



Towards a dynamic balance between humans and machines:

Authority, ability, responsibility and control in cooperative control situations

Frank Flemisch, Matthias Heesen,
Johann Kelsch, Johannes Beller

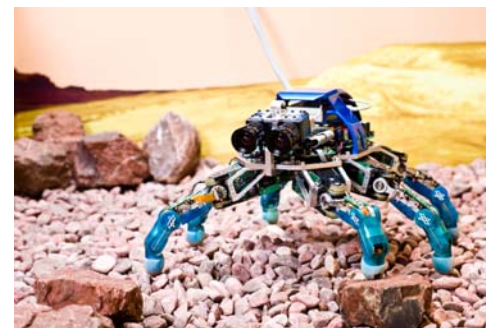
ITS Institute of Transportation Systems Braunschweig



Background: Assistance & Automation in movement control

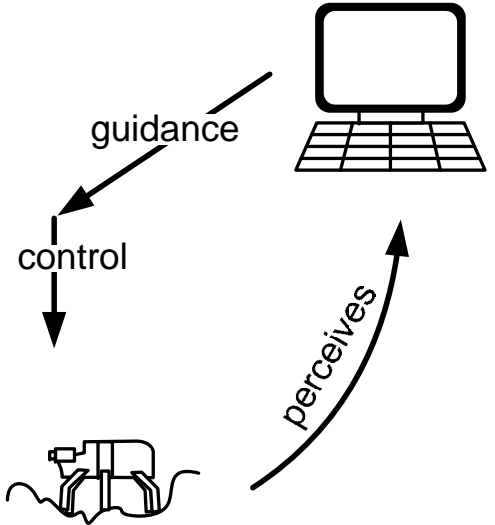
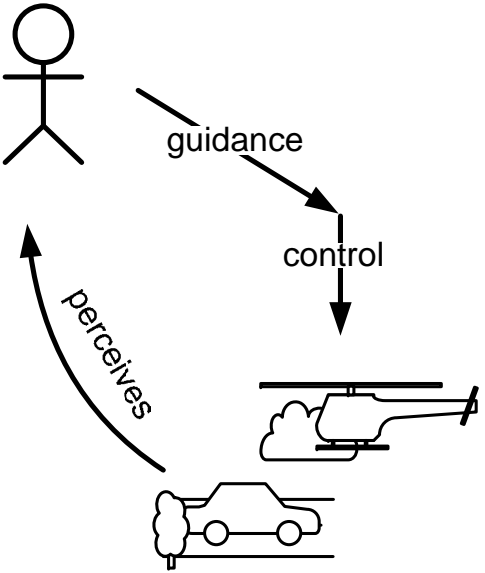


?



