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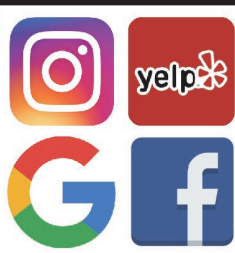
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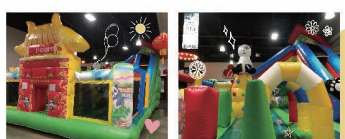
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Editor's Choice



A protester participates in a rally against Japan’s imperial system, in Tokyo, Japan May 1, 2019. REUTERS/Kim Kyung-Hoon



A protester holds a sign with the face of Japan’s new Emperor Naruhito during a rally against Japan’s imperial system, in Tokyo, Japan May 1, 2019. The sign reads “End”. REUTERS/Kim Kyung-Hoon



REFILE - CORRECTING ACTION People take pictures as the Japanese royal family arrives at the Imperial Palace in Tokyo, Japan May 1, 2019. REUTERS/Kim Kyung-Hoon



Japan’s Princess Aiko arrives at the Imperial Palace in Tokyo



Kenya Fujisaki and his wife Saya pose for a photograph in front of a panel set up for a commemorative photos, after registering marriage in Tokyo



Japan’s Emperor Naruhito attends a ritual called Kenji-to-Shokei-no-gi, a ceremony for inheriting the imperial regalia and seals, at the Imperial Palace in Tokyo

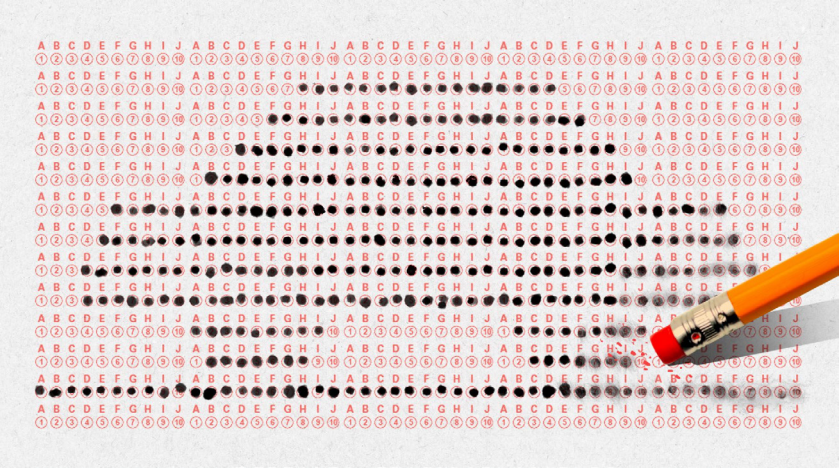


People wave Japanese flags as they wait for Emperor Naruhito outside the Imperial Palace in Tokyo, Japan



A man carries a flag which bears the new imperial era name “Reiwa” outside the Imperial Palace in Tokyo, Japan

How To Train Your Self-Driving Car



Compiled And Edited By John T. Robbins, Southern Daily Editor

Training a new driver is straightforward — make them practice until they can master basic skills well enough to pass a driver’s license exam. But there are no such tests for automated vehicles, leaving it up to AV developers to decide when their technology is safe enough to deploy.

Why it matters: AVs could reduce the number of traffic deaths and increase mobility for those who can’t drive, but only if the public trusts them. With no prescribed validation methods — and regulators largely on the sidelines as the technologies are advancing — it’s difficult to know how safe is safe enough.

The big picture: “It’s kind of the wild, wild west out there,” says Consumer Reports’ David Friedman, a former acting administrator of the National Highway Traffic Safety Administration.

•Even in California, which is a leader in AV policy, manufacturers merely need to certify that they have conducted their own validation tests and are satisfied their vehicles are safe for deployment on public roads.

What’s happening: There are basically 3 ways to test automated vehicle technology...

- 1.Run computer simulations of every possible scenario.
- 2.Perform tests on closed-course loops.
- 3.Drive around endlessly on pre-mapped routes.



Most developers use a combination of all three, but their approaches can vary. Some recent examples are...

•**Aurora Technologies** leans heavily on simulation rather than trying to rack up millions of real-world miles in a large test fleet, per a voluntary safety report filed with NHTSA on April 29.

•**Argo AI**, owned by Ford, uses a “continuous testing” process including how it trains its AV safety drivers, according to posted details of its testing process on its website.

Tesla is the outlier — its testing process is heavily dependent on cars already on the road, which the company sees as a huge competitive advantage.

•The company pulled back the curtain on its powerful new computer chip at an investor event on April 22, explaining how it collects data from 425,000 customer-owned vehicles to help train its algorithms.

•The system learns every time a Tesla driver intervenes with the car’s Autopilot system.

