the world are drafting regulations to ensure the safe and responsible use of autonomous vehicles because they are aware of their transformative potential. India has also taken the lead in establishing rules and regulations for autonomous vehicles because of its burgeoning tech sector and rapidly expanding automotive industry.

The administrative scene for independent vehicles in India is principally represented by the Motor Vehicles (Amendment) Act, 2019, which was passed to refresh and modernize the current motor vehicle regulations. The Demonstration characterizes an independent vehicle as "an engine vehicle equipped for driving itself without human mediation." It sets down unambiguous rules for the testing, enlistment, and activity of independent vehicles in the country. One of the critical arrangements of the Demonstration is the prerequisite for independent vehicles to get a testing grant from the concerned state government specialists before they can be tried on open streets. The testing license guarantees that the independent vehicles satisfy specific security guidelines and are enough safeguarded. The license additionally indicates the circumstances and limits under which the testing can happen, including speed limits, topographical regions, and time limitations. During the testing stage, the Demonstration commands that an approved driver, who has the vital capabilities and preparing, should be available in the independent vehicle to take control in the event of crises or specialized disappointments. This guarantees a human reinforcement to guarantee security during the testing stage.

When the testing stage is effectively finished, and the independent vehicle satisfies the predefined security guidelines, it can apply for enrolment as a business or non-business vehicle. The Demonstration sets out the enlistment interaction, which includes the accommodation of archives, incorporating verification of consistence with security guidelines, protection inclusion, and specialized determinations. Enlisted independent vehicles are then permitted to work on open streets, dependent upon specific limitations and conditions. To address obligation concerns, the Demonstration additionally remembers arrangements for deciding liability regarding instance of mishaps including independent vehicles. It demonstrates that the maker of an independent vehicle

will be expected to take responsibility for any deformities in the vehicle or programming caused the mishap. Be that as it may, on the off chance that the mishap happens because of the disappointment of the independent innovation while the vehicle is being worked in manual mode, the driver expects responsibility. Aside from the Motor Vehicles (Amendment) Act, 2019, the Ministry of Road Transport and Highways has additionally delivered rules for the testing and sending of independent vehicles. These rules give point by point data on the specialized parts of independent vehicles, including the sensor innovation, information recording, network protection, and human-machine interface. The rules expect to guarantee that independent vehicles are created and sent in a way that focuses on wellbeing, security, and public acknowledgment.

Notwithstanding the lawful structure, the Indian government has been effectively reassuring innovative work in the field of independent vehicles. It has sent off drives to advance development and coordinated effort among industry and the scholarly world, cultivating the improvement of independent vehicle innovation in the country. These endeavours plan to situate India as a worldwide centre for independent vehicle examination, improvement, and assembling. While India has gained huge headway in planning rules and guidelines for independent vehicles, there are still difficulties to survive. The intricacy of the innovation, moral contemplations, and concerns connected with information protection and network safety require constant assessment and transformation of the administrative system. As the innovation advances, it is critical for India to remain refreshed and dexterous to bridle the possible advantages of independent vehicles while guaranteeing public security and prosperity.

All in all, India has found a way proactive ways to lay out rules and guidelines for independent vehicles. The Motor Vehicles (Amendment) Act, 2019, alongside rules from the Service of Street Transport and Thruways.

Challenges and Strategies for the Future

People are getting excited about the idea of self-driving cars, but there are also some concerns about the technical, safety, and legal aspects of driverless cars. The potential difficulties are recorded underneath

- Occupied city roads with clamouring traffic and approaching people on foot will be difficult for the independent cars.
- The car's ability to steer away from bumps or holes will be put to the test on challenging village or rough mountain roads that are uneven, bumpy, and full of potholes.
- It is possible to reprogramme the car's software and computer system to disable the safety features with the intention of causing an accident.
- In various weather conditions like snow, rain, and so on, it becomes difficult to sense objects or people.
- Likewise detecting around corners is extremely challenging and powerlessness to follow approaching traffic around the bend can be horrendous.
- Independent cars may require exceptionally excellent specific guides to appropriately work. Where these guides might be obsolete, they would should be capable to fall back to sensible ways of behaving.