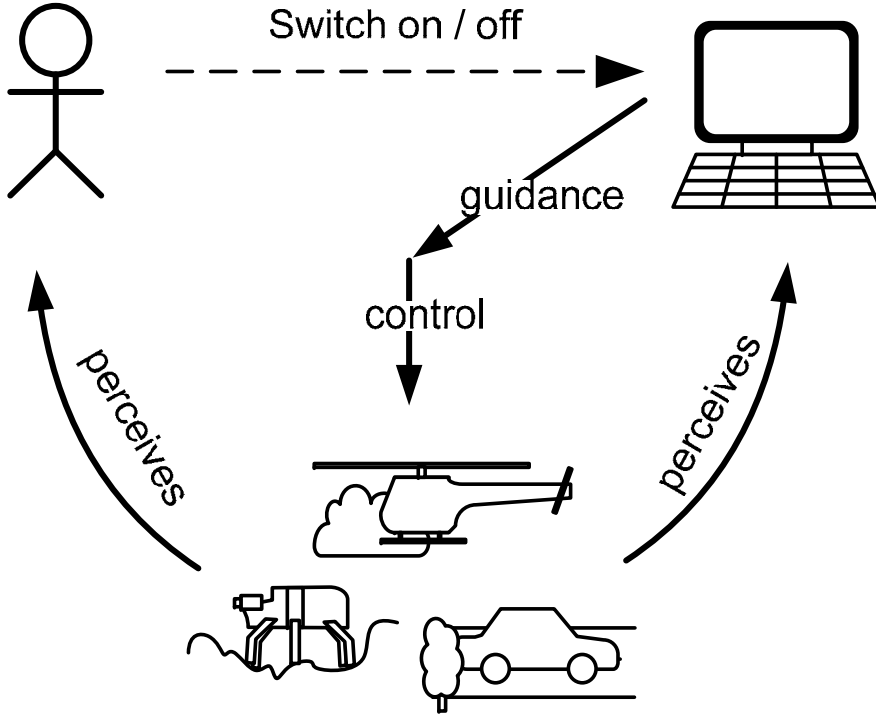


Manual versus robotic guidance and control



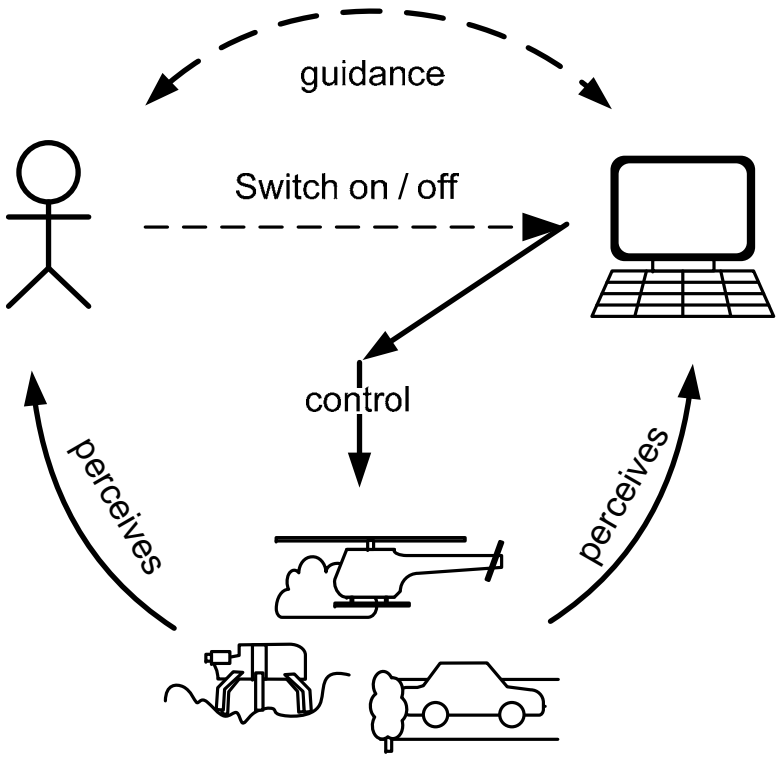


On/Off automation



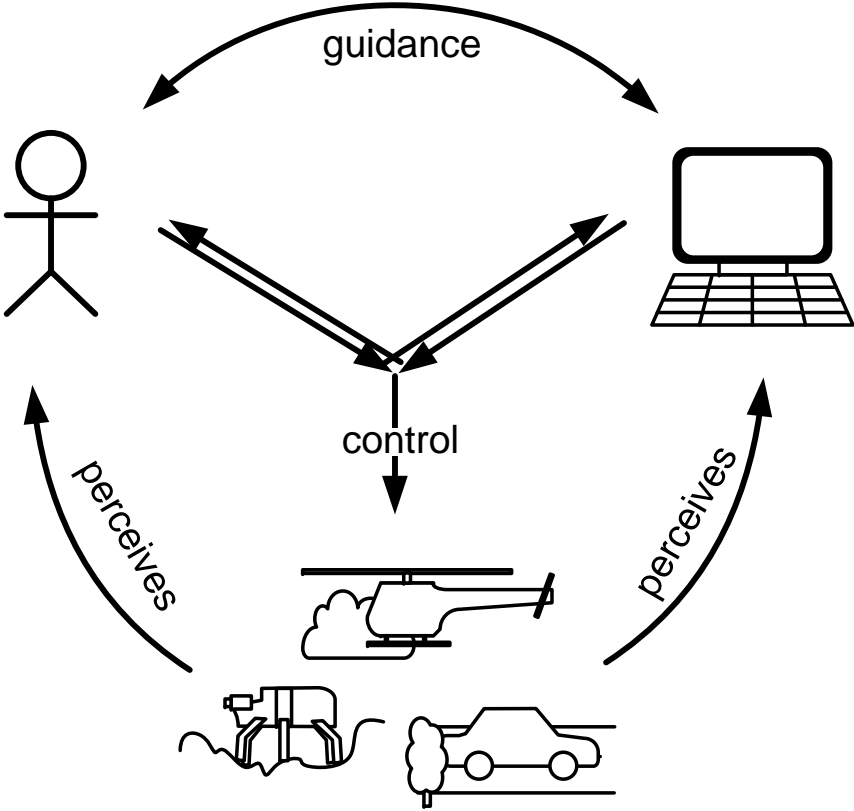


Supervisory Control





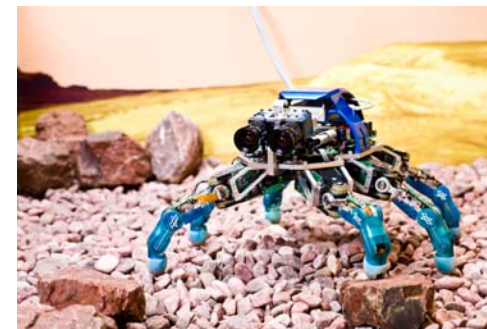
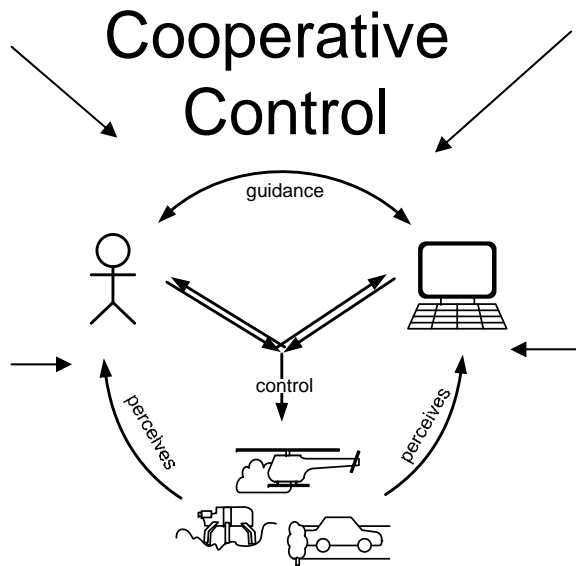
Shared & Cooperative Control as a co-agency





Cooperative Control: Examples of everyday lives









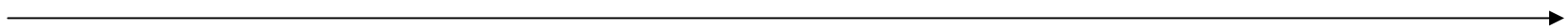
➤ [Video in SmpLab \(MaxTension\)](#)



From authority, ability, control, responsibility to action

Offline (Meta System)

Online (Human Machine System)



Authority:

„Who is allowed to do what and when?“

Ability:

„Who is able to do what and when?“

Control:

„To be in control“

= (dynamically allocated) authority + ability

Action:

„Who does what and when?“

Responsibility:

„Who gets the blame or fame?“

Time

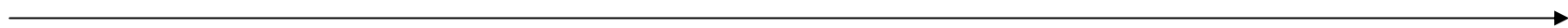




Authority, ability, responsibility **double- and triple binds**

Offline (Meta System)

Online (Human Machine System)



