Transcript

19 May 2025, 02:34pm

Interviewer 0:03
And uh, what I'm going to do is I'm just going to situate you saying, OK, this is not a test for you. OK. This is only about getting your opinions, your questions, your viewpoints on the record for me and any answer you give me is the correct answer. So everybody breathe. OK. All right. So before we begin, I just want to … the case study that I'm going to describe to you is actual cases and there are news reports and photographs and all sorts of things. If you want to see them about these car crashes. If you want, I can share with you the link or I can just share it on the screen here. It's up to you. Or you're OK. Sorry. You're OK. Alright, so let's go on with the verbal description. So this case study scenario involves a real-life case within the AI application of automated vehicles, which I'll call AVs from now on. So it involves the occurrences of actual car crashes of one particular AV brand, Tesla, and it's advanced driver assistance system called Autopilot.

SH26_Police Officer 0:50
Yeah, I'm OK. I'm OK. Yeah.

Interviewer 1:18
So Tesla's Autopilot system controls the steering, the braking and acceleration functions of the AV without any assistance from the human driver. Furthermore, note that Autopilot could at any time disengage and hand over controls to the human driver. OK. So according to USA NHTSA, which is the National Highway Traffic Safety Administration, their Office of Defects Investigation said between January 2018. And January 2022, so a four-year period, Tesla AVs with Autopilot engaged were involved in 16, as in 1-6 crashes, where they struck highly visible stationary either in road or roadside first responder vehicles that were attending to a pre-existing collision scene. OK, so this is police, ambulance, fire trucks, road maintenance vehicles. It's flashing lights, people with highly visible vests on. OK, so furthermore, on average in these 16 crashes, Autopilot aborted, vehicle control less than one second prior to the first impact. OK. Any questions on what I described here?

SH26_Police Officer 2:45
No

Interviewer2:46
OK, so my question questionnaire has two components to it.... So the first question, the main question is about these car crashes and then there's a bunch of secondary questions about the stakeholder group you represent, which is first responder, police officer. OK, so based on this scenario that I've just described to you, remember, people are constantly asking why questions for a lot of different things, so you're seeking an explanation. You're seeking explanatory information about these car crashes from Autopilot, the AV system that was controlling the steering, braking and acceleration functions... so the motor control functions. So when you think of why did this car crash happen, what specific questions are you asking? What is in your mind about, you know, the decisions that it made and the actions that it took?

SH26_Police Officer 3:48
Well, so.... I know that there's software limitations and I know that ...that is clear and upfront with the drivers. So and that the software is in its infancy to an extent, but the responsibility's offloaded on the drivers and it's clearly known to the drivers when they activate Autopilot, so you always have to be paying attention. You always have to be aware of your surroundings and able to take control of the so...

Interviewer4:26
Let's assume in these 16 cases the driver wasn't doing that. OK, well, yeah. So this thing was acting like a human driver. So if it was a human driver, what would you ask about these 16 crashes? Remember, it's a pattern established over a four-year period.

SH26_Police Officer 4:31
Clearly, yeah. Well, it's clearly, I guess like software limitations and software abilities to detect the world and not ... not allow... ability to act like a human, as in to avoid these accidents. So. ... It's... it's difficult because in every car, not only Tesla, but like a lot of other manufacturers have self driving capability, whatever levels that they are. And they all have these limitations. None are really able to drive by themselves all the time. So what would I ask of the... I would ask the software developers, what caused

this to happen? Reviewing the … the footage and of what the car was doing, what the car was thinking, how did it miss the car stopped in the side of the road if there are emergency vehicles with the lights on, how did it not slow down? Because it should have and it should be obvious.

{Secondary Questions and General Discussion}

Interviewer13:23
Do you have any other questions for either the AI itself or for the designers about why this car crash happened? So you talked about, I guess about the perception of the world around it. What else would you like to know about the decisions it made? So I'm jumping back to the first question again.

SH26_Police Officer 13:43
The decisions that the software made?

Interviewer13:45
Yeah. And the actions it took or didn't take, you know?

SH26_Police Officer 13:51
Well, again I … I guess maybe from my perspective or my job, but it's more what decisions and actions did the driver make so…

Interviewer14:00
Right.

SH26_Police Officer 14:01
To supplement the software because the software is need … to be … needs to be supplemented. So….

Interviewer14:03
Right.

SH26_Police Officer 14:08
You know, if I'm asking the software, I would say, at what point did the software

notice … I'm assuming this is going to be like a lane is blocked? And at what point did it notice that? What in … was it… why was it so late? And what actions did it do when it did notice that?

Interviewer 14:30
OK, cool. Thank you.

Interviewer stopped recording and transcription