•Even when Autopilot isn’t engaged, the system keeps learning through what Tesla describes as “shadow mode” — com-

puting what the car would have done if Autopilot had been active, and comparing it to what the driver actually did.

•Tesla says it can shadow test many millions of miles every day, compared to the much slower rate of companies using safety drivers.

Yes, but: It’s not clear if the data captured from Tesla’s consumer fleet is better at training its AV system than data collected through more deliberative testing processes by other companies.

What’s needed: Several experts tell me there should be an independent, third-party assessment of each company’s safety claims.



“Self-driving cars are anything but proven. All we’re asking is to get us the data to prove these things deliver real safety benefits before we start using people as human guinea pigs.”

— David Friedman

What to watch: A new consortium is working to define safety testing practices to lay the groundwork for formal industry standards. Its first recommendations are expected this summer. (Courtesy axios.com)

Related
Regulating the humans behind the wheels of autonomous vehicles

The job of autonomous vehicle safety driver seems pretty easy: Get paid for sitting there while the car does all the work. But it’s a challenging assignment and self-regulated by the companies testing AVs, so the rules are only beginning to emerge.

The big picture: Safety drivers are re-

searchers’ eyes and ears, chronicling every roadway encounter to make the technology better. But requiring drivers — even specially trained ones — to pay attention without actually driving is difficult, which is why many companies argue that full autonomy is the safest way to go.



(Photo/Picture Alliance via Getty Images)

Background: Last March, a pedestrian was struck and killed by an Uber-operated self-driving car in Tempe, Arizona. The human monitoring the vehicle was believed to be watching a television show on her phone.

•The accident prompted a review of procedures and expectations for human safety drivers.

•Without federal regulations for AVs — just general guidance — the U.S. Department of Transportation suggests states should be the ones to regulate safety drivers.

•For now, best practices are emerging from a handful of voluntary safety self-assessmentssubmitted by companies to the DOT.

How it works: Safety drivers typically work in pairs, one in the driver’s seat monitoring the environment and the other riding shotgun with a laptop, monitoring the car’s computing system and annotating the drive.

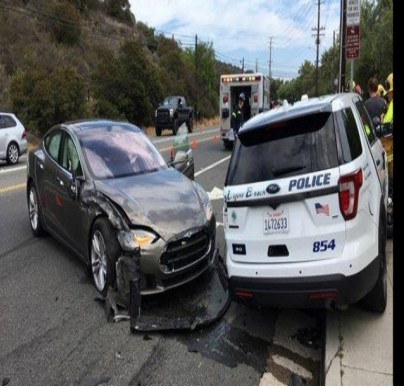
•The driver needs to be capable of taking over immediate manual control in the event of a failure or emergency.

•Typically, though, human interventions are triggered by a situation that the trained safety driver deems tricky.

•Argo AI, which is developing self-driving technology for Ford, adopts a “no heroes” policy when it comes to drivers retaking control, says president Peter

Rander. “They need to learn that while we want the car to experience life, it has to do it responsibly. If they’re giving it too much margin and allowing it to get too close, bad things will happen.”

— Peter Rander, Argo AI



The work can be physically and mentally demanding. The pilot has to be alert, with their fingers lightly cupped around the steering wheel and their foot hovering over the pedals.

•AV companies usually limit time in the driver’s seat to about 2 hours, and the pilot and co-pilot swap jobs frequently.

AV safety drivers don’t need a special permit, but states like California require that they have a valid driver’s license and undergo AV training.

•The training typically lasts at least a month and involves both classroom instruction and driving on a test track.

•It includes software and hardware training, including how to turn the self-driving system on and off.

•On the track, instructors deliberately inject faults into the system to train drivers how to react properly.

“Someone with a computer in the car can cause the steering wheel to make a hard left and that’s when the craziness happens.”

— Peter Rander

What’s next: California and Arizona have already given Waymo permission to test vehicles in their states without a safety driver, and the Google self-driving car unit plans to launch its fully driverless service in Phoenix next month. (Courtesy axios.com)

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Julian Assange’s Ecuadorian refuge has ended after more than six years, with the WikiLeaks chief facing American extradition for conspiracy to commit computer intrusion.

The big picture: Few figures have been so influential in our past decade — think Hillary Clinton’s emails, Iraq War footage that created a political firestorm in President Obama’s first term, and his offers to assist Edward Snowden. Follow the 9 year timeline of Assange’s legal entanglements — which today entered a new phase, as he prepares to fight an extradition request to the U.S.

Timeline

Timeline: Julian Assange’s 9-year legal limbo reaches its climax

2006: Assange establishes WikiLeaks and begins publishing classified information and news leaks from anonymous sources.

August 2010: A Swedish prosecutor issues an arrest warrant after 2 Swedish woman accused Assange of rape and molestation in separate allegations.

