

# 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.

