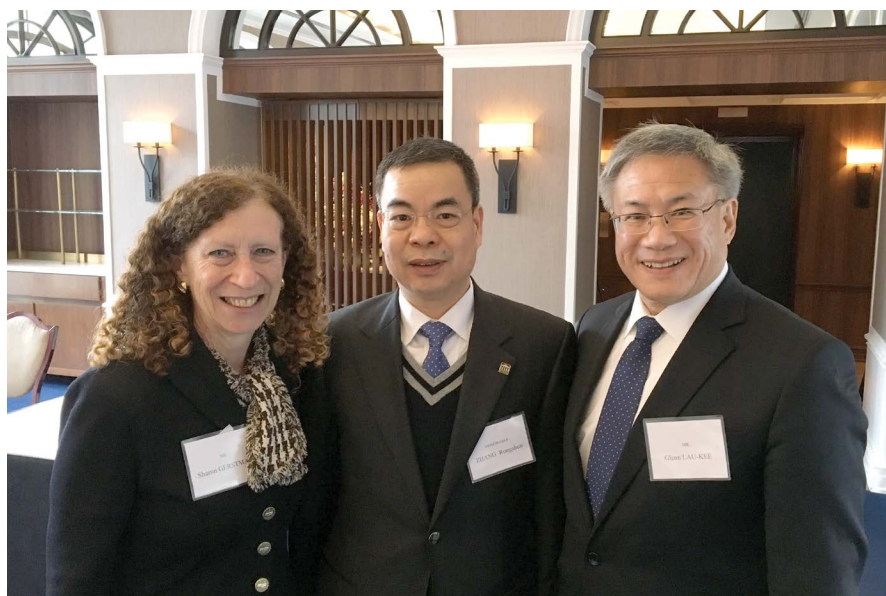


Teaching Old Law New Tricks



In November, I had the honor of participating in a program organized by Past-President Glenn Lau-kee. Glenn was hosting a delegation from the People's Republic of China, led by Hon. Zhang Rongshun, Vice Chair of the Legislative Affairs Commission of the Standing Committee of the National People's Congress. He was accompanied by fellow commissioners and staff. They were undertaking a total recodification of all of their civil laws – an undertaking which was unfathomable to the U.S. participants, which included ABA President-Elect Robert Carlson, American Bar Foundation Executive Director Ajay Mehrotra, ALI Director Richard Revesz, Neil Quartaro, the Immediate Past Chair of NYSBA's International Section, as well as other leaders and academics from New York. The delegation had come to New York, and were then traveling to Washington, on an educational expedition. They were trying to learn all they could about how laws are written and how they adapt to social and technological changes.

After a short presentation by each of the participants, the Chinese delegation began asking questions. Thankfully, we were aided by an extremely competent interpreter, Wang Yeuduan, a lawyer licensed both in China and

the U.S. The first (and most dominant) question asked by the delegation was how our law was adapting to driverless cars. The Chinese feel the urgency of creating appropriate law, as they predict that driverless cars will be on their roadways within two years.

Luckily for me, I had attended the excellent program of the Tort, Insurance and Compensation Law (TICL) Section in Nashville the prior week. During that program, we had a presentation on driverless cars, including a discussion of the science and the likely impact driverless cars would have on the insurance industry and the legal profession. Few of us in that room had previously really focused on the ripple effect this technology would have on many areas of law and society – not just the tort laws.

While it is doubtful that we would have driverless cars on our roadways as quickly as the Chinese, many experts are predicting that there will be driverless trucks in the next five to 10 years. In October 2016, there was a test run by a beer-delivery truck on I-25, from Fort Collins to Colorado Springs, while the driver slept in a berth in the back. The driver had to negotiate the truck onto the highway (the technology for driving on small roads was not yet available), and the truck was escorted by

police, in case anything went wrong. The truck traveled driverless for more than 130 miles without incident.

There is a huge incentive to develop driverless trucks. Approximately 70 percent of goods in the United States are transported by truck. The cost of drivers to the trucking industry is immense – in addition to salaries and benefits, and lodging and food on the road, there is the cost of accidents often caused by driver fatigue, weather conditions and driver error. There is also a shortage of drivers.