- The muddled transmission and reception of radar and LIDAR signals.
- Depending on the circumstances, the vehicle must be able to recognize animals and steer away from them or stop.
- The expense of support and fix of the vehicle will be extremely high.
- To avoid failure on the road, the car would need to be tested and the internal systems, including the software, would need to be checked frequently.
- The vehicle could be used for both illegal activities like smuggling and terrorist activities like car bombings or the transportation of weapons and ammunition.
- The law and the traffic rules should be refreshed concerning possession and utilization of independent vehicles.
- Also of concern is the impact on the economy caused by the loss of driving-related jobs.
- The choice ability to take of human is reliant upon many variables. Morally an individual would consider crashing the vehicle to save a person on foot. For autonomous vehicles, moral reasoning and sound decision-making are essential.
- Because the time and location of the vehicle will always be known, privacy may be compromised if the vehicles use GPS or a tracker.
- Studies show that when the car is in autonomous mode, the driver tends to pay less attention to the road and is unable to respond in an emergency when the car needs the driver's help

Germany has able to counter these problems Germany's independent vehicle regulations address a few moves and give answers for guarantee protected and moral independent driving. Here are a few likely answers for the issues referenced:

Involved city streets and swarmed regions: Independent vehicles are furnished with cutting edge sensors, cameras, and artificial intelligence frameworks that empower them to distinguish and answer traffic and people on foot. Furthermore, traffic the executive's frameworks and foundation enhancements can assist with upgrading traffic stream and lessen blockage.

Testing street conditions: Independent vehicles are intended to deal with different street conditions. High level suspension frameworks and versatile advancements can assist vehicles with exploring lopsided, uneven, or pothole-filled streets securely.

Programming security and wellbeing highlights: Germany's independent vehicle regulations accentuate the significance of hearty network protection measures and ordinary programming updates to forestall unapproved access and guarantee the uprightness of security highlights.

Weather patterns and perceivability: Independent vehicles use a mix of sensors, including LiDAR, radar, and cameras, to see their environmental elements. These sensors can be upgraded to further develop perceivability in unfavourable weather patterns, like downpour or snow.

Discovery around corners and vulnerable sides: High level sensor innovations and vehicle-to-vehicle correspondence frameworks can help independent vehicles identify and expect articles or moving toward traffic around corners and vulnerable sides.

Route and guide refreshes: Germany's regulations probably address the requirement for modern guides and route frameworks. Independent vehicles can use high-accuracy planning information and utilize backup procedures while experiencing obsolete or mistaken maps.

Signal transmission and gathering: Germany's regulations might underline the requirement for dependable and productive sign transmission and gathering frameworks. Guaranteeing legitimate adjustment and upkeep of radar and LiDAR frameworks can assist with alleviating signal obstruction and keep up with precise insight.

Creature location and aversion: Independent vehicles can utilize computer based intelligence calculations and sensors to perceive and answer creatures out and about. This might include programmed slowing down, directing changes, or giving cautions to the driver or travellers.

Support and fix costs: Independent vehicle regulations might energize normalized upkeep methodology and advance rivalry among specialist co-ops to assist with overseeing support and fix costs actually.

Customary testing and framework checks: Germany's regulations probably require standard testing and assessment of independent vehicles, including interior frameworks and programming, to guarantee their protected and dependable procedure out and about.

Security and abuse concerns: Independent vehicle regulations might address safety efforts to forestall the abuse of independent vehicles for criminal operations. These actions can incorporate validation conventions, encryption, and severe guidelines on possession and use.

Work relocation and monetary effect: Germany's regulations might integrate arrangements for supporting labour force change and retraining projects to moderate the effect of occupation dislodging brought about by the reception of independent vehicles.

