Singapore (AFP) - The road sweeper and a golf buggy move around the track with their brakes on when a pedestrian steps out and negotiating sharp turns.

Welcome to Singapore's self-drive test centre, complete with traffic lights and mock skyscrapers - the heart of the city's push to become a hub for autonomous technology.

However, authorities are keen to tap a global drive by auto giants and startups to develop vehicles that industry must still prove it is safe and persuade people to use the technology. The CETRAN centre, run by Singapore's National University of Singapore, has a track with sharp turns, traffic lights, a slope, and a bus stop to simulate driving conditions. Shipping containers are also stacked up to emulate how high-rise areas could potentially block satellite signals to self-driving machines.

The CETRAN centre, run by Singapore's National University of Singapore, even has a rain-making machine that can simulate tropical downpours in the Southeast Asian city-state of 5.7 million people. "Before you go to the public roads, we test them here to see if they are actually ready," said NTU programme director at the centre.

"Negotiating turns, dodging pedestrians - all comfort zones for the road sweeper and golf buggy, which are being trialled as part of a government plan to eventually see them deployed in the city, according to local media, while cars and bikes being tested, and trials of delivery robots will soon take place. Orderly Singapore is a magnet for autonomous tech companies looking to trial their vehicles in Asia, where many cities are chaotic and traffic-clogged. The government has led the drive, as it seeks to lure more foreign firms and because it sees the technology as useful for public transport services. The first trials of an autonomous car on public roads took place in 2015. In software firm nuTonomy launched driverless taxi trials in public in Singapore, becoming the first company in the world to do so. Authorities aim to deploy autonomous public transport services by 2022, and in October announced it was expanding the area where self-driving vehicles can be tested to 1,000 km (620 miles) of public roads.

Self-driving vehicles...
vehicle programme. De Boer from the CETRAN centre said authorities were working the correct regulations, such as traffic laws, are in place for self-driving vehicles. Cou private companies are taking the lead risk having “wonderful technology” but not b launch it in the market because of the absence of rules, he added.- Bumpy path to s are still many roadblocks ahead, however. Safety remains a major concern for the ir worldwide -- in 2018, a self-driving Uber car was involved in a crash that killed a wor Arizona. All trials in Singapore still require a safety driver and most vehicles are not cope with the regular tropical downpours. And the tiny country remains behind othe such as the US, where self-driving ride services are in various stages of deployment. very difficult to lead in the whole industry simply because the nation is small,” said G associate professor of strategy at French business school INSEAD. The key challenge persuading members of the public to hop aboard self-driving vehicles, and experts technology will have to be introduced in stages. “It’s a journey that may take 10 to 2i think it’s inevitable,” NTU’s Mhaisalkar said.

Disclaimer: This story is auto-aggregated by a computer program and has not been created or edited by Dailyhunt News Agency