ADAS and Autonomous Driving Industry Chain Report 2018 (V) – Low-speed Autonomous Vehicle

August 2018





STUDY GOAL AND OBJECTIVES

This report provides the industry executives with strategically significant competitor information, analysis, insight and projection on the competitive pattern and key companies in the industry, crucial to the development and implementation of effective business, marketing and R&D programs.

REPORT OBJECTIVES

- To establish a comprehensive, factual, annually updated and costeffective information base on market size, competition patterns, market segments, goals and strategies of the leading players in the market, reviews and forecasts.
- To assist potential market entrants in evaluating prospective acquisition and joint venture candidates.
- To complement the organizations' internal competitor information gathering efforts with strategic analysis, data interpretation and insight.
- To suggest for concerned investors in line with the current development of this industry as well as the development tendency.
- To help company to succeed in a competitive market, and

METHODOLOGY

Both primary and secondary research methodologies were used in preparing this study. Initially, a comprehensive and exhaustive search of the literature on this industry was conducted. These sources included related books and journals, trade literature, marketing literature, other product/promotional literature, annual reports, security analyst reports, and other publications. Subsequently, telephone interviews or email correspondence was conducted with marketing executives etc. Other sources included related magazines, academics, and consulting companies.

INFORMATION SOURCES

The primary information sources include Company Reports, and National Bureau of Statistics of China etc.

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Abstract

ADAS and Autonomous Driving Industry Chain Report 2018 – Low-speed Autonomous Vehicle, 190 pages, focuses on the followings:

Overview of low-speed autonomous driving industry; Overview of low-speed autonomous driving market; Foreign low-speed autonomous driving enterprises; Chinese low-speed autonomous driving enterprises; Driverless delivery vehicle market and enterprises; Driverless Working Vehicle Market and Enterprises

The low-speed autonomous vehicle is defined in the report as the autonomous cars that run at below 30km/h on fixed routes or in enclosed areas.

ResearchInChina divides low-speed autonomous vehicles on the market into three categories: autonomous passenger vehicle, autonomous truck, and driverless working vehicle.

It's too early for existing autonomous driving technology to enable autonomous driving on complex urban roads. But there are more mature technologies and solutions for low-speed autonomous driving in relatively enclosed areas or on fixed routes. Some enterprises like Navya have put it into commercial application. Navya has produced more than 100 driverless minibuses- AUTONOM SHUTTLE and sold them to more than 16 countries.

Despite a late starter, China boasts a huge market for low-speed autonomous vehicles. Meanwhile, Chinese users are more receptive to new things. These factors will make the Chinese market develop faster than foreign ones. Beginning with driverless delivery vehicles, the Chinese low-speed autonomous vehicle market will expand rapidly, hitting an estimated RMB3.3 billion conservatively by 2023.

As China is home to the world's largest E-commerce market and most convenient express delivery network as well as the rapidly rising labor costs, the driverless delivery vehicle market will be a tipping point of the Chinese low-speed autonomous driving market. Dozens of companies have made a foray into unmanned delivery under different scenarios, including hospital, campus, express delivery and meal delivery service. The report here focuses on only outdoor autonomous delivery enterprises.

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The driverless agricultural machinery market, the most active segment in driverless working vehicle field, has attracted more than a dozen businesses.



Chinese Low-speed Autonomous Driving Market Size, 2018-2023E

Source: ResearchInChina

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