Canadian Automated Vehicle Initiative

CAV Update October 2025

From the Editors

CAVI has announced that the **Trans-Canada Automated Truck Demonstration Project** is advancing to Phase 2. This phase will seek funding for the project and form six committees that will develop detailed plans for the implementation phase.

CAVI is inviting stakeholders to participate, either as a Chair or Member of a committee.

CAVI is forming six committees to develop detailed plans:

- Technical plan
- Safety plan
- Financial Plan in two parts: budget and sponsorship plan, including high-profile sponsors
- Schedule and task descriptions
- Marketing and communications plan: consultation with stakeholders; news releases, communications and education with our partners and the larger public; partner liaison
- Provincial regulatory harmonization plan

The schedule over the next few months is:

- November 30, 2025: we are developing Terms of Reference for each committee. These will be ready by the end of November.
- November 30, 2025: we announce the Chairs and Committee Members
- January 2, 2026: all committees start work
- May 29, 2026: all plans are finished

CAVI is inviting stakeholders to participate as either the Chair or a Member of a Committee. If you are interested, please write to cav-truck@cavi-icva.ca and include:

- Your name, affiliation, and email address
- One paragraph on your background and experience
- The committee you are interested in
- Are you volunteering for a role as the Chair or a Member of the Committee?
- Anything else you feel will be useful to us

If you have any questions, please write to cav-truck@cavi-icva.ca.

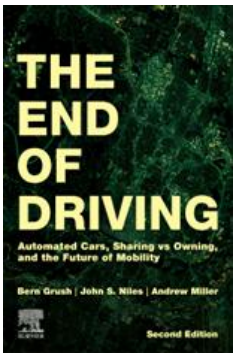
Canadian CAV News

Ontario Vehicle Innovation Network (OVIN) has recently published its 2024-25 annual report titled *Driving Trade Forward: Ontario's Automotive and Mobility Market*. The 102-page report details Ontario activities concerning electric vehicles as well as connected and autonomous vehicles. Ontario is home to major automakers such as Ford, GM, Honda, Stellantis, and Toyota. These companies and others in the Ontario automotive ecosystem contributed 86% of Canada's automotive GDP in 2023.

This unique automotive ecosystem spans mineral extraction to battery recycling, AI research, and autonomous technologies through collaboration among industry, academia, and government. OVIN also plays a role in workforce transformation by investing in upskilling initiatives for the automotive sector. A copy of the report can be viewed/downloaded at this link. Pages 35 and 36 of the report have information on companies working on autonomy and connectivity.

California-based autonomous vehicle developer **Gatik AI** and Ontario-based **Loblaw Companies Ltd**. have been collaborating over the past five years in the development of middle-mile automated goods delivery. What started as a small pilot project, has now greatly expanded to include up to 50 Gatik automated trucks delivering goods from Loblaw warehouses to 300 retail stores in the Greater Toronto Area (GTA). Twenty vehicles will be deployed by the end of 2025, and the balance in 2026. The Province of Ontario has been keen to hasten the development and deployment of automated vehicles through its *Automated Commercial Motor Vehicle* (ACMV) program. Both companies worked closely with the **Ministry of Transportation of Ontario** (MTO) to develop plans and procedures for the large scale deployment of Gatik automated vehicles. More information is at this link.

The End of Driving: Second Edition by Bern Grush, John Niles, and Andrew Miller argue that, as automated driving arrives at scale, it offers two starkly different futures. In one, we have mostly privately-owned AVs, which compound today's problems with congestion and parking. In the other, we have mostly shared robotaxi fleets that reduce car ownership and permit us to redesign urban spaces and reimagine public transit. The book makes the case that the latter, better future won't happen by default, it requires proactive policy intervention. This includes coordinated Pick-up and Drop-off (PUDO) infrastructure, remote monitoring systems, and regulatory frameworks for the "mixed-driving" reality where human and automated vehicles will coexist for decades. Published by Elsevier, the updated and revised second edition provides a pragmatic roadmap for cities, regulators, and industry stakeholders. More information is available here, and you can order a copy here.



In April 2025, **Magna International Inc.**, based in Aurora, Ontario, announced its controversial pilot project for deploying up to twenty self-driving 3-wheeled delivery robots in certain areas of Toronto. The main reason for the controversy was that Magna had not secured permission from the City of Toronto. Magna's defence at the time was that its project was approved by the Province of Ontario's Ministry of Transportation, and no permission was needed from the City of Toronto. The pilot project was intended to run for about six months starting in June. In a surprise move, Magna announced in early October that it was terminating the pilot project three months early. The company did not give the reasons for this abrupt action. In response to media inquiries, Magna's spokesperson stated that *Pilot programs are designed to evolve through testing and refinement, and the Toronto initiative served as a valuable test bed for autonomous delivery technologies.* More details are at this link.

