



Canadian Automated Vehicle Initiative

CAV Update

February 2026

TransCan Truck

We want to recognize and thank all the people developing detailed plans for the *Trans-Canada Autonomous Truck* (TransCan truck) demonstration project. Thirty-three people are working on six committees. Geographically they are located from British Columbia to Nova Scotia, and in Europe: Estonia, France, Germany, and Norway.

Special thanks to **Andrew Miller of Paladin Consulting** who is the Deputy Chair of the Steering Group, and to the Chairs of the six committees:

- **Simon Diemert of Critical Systems Labs** in Vancouver chairs the committee developing the Technical Plan
- **Gunnar Deinboll of SINTEF** in Norway chairs the committee developing the Safety Plan
- **Raghavender Sahdev of NuPort Robotics** in Toronto chairs the committee developing the Financial Plan
- **Raghavender Sahdev of NuPort Robotics** in Toronto also chairs the committee developing the Tasks and Schedule
- **Andrew Faulkner, President and Co-Founder of the Ottawa Product Management and Marketing Association**, chairs the committee developing the Communications and Marketing Plan
- **Didem Cicek Simsek** of the University of Ottawa chairs the committee developing the Government Regulations Plan

In addition, a big thank you to all the members of the Steering Committee and the six working committees. We will recognize all of you in more detail in a future issue.

The plans they are all working on will be finished and announced in the Spring.

The team is still growing! I am very pleased to welcome to the Steering Committee **Robyn Robertson, President and CEO of the Traffic Injury Research Foundation (TIRF)**. Robyn is based in Vancouver and is the co-author of the report *Addressing the Driver Hiring Shortage: A Trucking Industry Blueprint* which is very applicable to our project.

Canadian CAV News

The British company **Ocado** is a leader in warehouse automation. Its flagship product is the *Ocado Smart Platform* (OSP). Major Canadian grocery **Sobeys** was using Ocado's system at its Calgary warehouses until recently. In a surprise move, Sobeys has announced that it is shutting down its automated warehouse in Calgary and taking a \$750 million in write-down due to the rationalization and financial underperformance of its e-commerce network in Western Canada. It attributed the closure to Alberta grocery e-commerce market's size and a slower than anticipated rate of expansion. Sobeys will now use **DoorDash** as its preferred grocery delivery service. More information is at [this link](#). A short YouTube video of Ocado automated warehouse can be viewed at [this link](#).



On January 28, 2026, **The Province of Ontario** announced an investment of \$4.5 million through the **Ontario Vehicle Innovation Network** (OVIN) to launch the *QEW Innovation Corridor*. The project will turn a 40 km stretch of QEW highway into a real-world testbed and living lab for next generation mobility. With funding of up to \$150,000 for Ontario's *Small & Medium Enterprises* (SMEs), the corridor will support nine companies developing cutting edge technologies in smart mobility, connected vehicles, and roadway safety. More information and the list of the nine selected companies at [this link](#).



Staying with **OVIN**, this organization has an educational arm called *OVIN Learn*. It is a free centralized, digital upskilling platform created by the OVIN to ensure Ontario's automotive and mobility workforce is prepared for the rapid shift toward electric, connected, and autonomous vehicles. One of the courses *OVIN Learn* offers is called *Designing Autonomous Vehicles for Safety and Sustainability*. This 120-hour course is offered in partnership with the **Ontario Tech University**. The course consists of four modules as follows:

- *Introduction to Requirements-driven, Personalized Autonomous Vehicles for Diverse Users*
- *A Comprehensive Review of Autonomous Vehicles – Part 1*
- *A Comprehensive Review of Safe Autonomous Vehicles – Part 2*
- *Towards Sustainable Vehicles*

More details about this course are at *OVIN Learn*'s site at [this link](#).