For any form of driverless transportation the obvious question is, "What law will apply if there is a collision?" Now, driver fault is the predominant determinative factor of whether an injured party will recover. Will products liability claims (which are more complex and more difficult to prosecute) replace simple negligence actions? Will there continue to be no-fault, and a threshold to recover? Will there be a change in the law of assumption of the risk for passengers in driverless cars? Is there primary or secondary liability on the driver whose function is only to take over in an emergency? The questions are endless.

SHARON STERN GERSTMAN can be reached at sssterngerstman@nysba.org.

PRESIDENT'S MESSAGE

The insurance industry is certain to be deeply affected. Currently, liability insurance of at least \$25,000/\$50,000 is required. Will this be required for a driverless car, if liability is solely (or primarily) on the manufacturer? If driverless technology produces fewer accidents (as is uniformly predicted), there will be fewer claims, and thousands of jobs within the insurance industry will be eliminated. There will likely be fewer lawsuits and fewer medical claims, affecting those professions, as well. Even the need

for auto repair and traffic police will change.

There will undoubtedly be government involvement. There will need to be detailed regulations regarding development, deployment and market factors. There may also be governmental strategies to encourage automated driving for safety purposes.

While it is not clear exactly how the law will evolve and how the legal profession will adapt, it is imperative that we begin thinking about it, and try to formulate the best policy. Like the

Chinese, we may have to adapt very quickly. In addition to the TICL Section, which will continue to monitor the tort law and the insurance industry, we now have a new Committee on Transportation Law that will be focusing on this and other topics. We are sure to have more CLEs on this topic to help all lawyers become aware of the issues. And we may want to take a look at what the Chinese develop, or at least what happens on their roadways, once driverless cars enter traffic. ■

NYSBA
CLE



Autonomous & Connected Vehicles: Evidentiary Issues Around the Corner

Wednesday, March 14, 2018 | 9:00 a.m. – 1:00 p.m.
4.0 MCLE Credits in Areas of Professional Practice

Program Co-Chairs

Gail L. Gottehrer, Esq. | Akerman LLP | **Ronald J. Hedges, Esq.** | Dentons US LLP

This program will examine the legal issues surrounding autonomous vehicles, including the types of data they collect and its use in litigation, liability for accidents involving autonomous vehicles, the applicability of different types of insurance for vehicles as they get closer to Level 5 autonomy, regulation of autonomous vehicles at the state and federal levels, the role of autonomous vehicles in smart cities, and cybersecurity concerns related to autonomous vehicles.

8:30 – 9:00 a.m. **Registration**

9:00 – 9:10 a.m.
Welcome and Introductions

9:10 – 10:00 a.m.
Data

- How autonomous vehicles work
- Data collected by autonomous vehicles
- Use of data in civil and criminal actions

10:00 – 10:50 a.m.
Liability

- Who is responsible for an accident involving an autonomous vehicle?
- Insurance issues at autonomy Levels 3, 4 and 5
- Tesla fatality and other liability issues

10:50 a.m. – 11:10 a.m. **Break**

11:10 a.m. – 12:00 p.m.
Regulation

- Federal legislation
- State legislation
- Federal agency regulation

12:00 p.m. – 12:50 p.m.
Cybersecurity

- Concerns about hacking autonomous vehicles
- Class actions related to alleged vulnerabilities of autonomous vehicles
- Role of autonomous vehicles in smart cities and security implications

12:50 p.m.
Adjournment

Program Faculty

Michelle Gallardo, Esq. | HARMAN International
Gail L. Gottehrer, Esq. | Akerman LLP
Ronald J. Hedges, Esq. | Dentons US LLP
Theodore Newman | Starr Companies

NYSBA Members: \$135 | Non-Members: \$235

Commercial and Federal Litigation Section Members: \$110

www.nysba.org/AutonomousVehicles

www.nysba.org/cle Register online or call **1.800.582.2452**

The New York State Bar Association Has
Been Certified by the New York State
Continuing Legal Education Board as an
Accredited Provider of Continuing Legal
Education in the State of New York.

