

SMART DRIVING CARS



<http://smartdrivingcar.com/NTSB-052216>

Sunday, May 22, 2016



[Derailment of Amtrak passenger train 188,](#)

[Philadelphia, PA, May 12, 2015 NTSB/ DCA15MR010](#)

Public meeting of May 17 "... Executive Summary...This report addresses the following safety issues:

- **Crewmember situational awareness and management of multiple tasks....**
- **Positive train control.** In the accident area, positive train control had not yet been implemented at the time of the accident, but it has since been implemented. The NTSB found that the accident could have been avoided if positive train control or another control system had been in place to enforce the permanent speed restriction of 50 mph at the Franklin Junction curve.
- ... [Read more](#)

Hmmm... Kudos to NTSB for finding "...the accident could have been avoided if positive train control or another control system had been in place to enforce..."

HOWEVER, given that PCT was [mandated by Congress in 2008](#) with a deadline of December 15, 2015 and that 6 months before the deadline PTC had NOT been implemented on Amtrak's highest volume segment (PHL-NYC) is so unacceptable that this deserved to have been their #1 bullet. NOT some poor train engineer that was simply trying to do a job made enormously more dangerous and stressful because Amtrak management failed to implement in a timely manner what had been mandated by its "sugar daddy"!! So the NTSB "threw" the engineer "under the bus" and essentially all of the news reports pointed to the engineer rather than Amtrak's senior (mis)management ([The Atlantic](#), [NBC](#), [Washington Post](#), [WSJ](#), [NYT](#) etc. Why didn't the NYT do a long story on why Amtrak management didn't install PTC in a timely manner???)

*My point here is larger in that this same issue exists in the rest of the transit industry where crash-avoidance technology exists today that can substantially reduce collisions and do so while printing money for the transit industry. [Dr. Jerome Lutin and I](#) have pointed out to deaf ears that automated collision avoidance systems exist today for buses whose costs are substantially less than the net present value of the liability that these buses can be expected to impose on society. This is about the **cash** that a hopelessly bankrupt transit industry has to pay out because it isn't installing existing crash avoidance technology that is available today. On top of that cash are all of the societal benefits associated with eliminating collisions. There is no rush (not even a faint*

heart-beat) by the industry to do this. FTA is totally asleep, yet bus drivers continue to be placed in some of the most stressful and unsafe working conditions without the help that such technologies can deliver. I can't be more blunt... The major cause of accidents in the transit industry is the fact that the management of the transit industry is not installing in its fleets existing and available automated collision avoidance systems. What is even more derelict is that new bus procurement don't include such provisions either. When is the finger going to finally be pointed towards "Management" and the FTA instead of the poor bus driver or train engineer? NTSB is getting close by at least putting it 2nd, but if the public is to become aware, it will need to rise to the top bullet. Alain

THE LEAF-CHRONICLE [Senator Mark Green speaks in national forum on autonomous cars, job creation](#)

May 20, "Clarksville Republican Senator Mark Green joined technology and auto industry leaders at the University of Maryland's National Transportation Center in its program, "[Automated Vehicle Policy and Regulation: A State Perspective Workshop](#)..." [Read more](#)
Hmmm...Good one day conference with some [excellent presentations](#) as well as [my wrap-up comments](#). Alain



[NXP Demonstrates Complete Autonomous Vehicle Platform Using NXP Silicon at Each ADAS Node](#)

Press Release, May 16 "Marking a significant milestone in the fast-approaching self-driving vehicles era, NXP Semiconductors N.V. (NASDAQ:NXPI) today demonstrated a comprehensive and highly manufacturable autonomous vehicles platform leveraging NXP's new BlueBox engine, and deploying NXP silicon and software solutions at each ADAS node. The system demonstration incorporates the BlueBox central computing engine, together with radar, lidar, and vision sensing, as well as an onboard secure V2X system – all of which are powered by NXP silicon currently in volume production or sampling to customers now..." [Read more](#)
Hmmm...Nice! , but how does it do with DeepDriving? Alain

PBS NEWSHOUR [Will robot cars drive traffic congestion off a cliff?](#)

J. Lowy, May 15 "...Experts foresee robot cars chauffeuring children to school, dance class and baseball practice. The disabled and elderly will have new mobility. Commuters will be able to work, sleep, eat or watch movies on the way to the office. People may stay home more because they can send their cars to do things like pick up groceries they've ordered online.

