

CAV Update

January 2026

From the Editors

The **Trans-Canada Autonomous Truck Demonstration Project** (TransCan Truck). is gathering momentum; here is an update.

Vision

The vision statement has been updated to confirm the incremental nature of the project. The initial demonstration will be in Ontario, and we will grow the project in stages to the full Halifax to Vancouver route.

Planning

We now have a team of 60 individuals involved in CAVI governance and planning the truck project. They come from many sectors of the economy and from BC to Nova Scotia. Many thanks to everybody who is contributing *pro bono* to this phase of the nation-building project. Your work is much appreciated.

30 of these, organized into 6 committees, are developing the project plans in sufficient detail to be used in funding proposals. The committees are: Technical, Safety, Government Regulations, Financial, Tasks and Schedule, and Communications and Marketing. The committees are meeting and developing their plans. Executing on those plans will not start until we have funding and can pay people.

Funding

As the planning work unfolds, we will use the information in various proposals for funding.

Team

We are very pleased to welcome two more people to the team:

- Tony Battista is a senior associate with the Sandstone Group, a government relations company. He is a Canadian retired senior military officer, former CEO of the Conference of Defence Associations and IBM Federal Client Executive.
- Andrew Faulkner is the co-founder and President of the Ottawa Product Management and Marketing Association and brings many years of marketing and communications expertise.

External Communications

There is growing interest in the truck project. In the next few months, CAVI will:

- Speak at a webinar organized by the Chicago Chapter of the IEEE Vehicular Technology Society (VTS). The audience will include Canadians.

- Attend and moderate a panel at the Truck World conference in Toronto.
- Attend and speak at the Big Data Analytics Canada Summit, also in Toronto.

Canadian CAV News

The **Globe and Mail** recently published an opinion piece by **Peter D. Norton** titled *Self-driving taxis won't be a traffic cure-all, and they ignore the real disease*. The article says: "Slow public transportation is not a problem for everyone. Slow streetcars and buses are a selling point for your service. Where public transportation is slow, robotaxis can move some people more quickly through the city. It is an attractive proposition. But robotaxis are not a cure. Instead, they are a symptom of a condition cities cannot afford to ignore: public transportation systems struggling to serve riders on streets that favour drivers."

CAVI's Barrie Kirk replied with this comment that the **Globe and Mail** published: "The writer misses the point: Although robotaxis will not reduce traffic congestion in major cities, they have many other benefits and uses. First, automated vehicles will be safer than many human-driven vehicles, but not perfect. Second, as costs come down, rides in robotaxis will be less expensive than regular taxis or Ubers because there is no driver to be paid. Third, for families with two cars, robotaxi rides will be a cost-effective replacement for the second car. And fourth, in low-density areas with no transit service, robotaxi rides will improve mobility."

On December 22, 2025, the **Canadian Broadcasting Corporation** (the CBC), published a report titled *Could Torontonians soon ride self-driving taxis?* It indicated that Google-owned **Waymo** had registered itself as a lobbyist with the **City of Toronto** (as of November 6, 2025), with the aim of deploying its robotaxis in Toronto at a future date. According to Waymo, this effort entailed creating *the legal frameworks that would allow us to bring our fully autonomous ride-hailing service to Canada*. A Canadian AV expert expressed surprise about Waymo wanting to move into a cold climate like Canada's so quickly. Almost all of Waymo's deployments so far have been in warm climate locations such as the states of Arizona, California, and Texas. The City of Toronto has concerns about deployment of more automated vehicles on its public roads following disappointing performance of **Magna's** delivery robots in the spring of 2025. In October 2025, the City sent a [letter](#) to the Province of Ontario regarding these concerns. In it, the City recommended limiting new AV pilots for any operator until they have demonstrated their ability to obey all basic rules of the road. The CBC report can be viewed at [this link](#).



WAYMO

The **Globe and Mail** has reported that autonomous vehicle startup **Waabi Innovation Inc.**, which is based in Toronto, has announced plans to launch a vast fleet of robotaxis with **Uber Technologies Inc.** As we have previously reported, Waabi raised US\$750 million in one of the largest venture capital financings in Canadian history. It will use the new funding to continue its expansion into autonomous long-haul trucking, where it already has commercial operations with **Uber Freight**, in addition to deploying self-driving taxis that will navigate city streets. Waabi will deploy a minimum of 25,000 autonomous vehicles on Uber's ride-hailing service, but disclosed few other details of its plan, including where and when the first robotaxis will launch, or whether the company has done on-road testing already. The full Globe and Mail story is [here](#) and at [this link](#).


