**FORUM:** Special Conference 2

**QUESTION OF:** Regulating the development of artificial intelligence in autonomous vehicles

**SUBMITTED BY:** Poland

SPECIAL CONFERENCE 2,

*Recognizing* the newly developing technology of the modern world and its benefits but also accounting for its disadvantages,

*Defining* “autonomous vehicles” as a vehicle that can guide itself without human condition, when a vehicle reacts autonomously, without active intervention from a driver, through algorithms that force the vehicle to react in a specific way,

*Keeping in mind* autonomous vehicles can be a step forward to eliminating traffic accidents, congestion, parking problems, and pollution emissions,

*Alarmed by* the leading cause of death among youth from 15-19 years old being road traffic incidents,

*Emphasizing* the help autonomous vehicles, developed under strict measures, can bring to minimize or eliminate the primary threat of crashes,

*Understanding* how this technology could take time to integrate into society as the majority of the population do not yet own autonomous vehicles due to their price and rare accessibility, therefore infrastructure must become accustomed to such vehicles,

*Noting* the threat of cyber-security of the control of the vehicle,

*Defining* “cradle-to-cradle” as an industry’s duty to protect and enrich ecosystems and nature's biological metabolism while endorsing sustainability,

*Desiring* the development of fully autonomous vehicles by 2030,

1. Encourages all members to understand the enormity of the consequences of carbon emissions from existing vehicles and to consider eco-friendly alternatives such as autonomous vehicles;
2. Further encourages all automobile companies to continue researching on achieving the goal of creating full autonomy in vehicles, which does not need any human interaction to reach point A to B;
3. Proposes the creation of Autonomous Vehicle Safety Inspection (AVSI) to ensure security for the vehicle both before allowing access to sell or distribute said vehicles and after purchase by:
   1. instating mandatory biennial governmental inspections of autonomous vehicles to ensure that:
      1. the vehicle has the latest software, safety systems, and working traffic sensors;
4. Urges companies who produce or sell autonomous vehicles to complete inspection from the AVS such as, but not limited to:
   1. Providing multiple documentations such as:
      1. blueprints of the technology,
      2. materials used,
      3. number of trials,
   2. requiring the run of a specific number of compulsory trials according to the vehicle proven through official documents of records of said trials approved by the AVSI, with the success rate maintaining 100%; if not, the vehicle is considered illegal to sell,
5. Requests that every company wishing to sell is required to pass the Non-Environmentally Damaging Control (NEDC) test to ensure the vehicle(s) are ECO-Friendly due to pressing concerns about the current environment; this will be done through means such as but not limited to:
   1. Assessing the materials used in the making of the vehicles, such as but not limited to:
      1. recycled plastics
      2. recycled metals
      3. volcanic stone
   2. Assuring the carbon emissions, if any, remain below the average, according to each vehicle,
   3. Evaluating the aerodynamics of the vehicle in order to minimize the use of energy or waste,
   4. Implement a cradle-to-cradle design in the making of the vehicles to ensure sustainability and priority to the environmental impacts they may cause
6. Suggests the implementation of an Event Data Recorder system (EDR) on every autonomous vehicle, which will record relevant information on the AI software, the environment and the driver in case of an accident, where it will be used to determine what/who is responsible;
7. Calls for the development of a software named Passing Safely (PS) by United Nations Commission on Science and Technology (CSTD) to manage the paths/roads said vehicles are allowed to go on using AI, in means such as but not limited to:
   1. Requiring the driver(s) to control the vehicle on roads not supported by the PS to limit the danger of error in smaller, more narrow or crowded roads,
   2. Creating a database containing data on all roads eligible for use by autonomous vehicles,
   3. Distinguishing that fully autonomous vehicles with no drivers must stay on roads approved by PS,
8. Further suggests a collaboration with Google Maps for the creation of PS to cut down time spent on regulating roads, mountains, fields, etc. for autonomous vehicles,
9. Invites MEDC nations to join the Autonomous Transport Expansion (ATE) to implement an autonomous public transportation system to faster spread the use of artificial intelligence,
   1. Funding would come from the UN— considering the financial priorities of each nation,
   2. These would include facilities such as but not limited to:
      1. Metro
      2. Buses
      3. Taxis
      4. Trams
      5. Airplanes
   3. Proposes the creation of retraining programs for those who would lose jobs as a result of the implementation of autonomous vehicles,
10. Asks for the creation of Cyber Security Plus (CSP) to regulate the safety of artificial intelligence in vehicles to prevent hacking of any sort, this will include a variety of applicable tests in order to prove the code is unbreakable,
11. Recommends the investment in technologies and research that would improve the accessibility of driverless vehicles, addressing,
    1. improvement of roads and surrounding infrastructure,
       1. including traffic lights with data capture abilities, smart roads, etc.,
    2. charging stations for electric or hybrid vehicles.