Authority

„Act only, if you have authority + ability“

Ability

Control

Action

„Responsibility make only sense
, if authority + ability (+ action)“

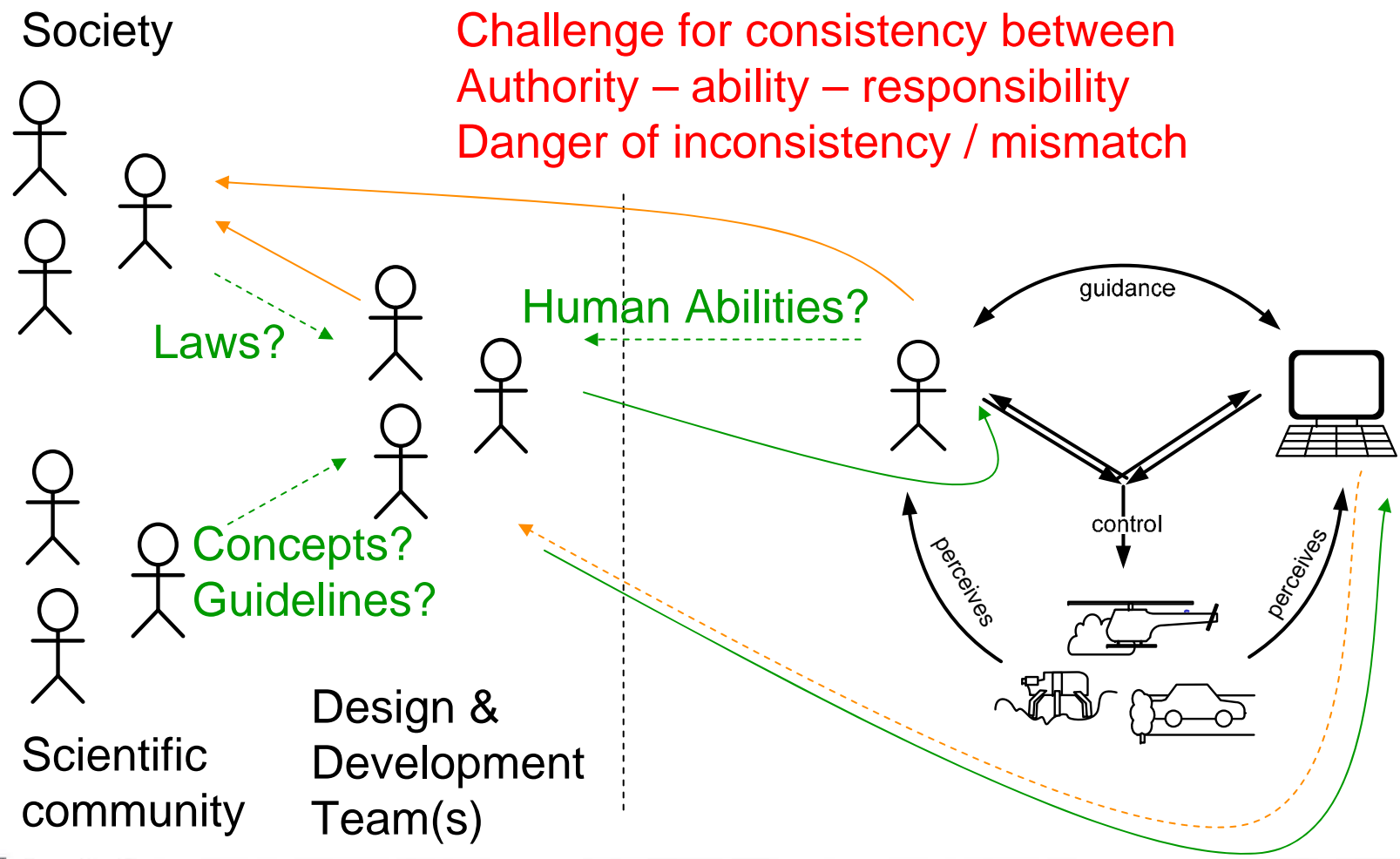
Responsibility

Time



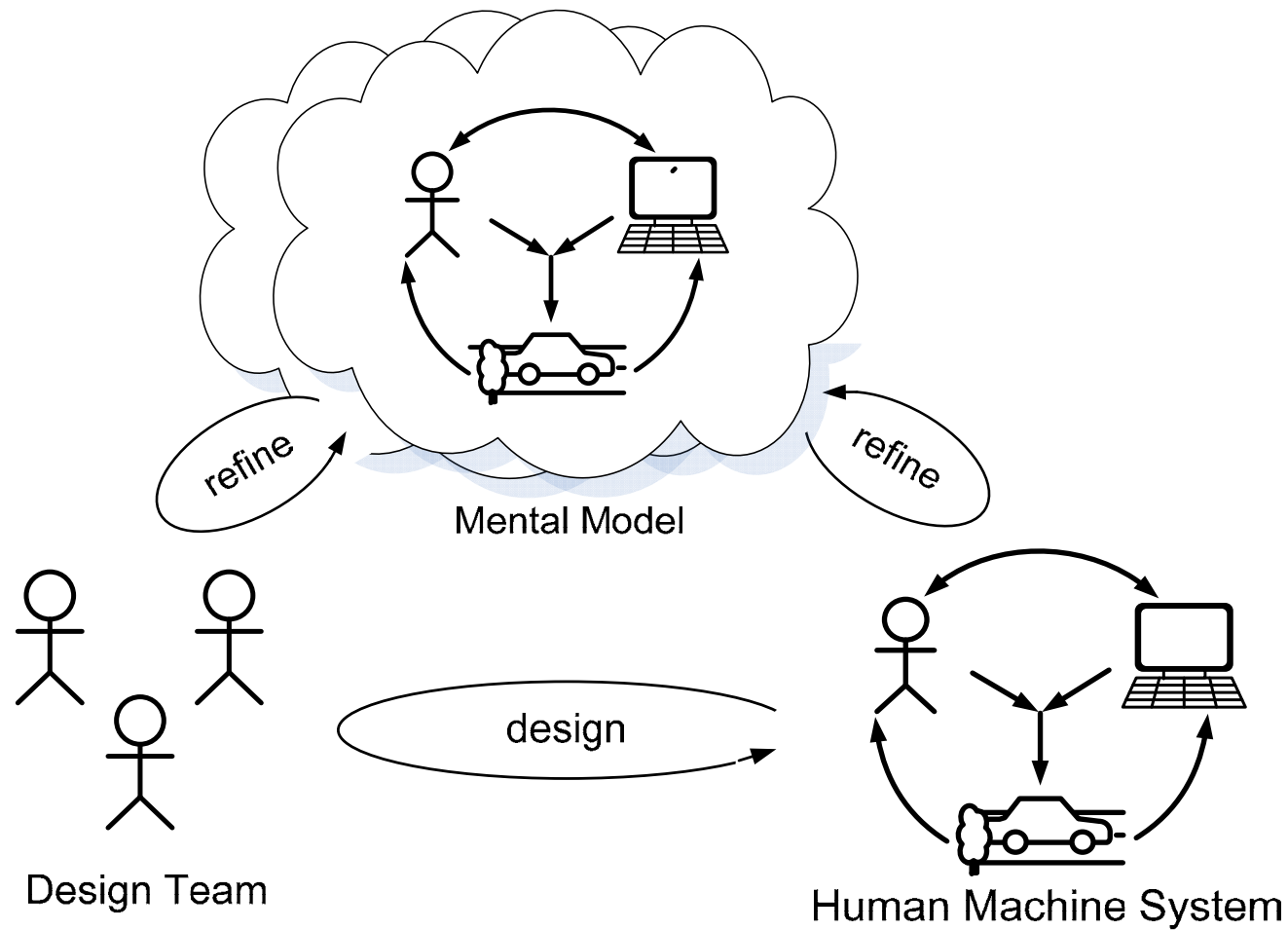


Authority, ability, responsibility and control in metasystem and human machine system





The key to consistency: Shared mental models



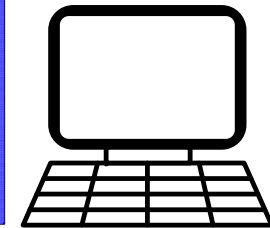
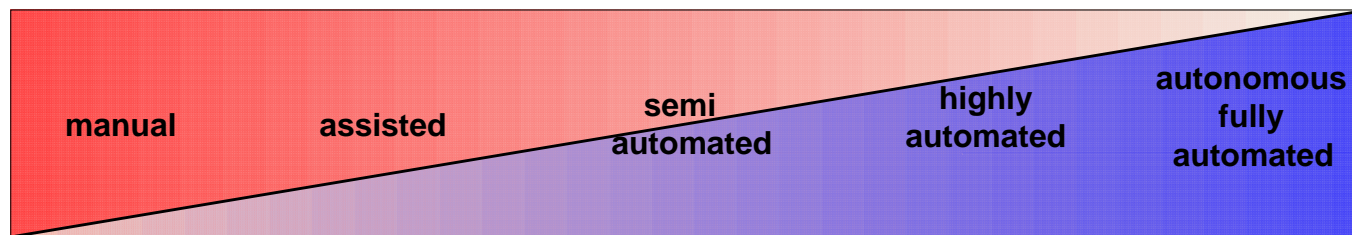


Example for Shared mental models, a key to consistency: **Assistance and automation scale,** a simplified model of control distribution



