

SMART DRIVING CARS

<http://smartdrivingcar.com/Fortune-062716>

[Monday, June 27, 2016](#)

FORTUNE

[Who Will Build the Next Great Car Company?](#)

E. Griffith, June 24, "...Also, he's hit the decoy plenty of times. In 2012 he even did it in front of Ford's board of directors. Back then the idea of self-driving cars looked, to Ford's leadership, like a frivolous Silicon Valley moonshot. Four years later things have dramatically changed. Today Ford's vehicle lineup features more than 30 options for semiautonomous features, including the automatic brakes I tested, and the company is aggressively working on cars that fully drive themselves. By year-end the company expects to have the largest fleet of autonomous test vehicles of any automaker.

Ford is not alone. The entire automotive industry is in the midst of a radical transformation that is reshaping the very definition of what it means to be a car company. There is hype, hope, fear, and insecurity—and at the center of it all is the self-driving car. Thanks to cheap sensors, powerful machine-learning technology, and a kick in the butt from the likes of Google and Tesla Motors , driverless vehicles are becoming a sooner-than-you-think reality...." [Read more](#)
Hmmm...A very good summary of where the industry stands with respect to Self-driving; however, it really doesn't address Driverless, (autonomousTaxi (aTaxi) shared-ride on-demand transit). It makes no mention of the low-speed [Easy Mile](#), [2GetThere](#), [CityMobil2](#) approaches. Fortune is still seeing a personal car future and not a Mobility-on-Demand future. That would be way too disruptive. See also the [intro video](#) Alain

Los Angeles Times

[Self-driving cars could flip the auto insurance](#)

[industry on its head](#)

J. Peltz, June 20, "...Billionaire investor Warren Buffett, whose Berkshire Hathaway Corp. owns Geico insurance, told an automotive forum last year that "we would not be throwing a party at our insurance business" when self-driving cars arrive, even though that day remained "a long ways off."..." [Read more](#) *Hmmm...I simply don't understand insurance. Is all of this talk just propaganda to ensure astronomical profits by the first movers??!* Alain



[Lipinski Connected Cars Roundtable 6/22/2016](#)

Jun 23, "Policy Roundtable --- "The Road Ahead: Developing Policies to Make Connected & Automated Vehicles a Reality" [See Video](#) *Hmmm...Interesting, but still way too focused on Connected rather than Automated and still focused on moving vehicles instead of moving people. While Congressman Lipinski mentions that "good paint" is an important infrastructure need he quickly diverts to championing "Connected". Big Brother continues to want to control all of this autonomy. Oh well... Listen on. Alain*



[Crash Avoidance Technologies: Assessing The Building Blocks](#)

[For Tomorrow's Driverless Vehicles](#)

D. Zuby, June 22, [Read more](#) *Hmmm....PowerPoint presentation at I-95 Corridor Coalition AV Conference that presents the actual performance to date of automated collision avoidance systems. It is really depressing how poorly the first round of automated crash avoidance systems actually worked (They didn't). It also properly projects how long it will take for these systems to penetrate the market if they follow the adoption curve of Electronic Stability ControlUnless something else happens...aftermarket participation, safety finally selling, Silicon Valley really jumping in, ??? (Notice I didn't add Government/PublicSector doing something). [My presentation @ I-95CC AV Conf](#) Presentation by [Jerome Lutin](#) Alain*



[Can the 2017 Volvo S90 ride safety and self-driving to serious market](#)

[share?](#)

B. Howard, June 14, "...Pilot Assist takes over driving chores and keeps the S90 aligned in the center of the lane, while tracking the speed of the vehicle in front to maintain a safe following distance. There's virtually no interstate with a curve too sharp for Pilot Assist to handle. ..you could override Pilot Assist, but it took some effort. It worked well from speeds all the way up to the 80 mph limit down to a stop, then back up to speed. The X90 tracked very close to the middle of the road; once in a while it veered a foot or two off center, then returned. It handled the gentle curves of limited access roads well. It won't pull out and pass slower cars..."[Read more](#) *Hmmm...A contender to Tesla's AutoPilot??? Also see video: [Watching my Volvo XC90 drive itself](#), by F. Azad from last August. Alain*



[The Self-Driving Car Generation Gap](#)

B. Allenby, June 22 "...“Cars have long been symbols for personal freedom. With the open road before you you can go anywhere—from behind the wheel you really take control of your destiny. In this regard, cars are empowering. Ownership means that you have the means to be independently mobile, that you own not just a vehicle but choice as well.” You’re not buying two tons of material; you’re buying the open road. That’s why getting your driver’s license used to be the critical rite of passage for any adolescent American male.

But here the operative phrase is “used to be.”..” [Read more](#) *Hmmm...Interesting perspective.*
Alain

Some other thoughts that deserve your attention



[Columbus, Ohio officially winner of DOT Smart City Challenge and \\$140 million in innovation grants](#)

J. Donovan, June 23, "With the Columbus Dispatch (and many possible runner-up cities) reporting two days ago that Columbus was the winner of the U.S. Department of Transportation’s Smart City Challenge, official word was silent until this afternoon.

Today in Columbus, U.S. Secretary of Transportation Anthony Foxx officially recognized and announced — to a full house at the Douglas Community Center in the neighborhood of Linden — that the city is indeed the winner and will reap the benefits of victory; a \$40 million grant from the DOT, \$10 from Paul Allen’s Vulcan Inc., plus \$90 million in local matching contributions.