International CAV News

Many companies are in a race to bring robotaxis to the mass market. Germany's **Volkswagen** (VW) has developed a concept vehicle for this purpose with no steering wheel, conventional accelerator/brake pedals, side mirrors, and other controls. Eliminating driver controls maximizes interior space and creates a lounge-like environment for passengers. Dubbed *Gen.Urban*, the vehicle is being tested at VW's headquarter city Wolfsburg on a 10 kilometre route that includes traffic lights, roundabouts, residential areas, construction, and congestion. At present, VW is focused on the interaction between passengers and this research vehicle. This involves observing passenger behavior, how passengers spend time, interacting with digital content (work/entertainment/relaxation), feelings of comfort/trust, and special attention to the reactions of children and the elderly. More information is at [this link](#).



Sweden-based autonomous trucking company **Einride** is planning to go public on the **New York Stock Exchange** (NYSE) in 2026. It is doing this through a *Special Purpose Acquisition Company* (SPAC) by merging with a sponsoring company already listed on NYSE. The company (Einride) is valued at US\$1.8 billion. SPAC transactions were popular a few years ago. Two other autonomous truck companies (**TuSimple** and **Embark Trucks**) went public via SPAC in 2021. At its peak, TuSimple had a market capitalization of over US\$8 billion. Embark's was over US\$5 billion. Unfortunately, both companies went into liquidation causing large losses for their sponsors and investors. Einride has established strong commercial traction, serving more than 25 customers. This includes





major companies like **PepsiCo**, **Heineken**, and **Mars**. At present, Einride has operations in seven countries. The company reported a contracted *Annual Recurring Revenue* (ARR) base of US\$65 million and over US\$800 million in potential long-term ARR through joint business plans with customers. Einride is also the developer of the first cab-less heavy-duty autonomous truck for road transport. More information is at [this link](#).

On January 6, 2026, **Bloomberg** published an article titled *We Still Don't Know if Robotaxis Are Safer Than Human Drivers*. The author - David Zipper (a senior fellow at the *MIT Mobility Initiative*), does a deep dive into claims made by the autonomous vehicle industry that their AVs are safer than a human driver. Almost all existing field data on AV safety comes from **Waymo**. The data that Waymo periodically makes public is based on 127 million miles of actual driving that Waymo has done over several years. Based on this data, Waymo has made claims that its robotaxis cause less deaths, injuries and property damage compared to a human-driven car. Some experts believe that to draw reliable conclusions about AV safety, two billion miles of automated driving is needed. Furthermore, it is stated other traffic measures such as protected bike lanes, wider sidewalks, roundabout intersections, and narrower travel lanes are all proven techniques for mitigating traffic deaths and injuries. The Nordic cities of Helsinki and Oslo are cited as having gone an entire year without any cyclist or pedestrian deaths at all. This has been achieved by a number of infrastructural and policy changes, from slower speed limits and wider sidewalks to higher car fees and stiffer enforcement. Neither city has a single robotaxi operating on its streets. The Bloomberg article can be viewed at [this link](#) or [this one](#).



The iconic **Boeing** twin-rotor CH-47 Chinook heavy lift helicopter first went into service in 1962. Since then, it has gone through numerous upgrades and improvements. The latest iteration by Boeing is introduction of autonomy into this popular helicopter. Dubbed *CH-47F Chinook Block II*, the autonomous features in this variant will enable the aircraft to perform specific missions with minimal or no pilot input. This is achieved by a newly developed system known as the *Active Parallel Actuator Subsystem* (APAS), a next-generation control technology that further automates critical flight tasks. According to Boeing, CH-47 Chinook is expected to remain in service into the 2060s. More information is at [this link](#). A short promotional Boeing video for the updated CH-47 Chinook can be viewed on YouTube at [this link](#).



In the December 2025 issue of this newsletter, three articles by the **Economist** magazine on how autonomous vehicle technology might shape future economies and societies were published. In response, a reader made the following remarks in the *Letters* section of the magazine published on January 3, 2026.



I enjoyed your piece on how “The self-driving economy” (November 29th) will transform urban landscapes. But I disagree with your view that car-ownership rates will fall once robotaxis reach parity with private cars on costs per mile. You suggest that only ferocious gearheads will still want to own a car, but there are several unpriced benefits to ownership. These include reliability (no waiting for a vehicle or wrangling with apps), personalization (think child seats and nice speaker systems), and secondary uses, such as storing gym kit (when in the office) or golf clubs in the back. There is also the prestige of owning your own car. Whether a Lamborghini genuinely enhances anyone’s coolness is up for debate, but the fact that people still buy them is not.

History indicates that cheaper on-demand mobility does not automatically reduce ownership. The rise of ride hailing was expected to curb car purchases; instead, in cities such as London, Los Angeles and Dubai, ownership stayed steady or even grew. Consumer behaviour is stubbornly resistant to pure cost-per-mile logic. A more plausible scenario is not a collapse in ownership, but a blurring of categories; fewer vehicles that are only taxis, and more privately owned vehicles spending their idle hours working as robotaxis. Assuming there is still room for the owner’s golf clubs.