November 2010: WikiLeaks begins to release what it says are 251,287 diplomatic cables acquired from an anonymous source, prompting the U.S. Department of Justice to open an investigation. The source is later discovered to be army intelligence analyst Chelsea Manning, who is later convicted and sentenced under the Espionage Act. Sweden also issues an international arrest warrant for Assange.

December 2010: Assange surrenders to British police. The courts find he should be granted bail.

May 2012: Britain’s Supreme Court rules in favor of returning Assange to Sweden, but his attorneys request a delay.



Julian Assange arrives at Westminster Magistrates court on April 11, 2019 in London. (Photo/Getty Images)

WikiLeaks’ Assange Gets 50 Weeks In UK Prison For Jumping Bail



Julian Assange in route to the Westminster Magistrates Court on April 11, 2019. (Photo/Getty Images)

Compiled And Edited By John T. Robbins, Southern Daily Editor

WikiLeaks’ Julian Assange was sentenced to 50 weeks in jail by a U.K. court on Wednesday for skipping bail by seeking asylum in London’s Ecuadorian Embassy in 2012, the BBC reports.

What’s next: Assange will begin extradition hearings tomorrow, as U.K. authorities must decide whether to send him to the U.S. to face hacking charges that carry a maximum of five years in prison.

August 2012: Assange is granted asylum at London’s Ecuadorian Embassy, which cites concern over human rights abuses if he is extradited to Sweden. He first entered the embassy in June 2012.

August 2015: Swedish prosecutors drop molestation charges against Assange after they ran out of time to question him, but he still faces a rape accusation.

February 2016: The United Nations Working Group on Arbitrary Detention

finds that Assange has been “arbitrarily detained” by Sweden and the United Kingdom since December 2010, and calls for both governments to end his “deprivation of liberty.”



In this file photo dated Friday May 19, 2017, watched by the media WikiLeaks founder Julian Assange looks out from the balcony of the Ecuadorian embassy . October 2016: The government of Ecuador

says it has severed Assange’s internet due to WikiLeaks’ release of hacked emails during the 2016 election — later revealed to be part of the Russian government’s interference on behalf of then-candidate Donald Trump. Assange announces in December that his internet connection is reinstated.

April 2017: Former CIA Director Mike Pompeo describes WikiLeaks as a “nonstate hostile intelligence service” that constitutes a threat to U.S. national security.

May 2017: Swedish prosecutors drop their 7-year investigation of the rape allegation against Assange. November 2017: An errant line in a legal filing reveals that the Eastern District of Virginia has filed sealed charges against Assange.

December 2017: Ecuador grants Assange citizenship in a failed effort to give him diplomatic immunity.

February 2018: British Judge Emma Arbuthnot says the country will not drop charges against Assange after he skipping bail in 2012 by seeking asylum the Ecuadorian Embassy.

April 2019: One week before Assange is arrested, the Ecuadorian president says that Assange “has violated the agreement we reached with him and his legal counsel too many times,” per the Washington Post.



April 11, 2019: Assange is arrested under a U.S. extradition warrant after Ecuador withdraws its offer of asylum. He is found guilty of skipping bail by a British judge, who calls him a “narcissist who cannot get beyond his own selfish interest.”

What’s next: Assange is due back in British court in May. In the meantime, he plans to fight a U.S. extradition request.

Assange’s lawyer Mark Summers told a courtroom packed with journalists and WikiLeaks supporters that his client sought refuge in the Ecuadorian Embassy because “he was living with overwhelming fear of being rendered to the U.S.” over his WikiLeaks activities.

He said Assange had a “well-founded” fear that he would be mistreated and possibly sent to the U.S. detention camp for terrorism suspects at Guantanamo Bay.

WikiLeaks editor-in-chief Kristinn Hrafnsson said after the sentencing that the extradition battle with the U.S. is now the “big fight” facing Assange.

“It will be a question of life and death for Mr. Assange,” he said.

There was a small gathering of vocal Assange supporters outside the courthouse demanding he be freed. (Courtesy axios.com and apnews.com)



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澎恰恰與衛武營攜手打造音樂劇「釧兒」5月高雄演出

衛武營國家藝術文化中心自製的大型原創中文音樂劇「釧兒」，自2015年在衛武營戶外榕園首演後大受好評，席捲華文地區巡演22場後，5月2日至5日重返衛武營，並首度進入戲劇院內連演4場。節目相關資訊可至衛武營官網（www.npac-weiwuying.org）查詢。

該故事的原創者為資深藝人澎恰恰，攜手知名劇場導演曾慧誠、曾獲金曲獎的音樂家李哲藝、尚和歌仔戲團團長梁越玲合作打造。「釧兒」首演時在戶外，讓觀眾在大自然中感受台灣本土精神，隨後以音樂劇形式展開巡演，3年來劇團踏遍兩岸城市，連續演出22場，累積觀眾達2萬5千人。