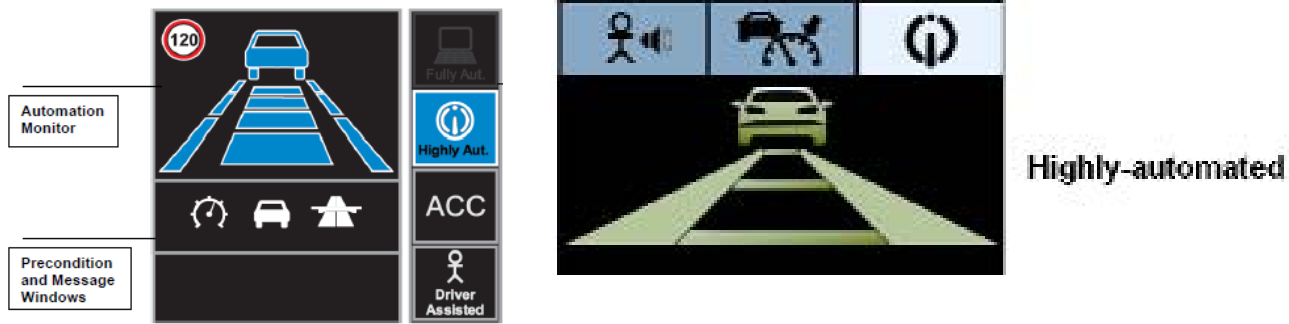
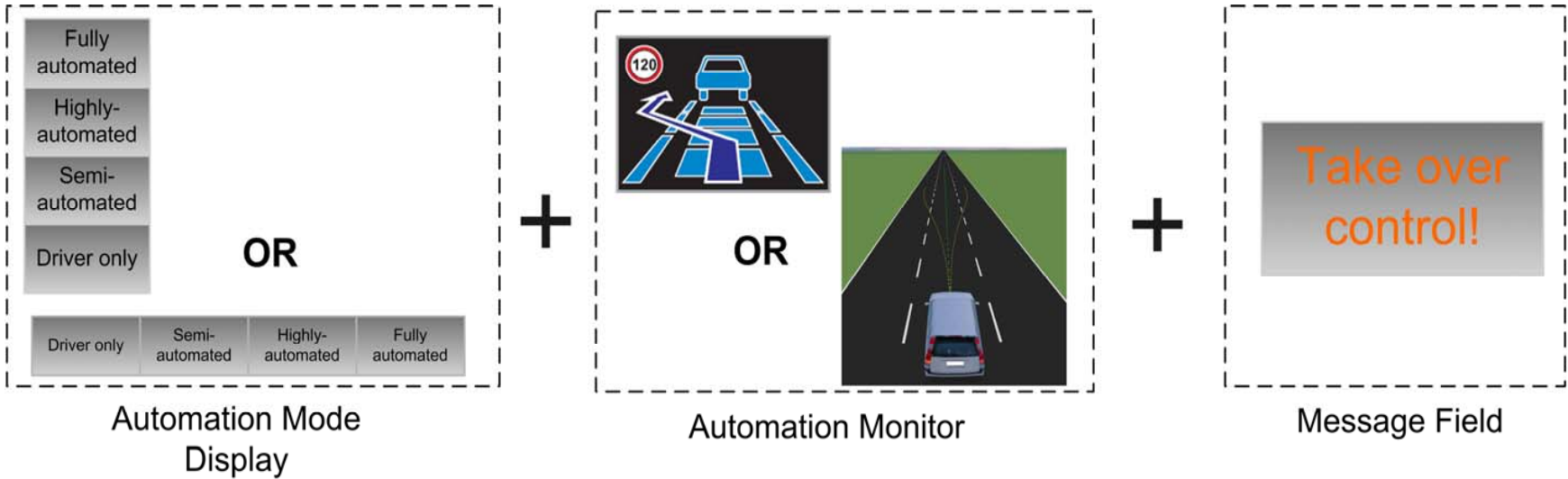


