



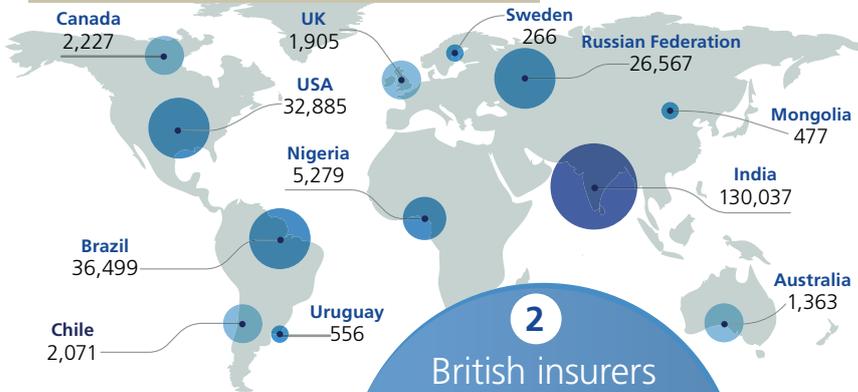
The Insider guide to

# Driverless Vehicle Technology

## 1 1.24 million

people across the world are killed each year in road collisions  
- WHO, 2013

### Reported number of road traffic deaths



2

British insurers paid an average of **£19.1m** a day in motor claims in 2012  
- ABI



Every year a company car driver who covers 25,000 miles has a

**1 in 8,000** chance of dying



this is similar to someone working in the coal mining or quarrying industry

**1 in 7,500**



and more risky than someone working in construction

**1 in 10,000**

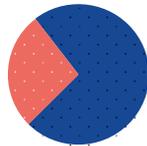


or agriculture

**1 in 13,000**

- RoSPA

4



up to

**27%**

The amount crash avoidance systems, such as Autonomous Emergency Braking (AEB), are thought to reduce collisions by - Euro NCAP

5



Autonomous Emergency Braking has become a near pre-requisite on all new vehicles wishing to achieve a Euro NCAP 5 star safety rating

6

There will be no particular moment when autonomous vehicles arrive, but instead a steady growth of autonomous features



The transition will be gradual, and it has already begun!

7

**2010**

Google first revealed it had been working on driverless technology.



8

**2020**

The date Nissan's CEO hopes to deliver its first publicly available autonomous vehicle



As of April 2014 Google has completed over

**700,000**

autonomous driving miles

- Googleblog

9

"Autonomous safety features already form part of the Association of British Insurers' categorisation of vehicles, which in turn feeds into insurer price models. Where technology is effectively reducing collisions, this will be reflected in their individual claims experience and in turn their premiums."

- Nick Kitchen, Head of Casualty & Motor (Commercial Broker) at Zurich

10



of government funding is to be shared between 4 UK cities to trial driverless cars in real-world environments. Trials begin in January 2015

11

Volvo plans to introduce **100 autonomous vehicles** onto the roads of Gothenburg in 2017. The trial will assess the implications on congestion, fuel efficiency and what additional infrastructure may be required for a large-scale uptake of driverless technology

12



With a fully autonomous vehicle, the primary risk of collision shifts from that of human error to one of manufacture or the programming of its driverless software. This poses huge questions about how liability would be apportioned