From: Sent: To:	19 July 2018 21:54
Cc:	
Subject:	Readout - Meeting with Uber Head of Federal Affairs & team (Washington,18 July 2018)

Dear colleagues,

Please fine below the readout of the above meeting.

bikes and scooters in DC.

Best regards,

## Key takeaways:

- Confirmed that they will resume testing of autonomous vahicles (they had suspended it after the fatal
- Confirmed that they will resume testing of autonomous vehicles (they had suspended it after the fatal accident)
- They have regular contacts with DoT and cooperate for the development of the guidance documents on automation (the 4th version is expected in August/September). Henrik asks to step up cooperation with DoT on this.
- They conceive automation separate from connectivity. Each vehicle should be able to operate
  independently from its ability to talk to other vehicles or to the infrastructure. They used the fact that
  their vehicles are not connected to the internet to justify that they are not super-concerned by
  cybersecurity.

## **Detailed readout:**

: we are in a strategic shift. In April the new CEO outlined a new vision. People are increasing moving to other means than cars. should develop into a platform. It should allow people to find the best solution. We want to compete with private car ownership. Want to give as many options as possible. We are often accused of competing with public transit. We want to let people to choose transit with greater accuracy and confidence, in multimodal journeys.

automation is complicated. We have been working to make sure that from a regulatory standpoint stakeholders have understanding of our technology. We see them as partners. We cannot simply unload thousands of autonomous vehicles. We are advanced in the discussions with regulator on autonomous vehicles. We need to learn from our accidents. But we cannot be safe until we can test. We need to go back to testing.
who is the operator of self-driving car?
We concluded 2 million autonomous miles throughout the country. Our programmes are now halted after the accident. We see the future shared, autonomous and electric. We are getting there with regulators, the national highway traffic administration (NITSA), which regulates the vehicles. We have come to know that because the technology changes every day they are not offering a prescriptive regime. We are currently operating at L2 level. The vehicle is not a driver yet (L4 or L5). Cannot give you a timeline for that. This is based on mapping. FOr the moment we are trying out Pittsburg. We control our fleet. The first iteration should be for shared fleets. Performance based is much better than prescriptive approaches. It would be unwise to try to regulate this early on. We want to have pilot and exemption programmes.
how cooperative is DoT?
very much. They want to keep US road safe. We stay close to them. We update them frequently.
DoT will issue soon the 4th version/iteration of their guidance on connected and automated driving (end August/September).
do you do anything similar in Europe?
we don't have testing facilities there. We would be happy to show you things in Pittsburg. Only in Toronto.
we should step up our cooperation with DoT on these issues. We dont need to reinvent the wheel. Even better if we can achieve global interoperability.
are you working on cybersecurity? One breach could have a similar blow up event to your accident.

