

Statement to U.S. Senate Committee
on Commerce, Science & Transportation
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Good afternoon.

Thank you Chairman Thune, Senator Nelson and Committee members for the opportunity to speak to you today on autonomous vehicles and the way they could improve the safety, convenience and effectiveness of our 21st Century transportation system.

As you may know, General Motors has been very active in the autonomous space with several recent announcements. All of these are aimed at our goal of earning customers for life by redefining the nature of personal mobility and extending our relationship with our customers beyond the car. There are four principal areas to this initiative: autonomous driving; connectivity; electrification and ride sharing.

All of these are built on the same bedrock principle: Our top priority must be safety.

I'd like to focus my few minutes today on autonomy. GM has a long history with autonomous vehicle research and, as our recent announcements have shown, is striving to lead in automated driving technologies. From our partnership with Carnegie Mellon University, which in 2007 won the "DARPA Urban Challenge" by autonomously covering 60 miles of territory at an average speed of 14 miles per hour, to our acquisition last week of Cruise Automation, GM is rapidly redefining personal mobility.

Many of today's active safety technologies, such as full-speed range adaptive cruise control and lane-keeping assist, are building block technologies toward driving automation and autonomous driving. We are deploying these technologies across more of our portfolio and are

also bringing additional safety-enhancing technologies like forward collision warning to vehicles at all price points, including inexpensive models such as the Chevrolet Spark.

The sensors, cameras, radars, LIDARs and computer controls required for fully autonomous vehicles are all improving quickly, but will need significant technological advancements before they are ready for universal public deployment.

That said, there are many opportunities to take advantage of much sooner and GM is at the forefront of those developments.

GM expects to be the first automaker to bring Dedicated Short Range Communications, or DSRC, Vehicle to Vehicle safety technology to market late this year in the 2017 Cadillac CTS. This technology will enable vehicles to communicate important safety and mobility information to one another.

Super Cruise, a driving automation feature that allows hands-free and feet-free driving on the highway, will also debut in 2017 on the Cadillac CT6. It incorporates many of the camera, GPS, mapping and radar technologies that will be crucial to increasing automation in the future.

Additionally, our recent investment in the ride-sharing company Lyft complements GM's expertise in autonomous vehicles by providing a ride-sharing platform to support potential deployment programs.

Our acquisition last week of Cruise Automation is another important milestone in our work to deploy autonomous vehicles. Founded in 2013, Cruise has moved quickly to develop and test autonomous vehicle technology in San Francisco's challenging city environment. Cruise's deep software talent and rapid development capability,

combined with GM's resources and expertise, will further accelerate our development of autonomous vehicle technology.

These efforts are being spearheaded by a recently formed, vice president-led engineering team focused on accelerating the deployment of autonomous vehicles. One of those executives will oversee autonomous fleets in controlled environments that can provide the deep learning and experience to get us closer to fully autonomous driving.

But make no mistake, our focus will be on doing this safely.

We believe that the next logical step toward public availability of high-level automated vehicles will be controlled ride-sharing projects, such as what we are planning with Lyft.

The lessons from these projects and how these vehicles function in multiple real-world environments will also allow the public to safely experience autonomous vehicles without making a significant financial investment. This could speed public acceptance of autonomous vehicles, while, at the same time, protect public safety through the ownership and control of the vehicle fleet by the manufacturer of the automated driving system. This style of deployment also encourages partnership with local and state governments, which will help ensure full public benefit from the technology.

In closing, GM enthusiastically supports policy initiatives to accelerate the development and adoption of safe, high-level vehicle automation through real-world projects.

I look forward to answering any questions you have.