

Last Mile Vs Long Haul... Powering The Future



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Why A Trial / Model Deployment ?



“ A discovery process is needed to establish what the overall eco-systems required to support AV’s are..”



“ We need to understand what the engineering, systems, infrastructure and communications platforms required will look like....”



“ The realisation of commercial value and the construction of business models will only be possible for service providers when we have a complete understanding of the big picture”



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Key Elements Required For AV Use

- Road marking consistency
- Obstacle management
- Foliage management
- Road works signage consistency
- Route choice priority



Lessons learned from trials

- Engage early with regulators
- Clarity about service contracts, particularly
 - programming of routes
 - servicing
- Clear expectations of partners needed



Automated Heavy Vehicles = Effective Public Transport



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Automated Heavy Haul = Safer Logistics



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Rails Are a Dead Technology = ROAD Trains not RAILWAYS

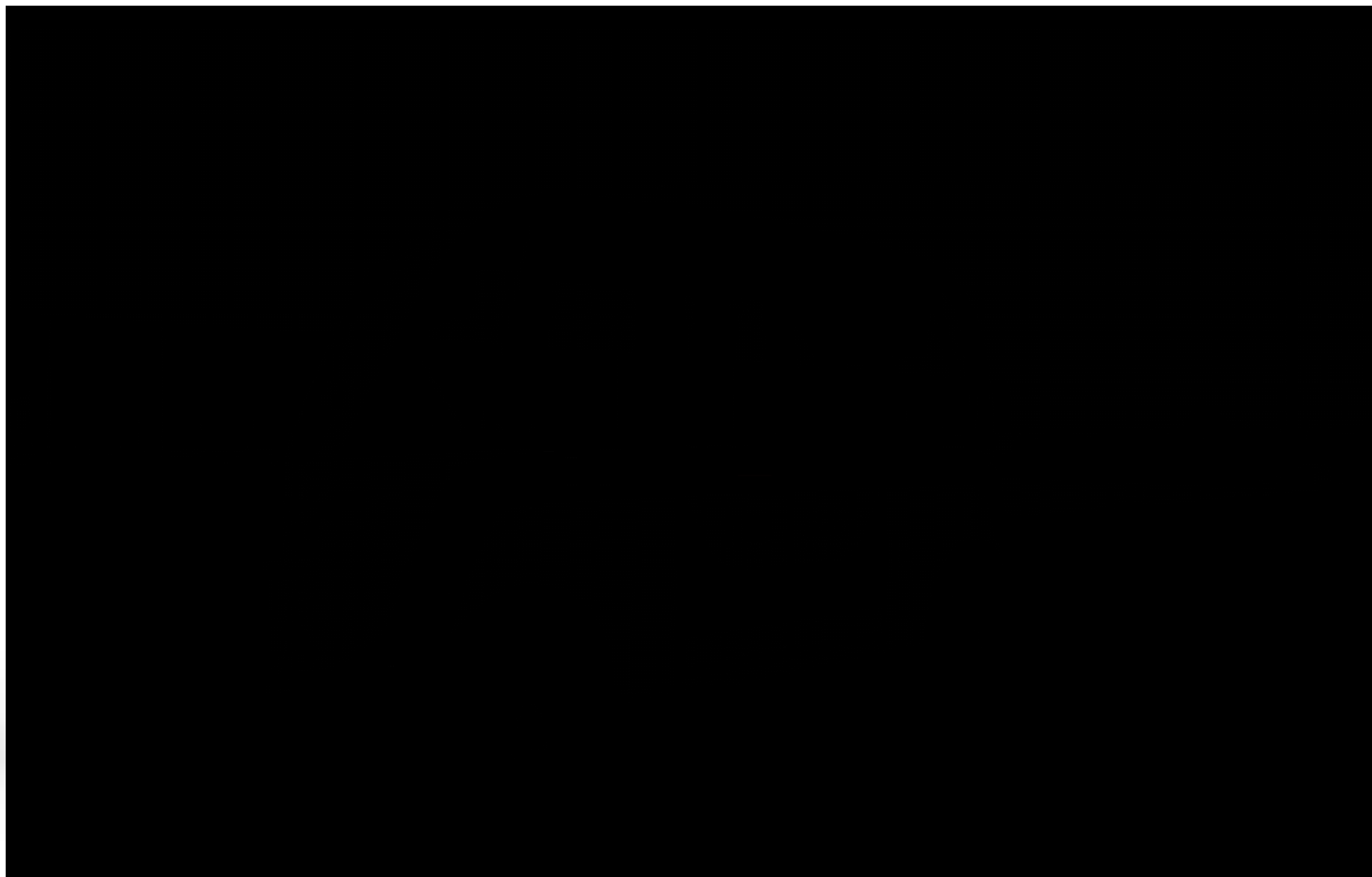


