Abstract

Thesis title: Artificial intelligence and liability for its actions

The artificial intelligence has recently become a ubiquitous phenomenon with a potential to change the world as we know it. Therefore, this thesis is concerned with the topic of artificial intelligence, specifically with a connection to a civil-law liability for its actions. It is absolutely clear that there will be more and more events in the future where damage will occur due to actions of artificial intelligence. Thus, the primary goal of this thesis is the determination of the person liable for damage caused in such cases under Czech law. Further goals of this thesis are an analysis of the question how is the dawn of autonomous cars influencing the legal instrument of liability for the damage caused by the operation of a means of transport as well as an introduction and examination of a recent resolution of the European Parliament which is supposed to serve as a basis for a future legal framework addressing the artificial intelligence in the area of the European Union.

First, the paper focuses on the definition of the term artificial intelligence from a technical and legal viewpoint. This analysis shows that the definition of this term is not a straightforward one from neither of these viewpoints which can have serious implications for a legal regulation of artificial intelligence. Subsequently, the concept of civil-law liability as understood by the Czech law is assessed in order to provide a basis for the goals of this thesis. Within this part, the paper explains, *inter alia*, the nature of strict liability and its importance for artificial intelligence.

The third part of the thesis is concerned with individual provisions of the Czech Civil Code which address the civil-law liability. The paper uses the conclusions reached in the first part and tries to determine which of the current instruments is the most suitable for application in the harmful events including artificial intelligence. Therein, the author argues that such instruments become insufficient in a moment when the technological development provides the artificial intelligence with a high level of autonomy. Hence, the author suggests a new possible solution for the future within *de lege ferenda* considerations.

The fourth part of the thesis reacts to the current trend consisting in the development of autonomous cars. The paper introduces a division by levels of such cars based on the degree of their autonomy. Accordingly, the paper proposes a progress of the liability for the damage caused by the operation of a means of transport which gradually passes from the operator of this means to its manufacturer. The final fart is comprised of an analysis of the proposed

legislative steps introduced by the European Union last year within which the thesis debates the suitability or unsuitability of their adoption in the future years.

Key words: artificial intelligence, liability for damage, autonomous car