Spectrum / scale of assistance and automation



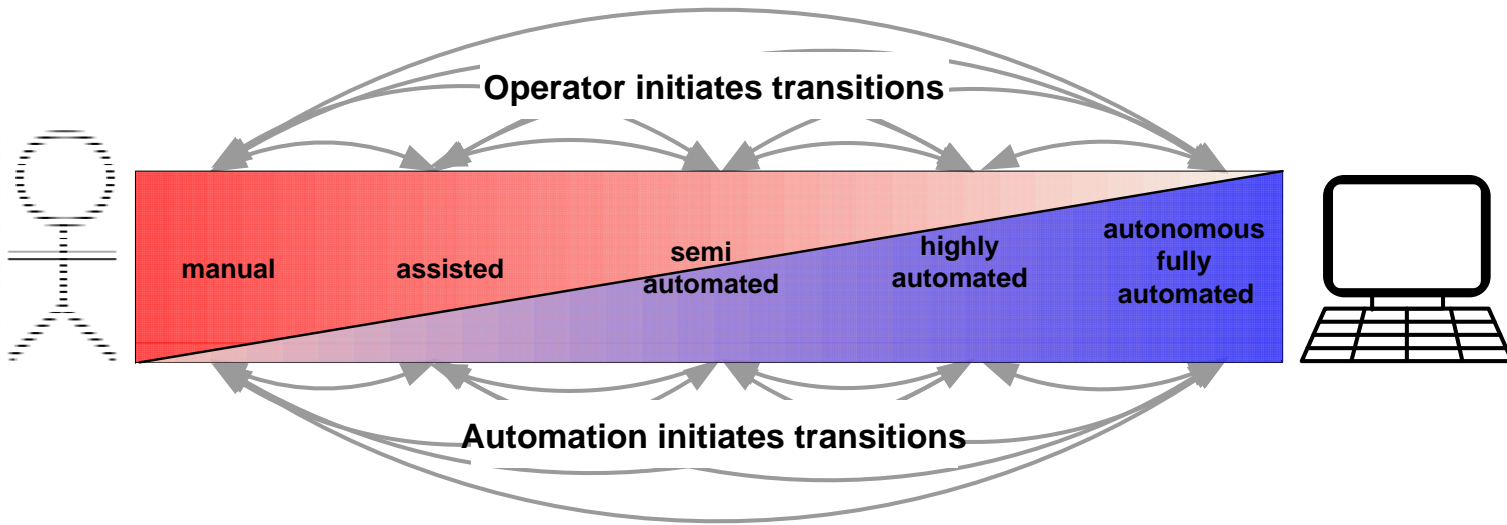


HAVEit Joint System: Interaction & display schemes



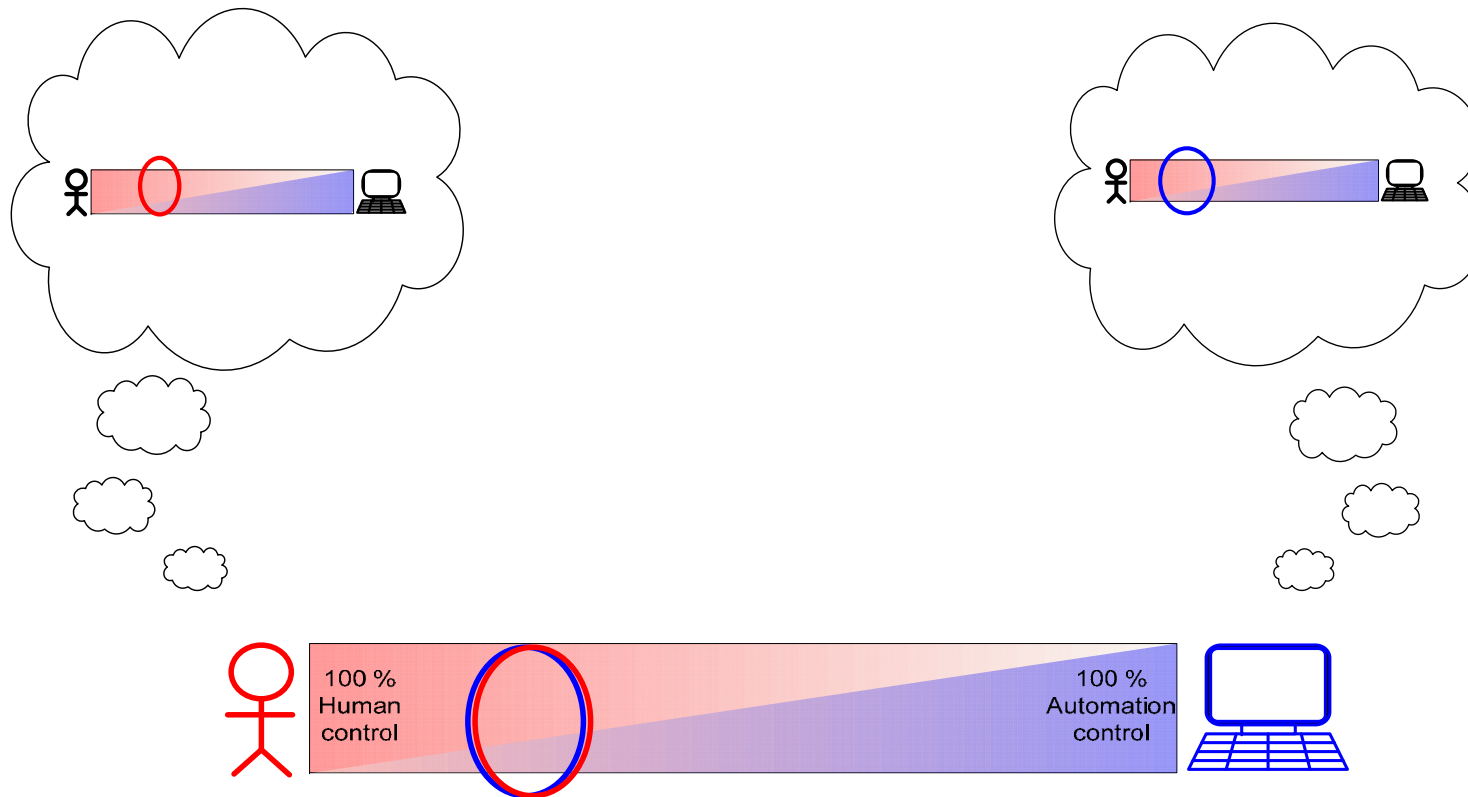


Transitions in control / authority trading are the critical issue



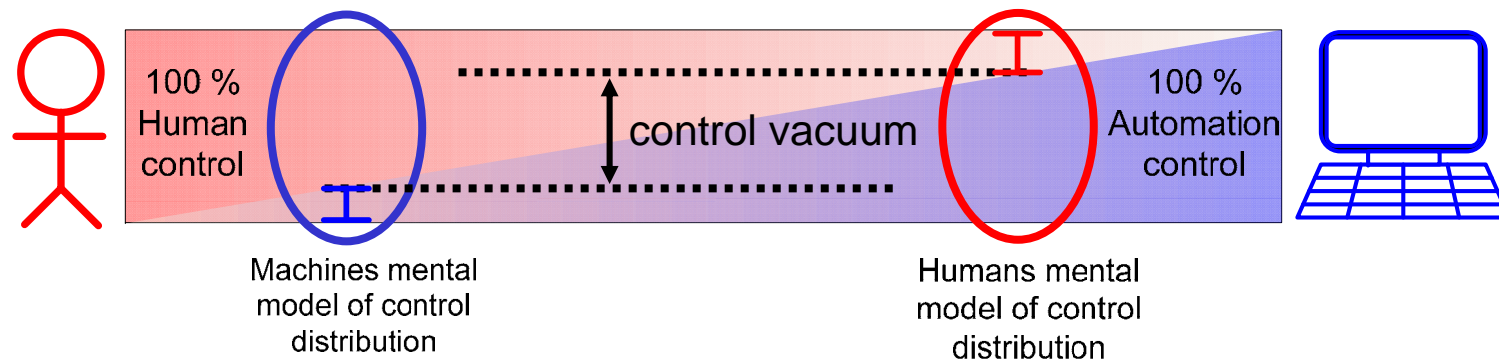


A key to successful control situations and transitions: Consistency of Mental models about control (control SA)