On September 29, 2025, a blog post written by Bern Grush – the Executive Director of Toronto-based **Urban Robotics Foundation** was published by the **World Economic Forum** (WEF). The article was titled *How robots and humans can safely share public spaces*. In the article, the author examines many facets of *Public-Area Mobile Robots* (PMRs) in their various shapes and roles, such as delivery robots

that today deliver packages and food in some parts of the world, or those deployed in hospitals, airports, and other locales. In the future there will be many more applications of PMRs and many more PMRs sharing spaces with humans. This will necessitate rules for how these spaces will be shared. For example, a robot rushing emergency medical supplies to a cardiac patient may not be able to wait. A robotic guide dog assisting a blind pedestrian requires certain navigational privileges to ensure its user's safety. A police-assist robot responding to a security incident may need priority passage through crowded spaces, and many more scenarios. Whereas humans instinctively move aside for someone on crutches, clear paths for emergency responders and navigate around each other through subtle body language and eye contact, robots currently lack these communication channels, creating a fundamental challenge. The article can be viewed at this link.

The **Kanata Automated Shuttle Bus** project was officially launched on October 9, 2025. The ribbon cutting ceremony included Ottawa Mayor Mark Sutcliffe, Jenna Sudds MP, Sir Terry Matthews (**Wesley Clover**), Kelly Daize (**Kanata North Business Association**), Sonya Shorey (**Invest Ottawa**), Andrew Cornish, and Tenille Houston (both with **Aurrigo**), Karen McCrimmon MPP, and Councillor Cathy Curry. The bus was developed by a team that included Aurrigo, KNBA, **Area X.O**, Wesley Clover, and with funding from **Transport Canada**. The bus will operate on a loop in the Kanata Technology Park until the end of January 2026. More information is at this link. A short YouTube video of the launch event can be viewed at this link.

International CAV News

We have reported in this newsletter about **Uber**'s many partnerships and investments in autonomous vehicle developers in an effort to protect its ride-hailing business against the ever expanding role of robotaxis in the livery industry. For example, it is reported that 20% or more of all taxi rides in San Francisco is now done by **Waymo**'s robotaxis. This represents market share taken from companies like Uber, Lyft, and traditional taxi companies. Uber's latest big move is partnership and investment with electric car maker **Lucid** and self-driving developer **Nuro**. Uber is investing US$300 million in Lucid and an undisclosed sum in Nuro to develop and deploy up to 20,000 robotaxis over the next six years. Lucid-made electric vehicles will be equipped with Nuro's Level 4 self-drive technology, and the fleet

operated by Uber. Uber's main competition – **Lyft**, is also in negotiations with the Swiss company **Benteler Mobility** for deployment of passenger shuttles starting in late 2026. More information is at this link.

In preparation for the launch of its robotaxi business in Dallas, **Waymo** has partnered with the **Avis Budget Group** to manage its fleet of autonomous, all-electric Jaguar I-Pace vehicles in that city. Avis will manage depot operations such as cleaning, charging and maintenance of Waymo vehicles. Avis views this partnership as diversifying its business in the nascent robotaxi industry. Earlier this year, Waymo had announced a similar partnership with **Moove** for maintenance of its robotaxi fleet in Phoenix. More information is at this link.

Truck platooning was a hot area in the United States a few years ago. The technology promised greater safety, operational improvements, and fuel efficiency. The leader at the time was California-based **Peloton Technology**. The company ceased operations and entered liquidation in 2021. Not much action had happened in the platooning field till recently. A small platooning project is currently in progress on Interstate 70 (I-70) between the states of **Ohio** and **Indiana**. The transportation agencies of these states have partnered with Ohio-based **Ease Logistics** to establish a platooning pilot project to develop the technology and evaluate its benefits in terms of safety and fuel efficiency. The platooning technology has been developed by San Diego-based **Kratos Defense**. The project is partly backed by an US$8.8 million grant from the **U.S. Department of Transportation** (USDoT). The project was initiated in 2021 and will conclude in 2027. More information is at this link.

