Autonomous Vehicle Industry Perspectives

Session chair: Tom Anderson

CSR, School of Computing, Newcastle University
(well, until recently)

Industry Panel day (session 2)

Workshop goal – to consider the proposition that:

Level 3 autonomous vehicles cannot be made acceptably safe with current technology and practices

Our presenters will speak from their own experience and judgement, not to individually debate the above. But we should all keep that proposition in mind during this workshop.

[Note: the workshop organisers framed the above proposition as a hypothesis.]

Presenters, and panellists

Philip Koopman, CMU and Edge Case Research

- Automated Vehicle Safety Overview for 2021

Nirmal Saxena, NVIDIA

- Diverse Redundancy and Testability: Key Drivers

Paul J Perrone, Perrone Robotics

- A Flexible, Verifiable and Validateable Approach to AV Safety

Wilfried Steiner, TTTech

- Coopetition as Enabler and the need for Scientific Foundations

Titles traduced

Phil

- Where are we now (and where are we going)?

Nirmal

- What should we do to get there?

Paul

- How will we know that we've arrived safely?

Wilfried

- Can we travel together?

Panellists' perspective

I've asked each of our four presenters to very briefly summarise, along the lines of:

- What is most critical?
- Which are the most important take-aways?
- **When** can we expect to see **what** happen?

Grandes Jorasses

One of the three great north faces in the Alps (the other two are the nordwand of the Eiger and the north face of the Matterhorn).

Edward Whymper [first ascent of the Matterhorn in 1865] climbed to the second highest point on the Grandes Jorasses just three years before Horace Walker reached the 4,208 metre summit in 1868, following Whymper's route. Indeed, a fine example of coopetition.