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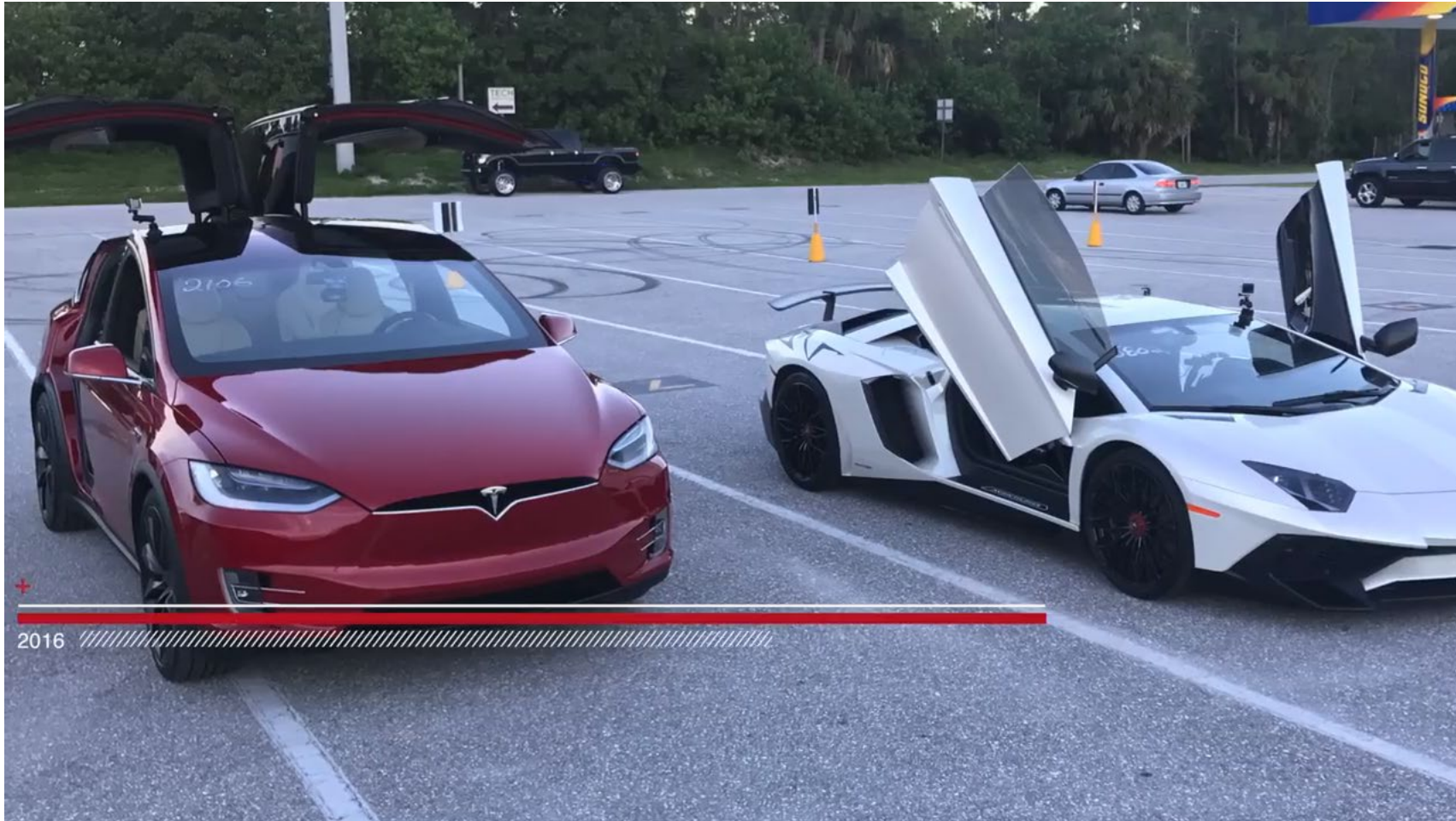
Automated Last Mile Vehicles Extend Public Transport



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Personal Automated Vehicles..... Safer but Selfish



2016



Last Mile Automated Vehicle realities



Perception: AVs are ready for public roads and are already running in fully autonomous mode on public roads around the world.

Fact: AVs are not actually running in full autonomous mode anywhere or capable of free form operations, batteries and charging remain a serious limitation.

Reality: Factors needed for full automation need to be completely researched.



Autonomous Vehicle Realities



Perception: AV's are totally safe

Fact: they have not been fully safety tested do not have NCAP ratings and there have already been accidents and incidents

Reality: AV's lack a large number of standard safety features



Nicola Motors....Next Gen EV Semi's....



“320 kWh battery pack, which is fairly big, but most of its expected 1,200 miles of range will be achieved with a natural gas range extender.”



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Thank You



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