The October 4, 2025 issue of **The Economist** magazine published two articles on robotaxis. The first article was an editorial titled *Robotaxi revolution*, and the second article was titled *The peculiar economics of robotaxis*. The editorial was generally supportive of the robotaxi technology citing studies showing that **Waymo**'s robotaxis were involved in 88% fewer property-damage claims, and 92% fewer injury claims per mile than human-driven vehicles. The rapid growth of robotaxi business was also cited. Between April and June Waymo provided 2.2 million robotaxi trips in California - five times as many as in the same period in 2024. Over the same three months **Baidu**, a Chinese tech company, provided 2.2 million trips across 16 mostly Chinese cities - a two-fold increase. The second article states that although Waymo launched its robotaxi service in 2023 in San Francisco, today it commands 20% of the taxi business in that city. Interestingly, taking

market share from human-driven taxi services has not resulted in job losses for the drivers. According to official data for 2024, the number of people in San Francisco working for taxi and limousine service firms grew by 7% against a year earlier. The articles can be viewed/downloaded at this link.

Staying with robotaxis, **General Motors** (GM) exited the sector in 2023 after spending a reported US$10 billion on the venture and shutting down its **Cruise**, its self-driving division. It now appears that GM has had a change of heart and is reviving its self-driving car ambitions. However, instead of re-entering robotaxi services, GM's plan is to build autonomous cars for personal use. Initial development will focus on hands-free, eyes-free driving but with a human occupant behind the wheel, then progress toward fully driverless operation. GM is reaching out to former Cruise employees to help rebuild the team and is already using human-driven vehicles fitted with lidar on public roads to gather data for future autonomous systems. More information is at this link.

New York City based **Runway AI, Inc.** specializes in generative artificial intelligence research and technologies. The company is primarily focused on creating products and models for generating videos, images, and various multimedia content. The company is now leveraging its technology to make inroads into robotics and autonomous vehicle systems. The company's simulation and scene-generation technologies are used to build virtual training environments for robotic agents and self-driving systems. Started in 2018, Runway is reported to be worth US$3 billion. More information is at this link.

And finally, a lot of research and investment is going into the development of *Humanoid Robots*. Perhaps the best known of these robots is the *Optimus* developed by **Tesla**. Robots of all kinds have existed for a long time. The new generation of robots (humanoid, animal, and other types) are being fitted with Generative AI to enable them to do much more than simple repetitive tasks such as those employed on assembly lines.

The **Massachusetts Institute of Technology**'s (MIT) *Computer Science and Artificial Intelligence Lab* is one of the leading organizations in research and development of humanoid robots. Among other techniques, MIT researchers teach robots various tasks by wearing sensors to capture motion and force. This for example, helps teach the robot how tightly to grip or how fast to move in performing the task. MIT's humanoid robot research represents part of a larger technological shift toward *Physical/Embodied AI* systems. This also applies to AVs, eVTOLs, space, and other systems. More

information is at this link. A short video showing some of the MIT robots in action can be viewed at the same link.

CAVI Speakers' Bureau

CAVI provides speakers for many different types of events across Canada, the US and overseas. On the one hand, our keynotes and presentations have core messaging on the status of CAVs, their deployment scenarios, and the impact on business plans, government regulations, and almost all aspects of society. On the other hand, each presentation is customized for the audience and the time available.

To inquire about a speaker for your event, please write to speakers@cavi-icva.ca

Upcoming CAV-Related Events

November 4-6, 2025	Aerial Evolution Association of Canada annual conference and exhibition, Edmonton AB
November 12, 2025	Lunch Event on Steering the Driverless Revolution: The Law & Regulation of Autonomous Vehicles; Harvard Law School. Andrew Miller of Paladin Consulting is speaking at the event.
November 18-20, 2025	Automotive Cyber Security, Connectivity & SDV Week 2025, Berlin, Germany
November 24-25, 2025	Autonomous Vehicles & AI Europe 2025, Frankfurt, Germany
January 6-9, 2026	Consumer Electronics Show (CES), Las Vegas
March 11, 2026	CAM Innovators' Day 2026, Central London, UK (CAM = Connected and Automated Mobility) Click here to express interest
April 29-30, 2026	Discovery X by Ontario Centre of Innovation, Toronto, ON
June 2-4, 2026	AutoTech 2026, Suburban Collection Showplace, Novi, MI

About CAV Update

CAV Update is a free, monthly summary of news and analysis in the world of connected and automated vehicles, and their impact on the private sector, government, and society.

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The Canadian Automated Vehicle Initiative (CAVI) is an association for all stakeholders in industry, government and academia involved in any aspect of the ever-increasing automated vehicles ecosystem.

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