In the December 2025 issue of this newsletter, we reported on the expanded partnership between Toronto-based **Waabi** and **Uber Technologies Inc.** On January 28, 2026, UK's **Financial Times** (FT) newspaper covered the same story with more details. The article was titled *Uber invests \$500m in Canada's Waabi to accelerate robotaxi push*. Uber had previously invested US\$250 million in Waabi's automated truck development effort. Uber is now investing another US\$250 million to transfer Waabi's technology into Uber's expanding robotaxi business. According to the FT's report, Waabi-Uber intend to deploy up to 25,000 robotaxis over the next few years. They will not build the vehicles themselves. The identity of the partner for the robotaxi manufacturer was not disclosed. Uber has teamed up with more than a dozen robotaxi providers to deploy vehicles on its network over the past year. These include Alphabet's **Waymo** in the U.S. and China's **Baidu** in Asia and the Middle East. It has also invested in several self-driving start-ups, including UK-based **Wayve**. FT's article can be viewed at [this link](#) or [this one](#).

FINANCIAL TIMES

Saskatoon-based **Draganfly Inc.** develops, manufactures, and sells cutting-edge unmanned and remote data collection and analysis platforms and systems in the United States and Canada. The company offers quad-copters, fixed wing aircraft, ground based robots, handheld controllers, and flight training, as well as software used for tracking, live streaming, and data collection. Some of its products have high-levels of autonomy. In a major coup, Draganfly has been selected by the **U.S. Air Force Special Operations Command** to provide equipment and training for this branch of the U.S. military at its proving grounds at Camp Pendelton in California. Draganfly is listed on the NASDAQ exchange (symbol: DPRO) and has a market capitalization of US\$176 million as of this writing. More information is at [this link](#).



California-based **Serve Robotics** is the largest operator of sidewalk delivery robots in the United States. It has deployed its fleet of 2000+ delivery robots in major cities such as Los Angeles, Atlanta, Dallas-Fort Worth, Miami, Chicago, and other cities. The company has now set its sight on three Canadian cities: **Vancouver, North Vancouver and Surrey**. According to the company, it is in talks with all three cities to explore the possibility of deploying its delivery robots on the sidewalks of these cities for delivering food and packages. Typically, these robots deliver to a destination no more than 2.5 kilometres from a business, typically a restaurant. City of North Vancouver is evaluating the proposal by Serve Robotics and will bring a report and recommendation to Council in



the Spring 2026. Serve Robotics went public in 2024 and has a current market capitalization of US\$763 million. The company claims a very high success rate of 99.8% delivery completion. More information at [this link](#).

International CAV News

Deploying autonomous technology in agriculture has been around for a few years. Major manufacturers such as **John Deere** and **CNH Industrial N.V.** (formerly **Raven Industries**) have developed autonomous farming machinery for labour-intensive farming operations. Now, a 2025 academic study at the **Ohio State University** has investigated the economics of automated farming versus conventional farming methods. The study titled *Economics of Small vs. Large-Scale Production Platforms in Row Crop Agriculture* was published in the **American Society of Agricultural and Biological Engineers** (ASABE). *Row Crop* is defined as any crop that is planted in wide enough rows to allow for cultivation, weeding, and harvesting using specialized machinery like a tractor and/or planter. Best known example is corn production. The conclusions of this research project were as follows:



THE OHIO STATE UNIVERSITY

“Agriculture is increasingly vital as the industry seeks to enhance efficiency and profitability through automation. This study investigates the financial trade-offs of machinery complements tailored to different operational scales, with a focus on integrating supervised autonomy. A comprehensive economic model was developed to estimate the equivalent annual costs of small conventional systems, large conventional systems, small autonomous systems, and large autonomous row crop production systems in North American markets, accounting for key variables such as interest rates, labor rates, and energy costs, and the overall equipment cost sensitivity to these economic fluctuations.

The results underscore the economic advantages of autonomous systems, offering farmers actionable insights to achieve sustainable, cost-effective, and scalable agricultural practices”

A copy of the full paper can be viewed/downloaded at [this link](#).