There was extensive media coverage of the power outage in San Francisco on December 20, 2025, and the effect it had on the operation of **Waymo**’s robotaxis in that city. Due to fire at an electrical substation, power was cut-off to nearly one-third of the city of San Francisco. Traffic lights in the impacted areas went dark. This slowed or halted the progress of Waymo’s robotaxis in those areas. According to Waymo, under these circumstances, its robotaxis are programmed to treat the non-functioning traffic signal as a four-way stop and act according to four-way stop rules, or alternatively, pull to side of the road and stop. Under these circumstances, the robotaxi also seeks advice from Waymo’s control centre in what to do (a *confirmation check*). Due to the high number of robotaxis on the road at the time (several hundred), this process took a long time. The end result was increased traffic congestion in the affected areas of San Francisco. Waymo suspended its normal operations shortly after the power outage. This incident gives a glimpse on the dependence of robotaxis on power infrastructure, and by extension to land/wireless telecommunication systems, the GPS and other technologies needed to make robotaxis work. More information is on Waymo’s blog at [this link](#).

WAYMO

At the 2026 **Consumer Electronic Show** (CES) in Las Vegas, **Nvidia's** CEO unveiled plans for partnering with **Mercedes Benz** to bring to market an advanced self-driving car based on its new *Alpamayo* technology platform. This represents Nvidia's first foray into a full-stack endeavor in automotive AI. Nvidia claims this to be the world's first thinking, reasoning autonomous vehicle AI. Based on an all-electric *Mercedes-Benz CLA*, it is expected to hit the market in the United States by the end of 2026 and introduced in Europe and Asia afterwards. It is the first Mercedes with the *MB.OS* platform. Its features include overtaking double-parked cars, yielding to reversing vehicles, and handling unprotected left turns using 10 cameras, 5 radars, and 12 ultrasonic sensors. More information is at [this link](#).



And finally, in a first in the United States, a law enforcement agency has initiated a pilot project to evaluate the feasibility of deploying an autonomous vehicle for police work. The agency – the **Miami-Dade Sheriff's Office** in Florida is using a custom version of the Ford Explorer SUV (known as *Ford Police Interceptor Utility*) for this one-year pilot project. The vehicle dubbed the *Police Unmanned Ground Vehicle Patrol Partner* (PUG) was donated to the Sheriff's Office. It was equipped for autonomous operation by the non-profit **Policing Lab** and **Perrone Robotics**. The PUG is packed with high-tech features. It can access police databases, license plate readers, and crime analytics software in real time. Its 360-degree cameras and thermal imaging sensors allow it to identify people or vehicles in restricted areas, even in low-light conditions. The vehicle can also launch drones equipped with thermal cameras to monitor larger areas or assist in active incidents. The trial period will measure the vehicle's impact on response times, deterrence, officer safety, and public confidence. If the results are positive, Miami-Dade could become a national model for autonomous policing. More information is at [this link](#). A short YouTube video showing the PUG in action can be viewed at [this 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

March 10-13, 2026	Intertraffic Amsterdam , Netherlands
April 16-18	Truck World , Toronto
April 27-29, 2026	17th ITS European Congress , Istanbul, Türkiye
April 29-30, 2026	Discovery X by Ontario Centre of Innovation, Toronto, ON
May 7-8, 2026	Last Mile Delivery Conference & Expo , Toronto
May 12-13, 2026	25th Canadian Telecom Summit , Toronto
May 20-22, 2026	ITS Canada Conference & Trade Show , Edmonton, Alberta
May 29, 2026	Autonomous Mobility Xchange 2026 , virtual
June 2-4, 2026	AutoTech 2026 , Suburban Collection Showplace, Novi, MI
June 9-10, 2026	Big Data and Analytics Summit Canada , Toronto
June 23-25, 2026	Autonomous Vehicle Technology Expo (Europe) , Stuttgart, Germany
June 9-12, 2026	ITS America Conference & Expo , Detroit, Michigan
July 29-30, 2026	Automotive Cybersecurity Summit 2026 , Detroit, Michigan
October 4-7, 2026	TAC Conference & Exhibition, Winnipeg, Manitoba Call for presenters
October 19-23, 2026	ITS World Congress , Gangneung, S.Korea
October 27-29, 2026	Autonomous Vehicle Tech Expo , (North America), Novi, Michigan



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.

Chief Editor: Ahmad Radmanesh

Contributors to this issue: Barrie Kirk, Keith Fagan, and Donna Elliott

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We welcome all comments; please send them [here](#)

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.

300 Earl Grey Drive, Suite 222, Ottawa ON K2T 1C1, Canada.

info@cavi-icva.ca www.cavi-icva.ca

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