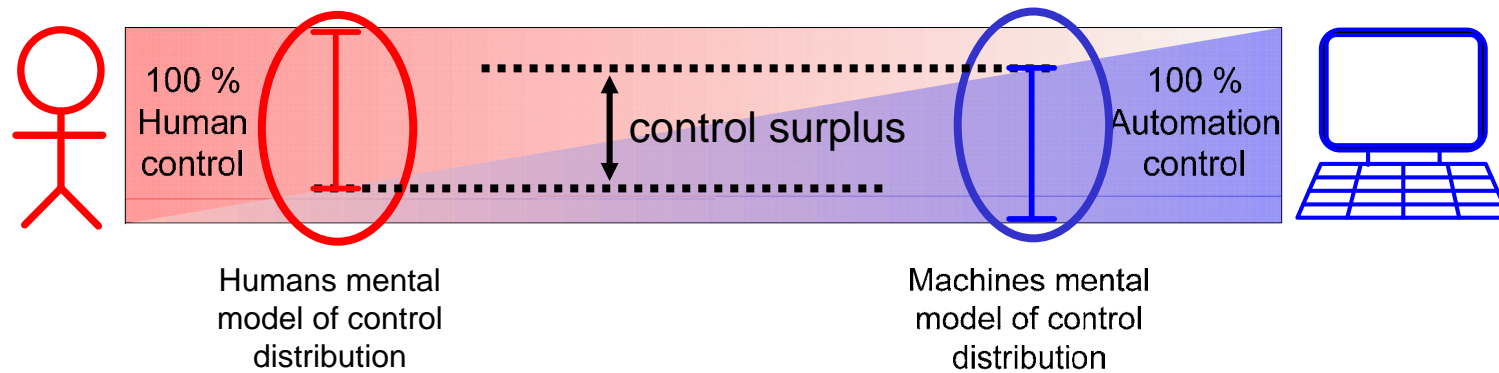


Inconsistent control situation: Control Vacuum



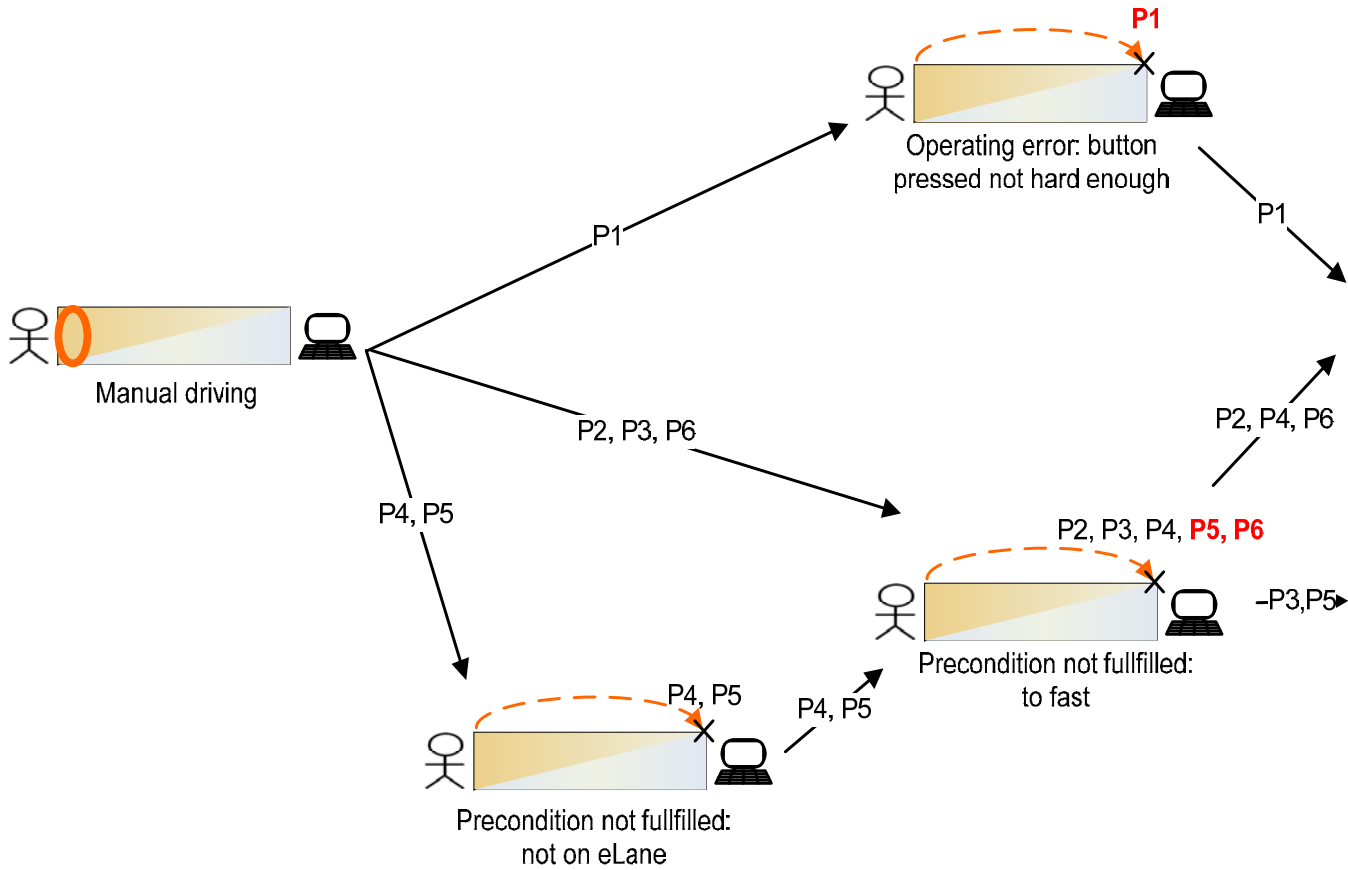


Inconsistent control situation: Control Surplus / excess



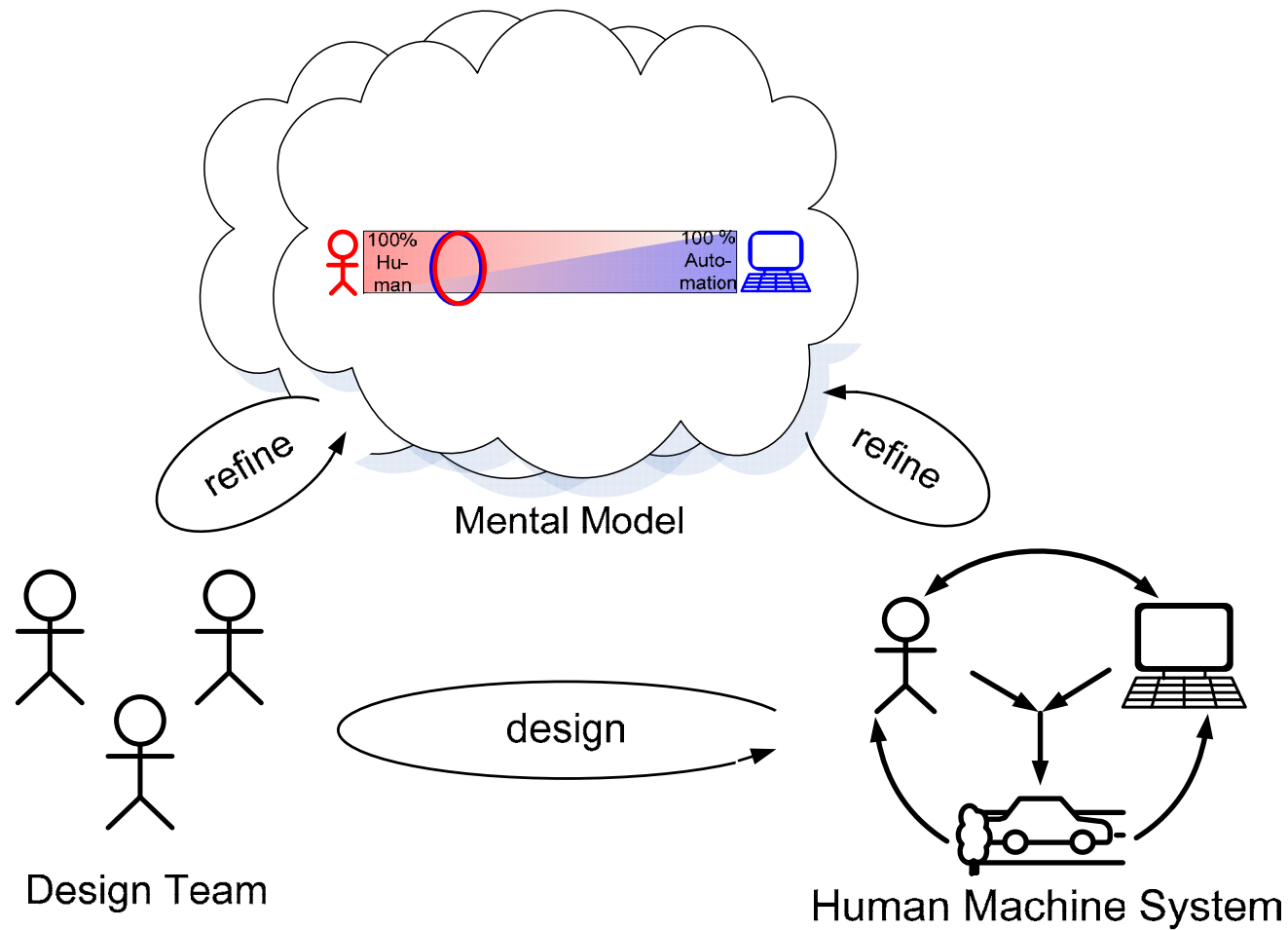


Tracking the authority allocation / transitions: (Schieben et al. 2009)