Plans for the grants will include:..13,000 busses and cars to be connected with vehicle-to-vehicle communications..." [Read more](#) *Hmmm...Total shock that Columbus won, but now it makes perfect sense...This is DoT's last gasp at keeping V2V alive. Great!!??? Oh well the \$40M from DoT is really chump change that will barely pay the overhead associated with the DoT involvement. Austin, Pgh, SF, Portland... This is actually good news for you. (Also it is easy to "grow fast" when the denominator is close to zero.) Alain*



[You can now take a Grab car from Singapore to Malaysia \(and back\)](#)

J. Bhuiyan, June 18, "...The company conducted its own survey of its riders who typically commute along this route and found that 88 percent of riders were willing to carpool and 89 percent of car owners would be willing to pick up other people on their way to and from work..." [Read more](#) *Hmmm...Some insight that ride-sharing is attractive.* *Alain*

On the More Technical Side

<http://orfe.princeton.edu/~alaink/SmartDrivingCars/Papers/>

Recompiled Old News & Smiles:



CityMobil2: Trikala

Feb 2016, [See video](#) *Hmmm...Excellent video of a low-speed driverless demonstration. Alain*



A Real-Time Commute on Autopilot

T. Burch, Apr 24 [See Video](#). *Hmmm...A really good video of the use of AutoPilot on a wide variety of roads. Alain*



Tesla Model S and X owners can now trial Autopilot before buying it

D. Muoio, Apr 18, "Those who purchased the Model S or Model X after 2014 have gotten to experience Tesla's hardware Autopilot, which includes safety features like automatic braking, lane switching and blind spot warnings. But in January, the company rolled out some sweet convenience features, like self-parallel parking and the ability to summon your car. To get those convenience features, Tesla owners have to drop \$2,500. But Tesla is now offering owners the ability to test the feature for an entire month before committing to purchasing it. The reason Tesla can offer a trial is because the convenience features can get pushed through via a software update, meaning Tesla owners can turn it on or off at anytime....[Read more](#) *Hmmm...It costs them ZERO to offer this. See the video: [We put Tesla's Autopilot to the ultimate test in the most stressful driving city in America.](#) Alain*

CAR AND DRIVER

[Semi-Autonomous Cars Compared! Tesla Model S vs. BMW 750i, Infiniti](#)

M. Simari, Feb 2016, "...Using a 50-mile mix of freeway stretches, rural two-lanes, and city streets, we tabulated exactly how many guidance interruptions were caused by broken lane marks, inconsistent pavement patches, intersections, and exit and entrance ramps. We also noted when a car lost the lane-keeping sense for no apparent reason. Then we ranked the four contenders according to the number of control lapses each test car experienced..." [Read more](#)
Hmmm...Excellent comparison of the best of what can be bought today. Alain

Half-baked stuff that probably doesn't deserve your time:

Science

[The social dilemma of autonomous vehicles](#)

J-F. Bonnefon, et al. June 24, "...Although these scenarios appear unlikely, even low-probability events are bound to occur with millions of AVs on the road. Moreover, even if these situations were never to arise, AV programming must still include decision rules about what to do in such hypothetical situations. Thus, these types of decisions need be made well before AVs become a global commodity..." Read more *Hmmm...At least the authors realize that that this issue is totally irrelevant by relying on premises such as: "even low-probability events are bound to occur" and "AV programming has to consider situations that are **never to arise**". Maybe this is why noting ever happens in Washington ... no problem killing 100 people per day on the nation's roads Let's contemplate our "never arise" navel.*

Agreed, nothing has absolute zero probability, or certainty (except death and taxes :-), also no two outcomes have exactly the same moral values (if they are even measurable and by whose edict at what time). Finally, the issue isn't even well-posed in that situations are not created instantaneously but evolve in time so that prudent AV programming should better be focused on not allowing the vehicle to evolve into a situation in which there is even one person at risk, let alone find itself between "a rock and a hard place". Finally, the authors don't reference any of the work by [Chris Gerdes](#) and [P. Lin](#) on this topic. Do NOT watch Science's [dumbed-down video](#) Has Science Mag. gone the way of the History Channel??? Alain

[C'mon Man!](#) (These folks didn't get/read the memo)



[Should Your Driverless Car Hit a Pedestrian to Save Your Life?](#)

J. Markoff, June 23 "...A new research study, however, indicates that what people really want to ride in is an autonomous vehicle that puts its passengers first. If its machine brain has to choose between slamming into a wall or running someone over, well, sorry, pedestrian.

In this week's Science magazine (*Hmmm...See above in **Half-Baked***), a group of computer scientists and psychologists explain how they conducted six online surveys of United States residents last year between June and November that asked people how they believed autonomous vehicles should behave..."[Read more](#) *Hmmm...When is the NYT going to get back to printing "All the News that's fit to print"? This is NOT news, the philosophical argument is ancient and the Science article isn't even a particularly good or new (unless you are really keen on a thimble full of on-line surveys. [C'mon Man!](#) Alain*



[Moscow to explore high-speed Hyperloop commuter transport system](#)

Reuters, June 21, "Moscow has signed an agreement with Los Angeles-based company Hyperloop One to explore building a futuristic, high-speed transportation system known as a Hyperloop in the Russian capital.

A Hyperloop involves using magnets to levitate pods inside an airless tube, creating conditions in which the floating pods can shuttle people and cargo at speeds of up to 750 mph (1,200 kph)..." [Read more](#) *Hmmm...Next the North Koreans will jump in and we'll have a real "Hyperloop Race". [C'mon Man!](#) Alain*

Calendar of Upcoming Events:



[ITE + ARRB Present Driverless Vehicles: Progress in the U.S. and Australia Webinar](#)

Thursday, June 30, 2016,
6:00 PM - 7:30 PM (UTC-5:00) Eastern Time (US & Canada)