On February 2, 2026, robotaxi leader **Waymo** announced a significant US\$16 billion fund raise to further develop and expand its robotaxi business. This latest funding round values Waymo at US\$126 billion. Five years ago, the valuation was at US\$30 billion. Waymo's parent company **Alphabet** and a number of other firms have participated in this funding round. Among them are Sequoia Capital, Andreessen Horowitz, Mubadala Capital, Silver Lake, Tiger Global, and T. Rowe Price, Fidelity Management & Research Company, and Kleiner Perkins. Total investment to date in Waymo is estimated at approximately US\$27.1 billion. More information is at [this link](#).

WAYMO

Uber's long-term strategy is to increasingly integrate robotaxis services into its ride-hailing business. To this end, Uber has partnered with over twenty autonomous vehicle developers to achieve this goal. To accelerate the development of AVs, Uber has now established an internal *AV Lab* division to leverage data collected from millions of rides it provides worldwide. One of the aims of this effort is to identify and capture *edge cases* for training models used in AV applications. To do this, Uber will outfit vehicles within its global fleet (starting with its 50,000+ fleet partners) with specialized sensor kits including cameras, lidar, and radar. These sensors are exterior-facing and focused on the public road environment rather than the interior of the car. Once raw data is collected and refined until it is high-quality, Uber will make the data available for free (initially) to some of its partners such as **Waymo**, **Waabi**, **Lucid Motors**, and others. The goal is to help these partners improve perception, prediction, and planning models. Uber is actively hiring a multidisciplinary team of engineers and researchers for *AV Labs*, with plans to grow the division to several hundred employees within the first year. More information at [this link](#)

Uber

The robotaxi race is often depicted as a race between the United States and China. At present, **Waymo** is the clear leader in the robotaxi industry in the U.S. with a fleet of about 2,500 vehicles. Estimated Chinese robotaxis count is about 2,400 as at the end of 2025. A couple of U.S. AV experts recently travelled to China and took rides in robotaxis operated by the three of the largest Chinese robotaxi developers: **Baidu Apollo**, **Pony.ai**, and **WeRide**. These companies operate in five of the largest cities in China: Beijing, Shanghai, Wuhan, Guangzhou, and Shenzhen. The ride experience varies from company to company and from city to city according to these experts. While some Chinese robotaxis are driverless, others have a safety driver behind the wheel.



A robotaxi in Beijing with turquoise lights indicating automated operation.

Some companies put a cover over the steering wheel to prevent passengers from interfering with the robotaxi operation. All Chinese robotaxi companies have their own app for ordering a robotaxi ride. Some of the robotaxis have indicator lights that turn on to announce that the vehicle is in the self-driving mode. More information is at [this link](#) or [this one](#).

And finally, in a hearing on February 4, 2026 by the **U.S. Senate's Committee on Commerce, Science, and Transportation**, under questioning; it was revealed by **Waymo's Chief Safety Officer** that some of Waymo's remote operators are based in the Philippines. The role of these operators is to provide guidance to its robotaxis when they encounter challenging driving situations. Unsurprisingly, the senators became quite concerned about this and cited safety, cybersecurity, the qualifications of overseas operators, and loss of U.S. jobs as some of their concerns. One senator asked if the Filipino operators have a U.S. driving licence. An executive from **Tesla** was also present at this hearing. Both executives assured the senators that all essential dynamic functions of their automated vehicles such as starting, stopping, braking, and steering are in a core embedded central layer that cannot be accessed from outside the vehicle. More information on this is 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
March 11, 2026	Integrated Transport: Enabling Connectivity and Growth , Innovate UK, Manchester
March 25, 2026	Autonomous Vehicles 2026 Online (virtual event)
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 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 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

To subscribe, click [here](#). To unsubscribe, click [here](#).

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

© CAVI 2026