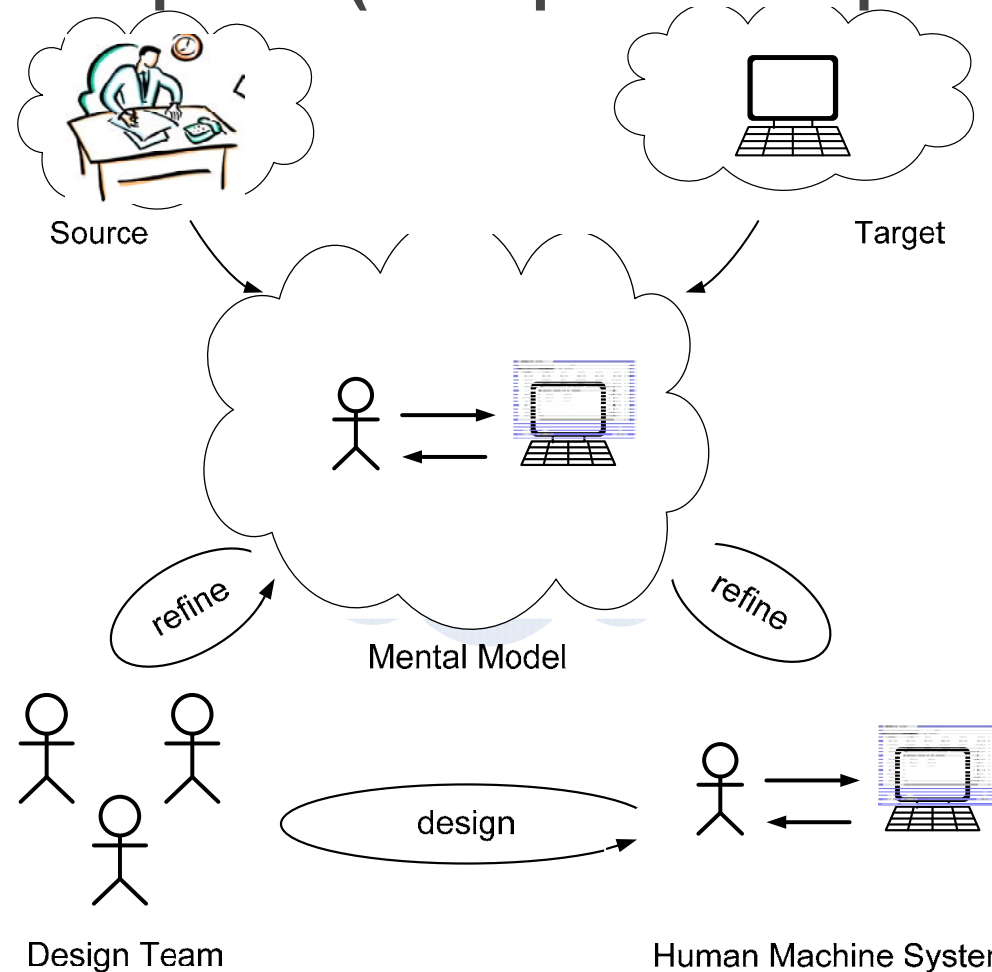


The key to consistency: A Shared mental model





The key to consistency about authority, ability, responsibility: Role models / metaphors (example Desktop metaphor)