Researchers believe the number of miles driven will skyrocket..." [Read more](#) *Hmmm...Excuse me!... Not all researchers...Yes, we agree that since the dis-utility of travel will diminish substantially, person-miles traveled will go up substantially, HOWEVER, it is not at all clear that the current auto ownership model will survive (read the [next article](#)). If we evolve to MoD (Mobility-on-Demand), then the sharing-the-cost financial advantages of ride-sharing as well as its environmental, energy and congestion-relief consequences are likely to be sufficiently compelling that "miles driven" will actually go down. (And go down substantially in peak-hour, peak-direction so as to eradicate congestion.) High-rise apartment dwellers don't own their own private elevators (except maybe "The Donald"). They casually ride-share whenever the on-demand warrants. Alain*

SCIENTIFIC AMERICAN [Will Robo-Ubers Kill Car Ownership?](#)

D. Pogue, June 1 "...Yes, self-driving cars are revolutionary. But on-demand driverless cars? The changes would be so massive and fast and global, there's almost nothing about daily transportation that wouldn't change—mostly for the better. Inexpensive robotic rides would mean there would be no particular reason to own a car. You wouldn't have to buy one, maintain it, gas it up..." [Read more](#) *Hmmm...Nice light article stating the obvious. Alain*



[Want to Buy a Self-Driving Car? Big-Rig Trucks May Come First](#)

J Markoff, May 17, "... led by 15 former Google employees, including eight engineers. Among its staff members are major figures from Google's self-driving car and maps projects, and it is aiming at the long-haul freeway driving that is the bread and butter of the commercial trucking industry.

The engineers think that automating trucks rather than passenger vehicles could be more palatable financially and to regulators....Since the Google car and map veterans, Anthony Levandowski and Lior Ron, founded Otto in January, the company has expanded to 41 employees and has been test-driving three Volvo trucks, logging in more than 10,000 miles..." [Read more](#) *Hmmm...Interesting, but does Otto really have more than Peloton or even Soterea except a better market focus and substantially better PR? Is this another Cruise? Alain*



Irish Examiner

[You can now sign up to test ride a driverless car in London](#)



May 16 "...London has opened the doors to the UK's first public trial of autonomous vehicles. That means if you are in the UK, you can register with GATEway (Greenwich Automated Transport Environment) and take a ride around London's Greenwich area in a self-driving electric car..." [Read more](#) *Hmmm...PRT without an exclusive overhead guideway. How interesting!. Alain*

fotolia

[3D animation of autonomous car interior.](#)

Chesky, [See Animation](#) *Hmmm...cute, but who knows how they'll look??. Alain*

Some other thoughts that deserve your attention



[Maverick "car guy" Bob Lutz still pulls no punches](#)

J. Berr, May 16 "... The veteran auto executive recently discussed the state of the auto industry with CBS MoneyWatch (transcript has been edited for clarity and space)...My argument with Tesla is the business. It's a cult stock, and I've been saying for months that the business model doesn't work. They're losing a ton of money. They're running out of cash. Their sales are sideways to down..." [Read more](#) *Hmmm...Ouch!, Interesting perspectives derived from extensive experience. Worth reading. Alain*

[On the More Technical Side](#)

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

Recompiled Old News & Smiles:



[Google reports self-driving car mistakes: 272 failures and 13 near misses](#)

M. Harris, Jan 12, 2016 "...Between September 2014 and November 2015, Google's autonomous vehicles in California experienced 272 failures and would have crashed at least 13 times if their human test drivers had not intervened, according to a document filed by Google with the California Department of Motor Vehicles (DMV)....

However, Google admits that its drivers actually took over from their vehicles "many thousands of times" during the period. The company is reporting only 69 incidents because Google thinks California's regulations require it only to report disengagements where drivers were justified in taking over, and not those where the car would have coped on its own..." [Read more](#)

Hmmm...Good article about the realities of testing. See also [Autonomous Vehicles in California](#).
Alain

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



[Group Seeks to Pave Way for Nationwide Adoption of Driverless Cars](#)

M. Ramsey, May 18, " "...A group of business and former military leaders wants to limit states' ability to regulate driverless cars, calling for sweeping federal legislation to avoid a patchwork of rules they believe could hinder adoption of the technologically advanced vehicles...Other recommendations from the group include allowing auto makers to sell an unlimited number of electric cars that come with a \$7,500 tax credit, so long as the vehicle's price doesn't eclipse \$55,000. The tax credit would be reduced starting in 2021 and no longer be offered by 2023. Currently, the same tax credit disappears once a company sells 200,000 electric vehicles..." [Read more](#) *Hmmm...Is this an electric car initiatives. It is likely that the fleet model of autonomousTaxis would be electric powered, but autonomousPersonalCars face the same barriers as today's conventional personal cars. And why should the public subsidize autonomousTaxis when they have their own solid business case? Alain*

Calendar of Upcoming Events:



May 23-24, 2016 • The Westin, Philadelphia, PA
A Leadership Exchange Defining the Industry's Best Practices

<http://www.alktechsummit.com/>



[Connected & Automated Vehicle Conference](#)

What States Need to Know

June 21 & 22, 2016

Maritime Institute (near BWI), Lincoln Heights, MD

<http://i95coalition.org/wp-content/uploads/2014/09/I95CCCAVConferencePacketREV4-15-16.pdf?dd650d>