Moral direction: Independent vehicle regulations might frame rules or moral structures for dynamic calculations to guarantee that independent vehicles focus on security and make good decisions in testing circumstances.

Security insurance: Germany's regulations might incorporate arrangements to protect individual information and address security concerns related with GPS following and information assortment via independent vehicles.

How The National Highway Traffic Safety Administration of USA approaches Autonomous Vehicle?

As the approach of completely independent vehicles (or vehicles that integrate increasingly more independent innovation) draws nearer and nearer, makers ought to be aware of the administrative climate, what changes might mean for them, and which job they could play in assisting with creating them. However, state legislatures customarily answer mechanical developments significantly more rapidly than the government, the NHTSA's new reevaluation of what comprises a "driver" in Google's self-driving vehicle setting is an amazing illustration of the national government jumping in front of present status guideline. At the state level, California's momentum guidelines, for instance, require a human driver in the vehicle, ready to assume control over control of the vehicle in crisis circumstances. This necessity is questionable and possibly restricting: it expects, at any rate, a driver's seat, guiding wheels, and a pedal. The redefinition of a "driver" at the federal level may eliminate the need for such requirements. The decision-makers at the state and federal levels aren't the only ones who speak; Automakers have their own perspectives. Chris Urmson, the technical leader of Google's self-driving project, spoke at a hearing in March 2016 before the Senate Committee on Commerce, Science, and Transportation

in support of the federal government's first approach: On the off chance that each state is left to go its own way without a brought together methodology," he affirmed, "working self-driving vehicles across state limits would be an impossible circumstance and one that will essentially prevent wellbeing development, highway business, public seriousness and the inevitable organization of independent vehicles." Regardless of the utility of the central government's first approach, nonetheless, changing the government engine vehicle security guidelines are an enormous undertaking.

CONCLUSION

While both Germany and India have gained ground in directing AVs, there are progressing provokes that should be tended to. Cybersecurity, data privacy, ethical considerations, and liability concerns are still significant concerns for both nations. The legal framework in Germany aims to address these issues, but as technology advances, additional changes and enhancements may be required. In order to keep up with evolving AV technologies and guarantee public acceptance, safety, and security, India's regulatory framework needs to be continuously evaluated and modified, given the country's rapidly expanding automotive and technology sectors. All in all, Germany and India have both found a way huge ways to lay out rules and guidelines for independent vehicles in their separate nations. Germany has carried out a far reaching lawful structure that considers the activity of independent vehicles in characterized working regions on open streets. This incorporates the necessity for vehicles to satisfy explicit specialized guidelines, the arrangement of a Specialized Manager liable for consistence with street transit regulations, and a three-step cross country endorsement process for independent vehicles. India, then again, has authorized Motor Vehicles (Amendment) Act, 2019 which gives rules to the testing, enrolment, and activity of independent vehicles. The Demonstration commands the acquisition of testing licenses, the presence of approved drivers during testing, and the responsibility of producers in the event of mishaps. The Service of Street Transport and Parkways has additionally given rules to guarantee the protected and capable turn of events and sending of independent vehicles. The two nations perceive the ground breaking capability of independent vehicles and are effectively advancing innovative work in this field. They mean to situate themselves as pioneers in independent vehicle innovation, encouraging development and joint effort among industry and the scholarly world. While Germany and India have gained huge headway in planning guidelines, challenges actually remain. As the innovation keeps on propelling, it is vital for the administrative structures to adjust and resolve arising issues like risk, morals, network protection, and information security. The two nations are focused on continuous assessment and refinement of their guidelines and guidelines to guarantee the protected and productive reconciliation of independent vehicles on their streets. By and large, Germany and India are preparing for the reception of independent vehicles, with powerful lawful systems and rules that focus on wellbeing, specialized principles, and public acknowledgment. Their endeavours add to the worldwide improvement of independent vehicle guidelines, making way for a future where self-driving vehicles are an essential piece of the transportation environment.

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