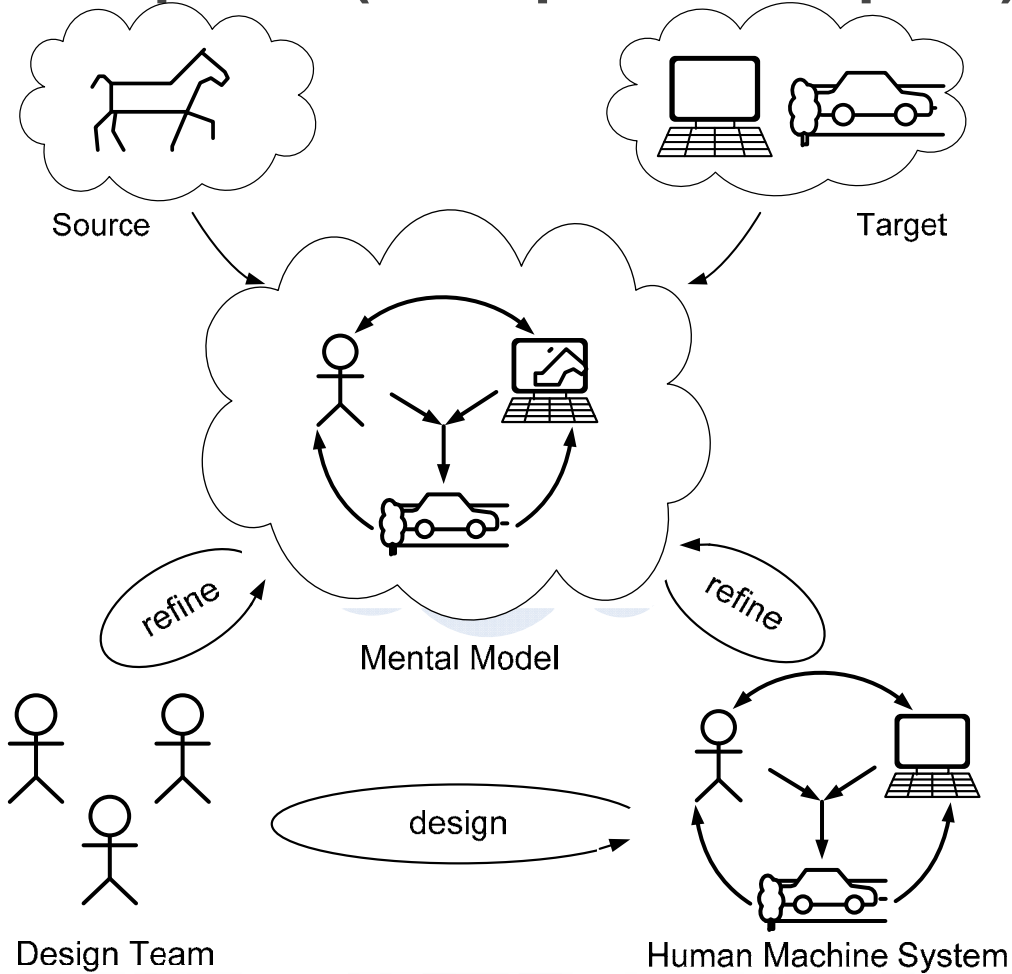


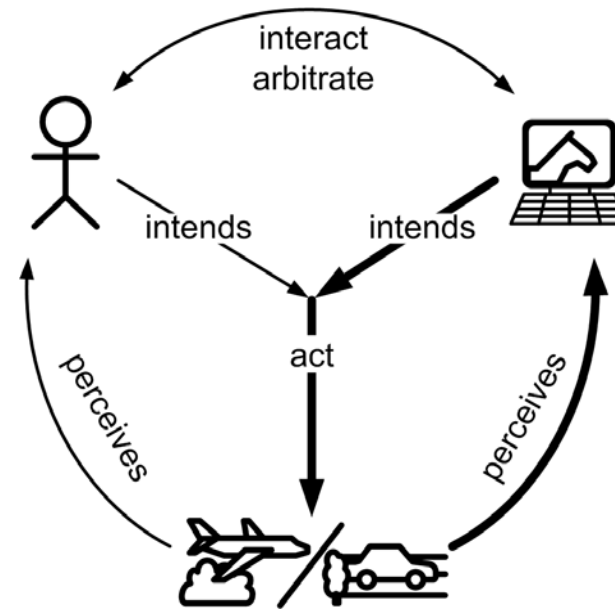
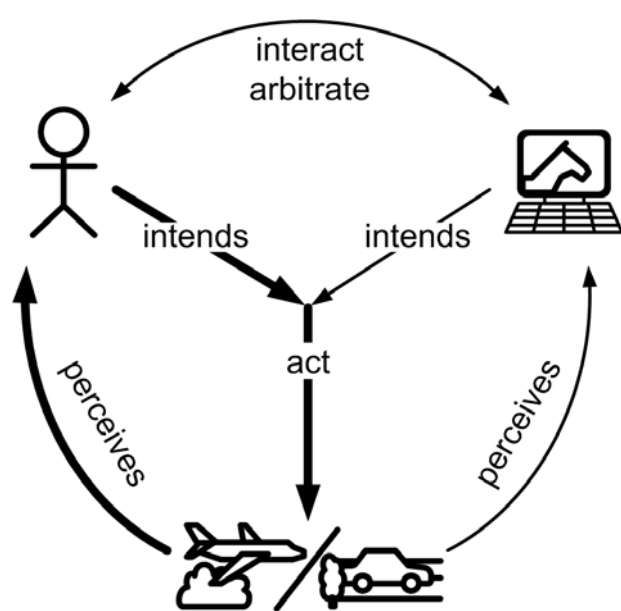
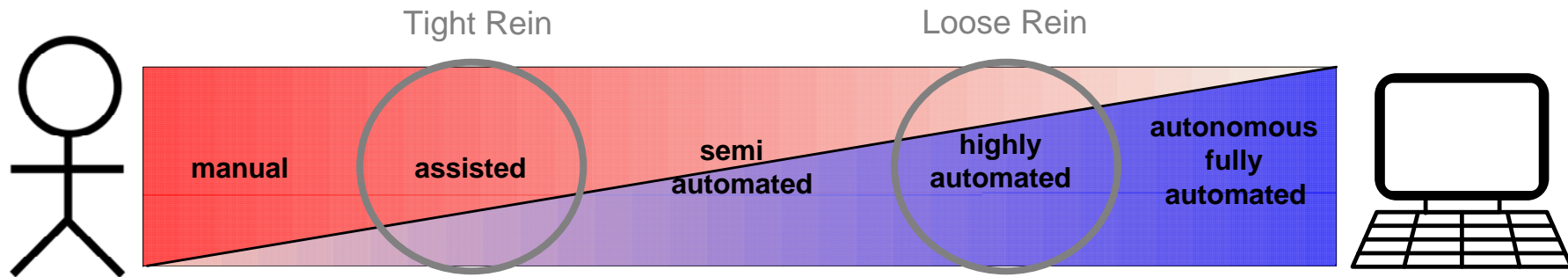
Cooperative Control: Examples of everyday lives





The key to a consistency of Mental models about authority, ability, control and responsibility: Role models / metaphors (example H-Metaphor)







Summary: Authority, ability, responsibility and control in cooperative control situations

- Cooperative control is one way to instantiate co-agency
- Authority, ability, control and responsibility are key concepts to co-agency
- Control = (dynamically allocated) authority + ability
- In certain cases it can make sense to give machines a high authority
- **Transitions of control are crucial**
- Meta-System and human machine system are strongly connected
- **Challenge of consistency between authority – ability – responsibility (avoid violations of double or triple binds)**



Authority, ability, responsibility and control in cooperative control situations

- Need for
 - Schemes of dynamic control allocation / authority trading
 - Role models
 - Guidelines from scientific community (e.g. „Etiquette“ Miller et al.)
 - Rules from society (e.g. Rules of Assistance and Automation in accordance to Rules of Robotics, e.g. Murphy & Woods 2009)
- Authority distribution can be dynamic, but with stable limits
→ **Dynamic balance between human and machine**
- Authority and control distribution between human and machine should not only be a matter of technical and psychological feasibility, **but a conscious design decision. Who do we want to be** with technology?



Some references

- Flemisch, F.; Heesen, M.; Kelsch, J.; Schindler, J.; Preusche, C.; Dittrich, J.: Shared and cooperative movement control of intelligent technical systems: Sketch of the design space of haptic-multimodal coupling between operator, co-automation, base system and environment; The 11th IFAC/IFIP/IFORS/IEA Symposium on Analysis, Design, and Evaluation of Human-Machine Systems; Valenciennes, France, 2010
- Flemisch, F.; Schieben, A.(Ed.): Validation of preliminary design of HAVEit systems by simulation (Del. 33.3). Public deliverable to the EU-commission; Brussels; 2010
- Heesen, M.; Kelsch, J.; Löper, C.; Flemisch, F.: Haptisch-multimodale Interaktion für hochautomatisierte, kooperative Fahrzeugführung bei Fahrstreifenwechsel-, Brems- und Ausweichmanövern; Gesamtzentrum für Verkehr Braunschweig (Hrsg.): Automatisierungs-, Assistenzsysteme und eingebettete Systeme für Transportmittel AAET, Braunschweig, 2010
- Flemisch, F. Nashashibi, F., Glaser, S.; Rauch, N; Temme, T., Resende, P., Vanholme, B.; Schieben, A.; Löper, C., Thomaidis, G., Kaussner, A.: Towards a Highly Automated Driving: Intermediate report on the HAVEIt-Joint System; Transport Research Arena, Brussels, 2010 (Accepted)
- Damböck, D.; Flemisch, F.; Kienle, M.; Schieben, A.; Heesen, M.; Bengler, K.: Vom Assistierten zum Hochautomatisiertem Fahren; Zwischenbericht 2009 aus den Projekten DFG-H-Mode und EU-HAVEit; VDI Fahrer im 21. Jhd.; Braunschweig, 2009
- Kienle, M.; Damböck, D.; Kelsch, J.; Flemisch, F.; Bengler, K.: Towards an H-Mode for highly automated vehicles: Driving with side sticks; Automotive User Interfaces and Interactive Vehicular Applications (AutomotiveUI); Essen; 2009
- Schieben, A.; Flemisch, F.; Martens, M.; Wilschut, E.; Rambaldini, A.; Toffetti, A.; Turi, G.; Arduino, C.; Merat, N.; Jamson, H.: CityMobil, Human Factors design and test results of HMI in use on cars and with simulators; Public deliverable 3.2.2 of the EU-IP CityMobil, Braunschweig, 2009
- Hoeger, R.; Amditis A. , Kunert M.; Hoess, A.; Flemisch, F.; Krueger, H.-P.; Bartels, A.; Beutner, A.: HIGHLY AUTOMATED VEHICLES FOR INTELLIGENT TRANSPORT: HAVEit APPROACH; ITS World Congress, NY, USA, 2008
- Flemisch, F.; Kelsch, J.; Löper, C.; Schieben, A.; Schindler, J.; Heesen, M.: Cooperative Control and Active Interfaces for Vehicle Assistance and Automation; FISITA World automotive Congress; Munich; 2008
- Flemisch, F.; Schindler, J.; Kelsch, J.; Schieben, A.; Damböck, D.: Some Bridging Methods towards a Balanced Design of Human-Machine Systems, Applied to Highly Automated Vehicles; Applied Ergonomics International Conference, Las Vegas, USA; 2008
- Flemisch, F.; Schieben, A.; Kelsch, J.; Löper, C.: Automation spectrum, inner / outer compatibility and other potentially useful human factors concepts for assistance and automation; In: Ed. Waard, D.; Flemisch, F.; Lorenz, B.; Oberheid, H.; Brookhuis, K. Human Factors for Assistance and Automation; Shaker, Maastricht, 2008
- Flemisch, F.O.; Adams, C. A.; Conway S. R.; Goodrich K. H.; Palmer M. T. ; Schutte P. C.: The H-Metaphor as a guideline for vehicle automation and interaction; NASA/TM—2003-212672; NASA Langley Research Center; Hampton, Va, USA; 2003



Towards a dynamic balance between humans and machines:

Authority, ability, responsibility and control in cooperative control situations

Frank Flemisch, Matthias Heesen,
Johann Kelsch, Johannes Beller

ITS Institute of Transportation Systems Braunschweig