「釧兒」以一個不敢演出「薛平貴與王寶釧」戲碼的歌仔戲班為背景，從一段大家不願提及的過往歷史為開端，訴說戲班興衰與穿越生死的愛情。該劇比照美國百老匯規格製作，音樂部分委由李哲藝量

身定做，女主角則由演出世界經典音樂劇「媽媽咪呀」中文版的張芳瑜擔綱，在衛武營支持下終於得以粉墨登場。

澎恰恰表示，「釧兒」故事構思多年，原本計畫拍成電影，但一直找不到投資者，後來遇上從紐約攻讀音樂劇返台的曾慧誠，決定打造成中文音樂劇，中間波折也差不多是18年時間，就如同「王寶釧苦守寒窯18年」，這個故事終於能搬上舞台和大家分享。

衛武營藝文中心藝術總監簡文彬說，去年衛武營開幕前，曾請來「釧兒」演員班底，以說唱方式為戲劇院做測試，今年「釧兒」終於回到娘家衛武營的舞台，以歌仔戲文化為底蘊，在西方音樂架構中，創造出屬於台灣人的當代音樂劇，將由原班人馬與新加入的九天民俗技藝團，帶來升級劇場版，帶給觀眾全新感動。



「與惡」導演林君陽 看出這位演員有影帝吳慷仁特質



「我們與惡的距離」叫好叫座，導演林君陽拍完「與惡」後拍攝純愛偶像劇「愛情白皮書」，他日前接受東森新聞的人物專訪，分享近期幾部作品的拍攝心情，林君陽說「我是在拍完『我們與惡的距離』後，便加入『愛情白皮書』的拍攝。雖然這兩部戲的故事與類型全然不同，但都有它們各自要訴說的課題。當初我也是分別看過劇本與原著漫畫後，才接下了這兩部戲。」

林君陽還笑說其實他接下這部戲，還有另一個重要原因。「因為拍『我們與惡的距離』時真的太沉重了，我覺得自己必須轉換一下能量，譬如換拍喜劇類型的作品。所以李芸嫻導演邀請我，並在看完『愛情白皮書』的原著漫畫後，便決定加入這個劇組了。但其實這部戲後期也是越

拍越虐，也不算完全的喜劇了(笑)。我還記得我看原著漫畫時，看到後面甚至一度激動到有點想哭。」

他也表示這次執導「愛情白皮書」，令他對王淨印象深刻。「『愛情白皮書』的主演都是新生代的演員，但他們都很聰明、對角色的掌握都很好。尤其我非常喜歡王淨的表演，她過去的作品多是比較沈重、或有故事的角色。但她這次詮釋的袁成美，套句她自己的說法就是偏向『傻白甜』的角色，是跟過去完全不同的。我甚至在她身上看到吳慷仁的特質，就是一位好演員在進出角色時要怎麼處理。如感情衝突或充滿爆發力的場面，她可以完全的爆發出能量卻又拿捏得宜，這在新一代的演員中是非常難得的。」

監獄內打群架超火爆 男星鼻子掛彩



由香港票房男神古天樂4度出馬，集合香港型男鄭嘉穎、林峯、林家棟、張智霖等人共同演出反貪警匪動作電影「P風暴」，監獄中連場打群架火爆場面，林峯鼻子掛彩，古天樂直呼天天都在拍動作場面。

古天樂為了查案讓自己「與惡」完全0距離！除了打造一座真實感十足的監獄拍攝場景，更讓監獄中上演一場場的衝突對戰戲碼，讓劇情更為火爆刺激。而且監獄中不會有刀槍對決，都是一群人大打群架，任何硬的，可以傷人的器具滿場飛，甚至熱水也滿場潑，有如幫派街頭大混戰。

在眾多大大小小的衝突場面中，以在餐廳和廚房的兩場鬥毆陣仗最為激烈，十多名犯人包含主要演員古天樂、林家棟、林峯等人全都打成一團，其中林峯在一陣混亂的扭打中，鼻子正中一拳掛彩，需要重新上妝遮紅腫才能連戲拍攝，他不以為意，「當時場面很混亂，十幾個人一起扭打，拳頭在我眼前飛來飛去，連拖鞋也拿起來打，有時無處可避，就中了一拳啊！」但他也表示幸好電影開拍不久就來個種大場面的戲，完全激發他演反派的潛能，真的更快入戲。

林峯也表示以為自己在片中演大哥，很多打架的狀況不用自己動手，身邊有一群打手代勞，「沒想到這角色的個性很衝動，一言不合就自己先衝出去，打了再說。」但在監獄中大多打的戲都是打群架，林峯回憶說：「這樣武術設計雖然有指導大家動作，但不可能一招一式都套好，所以一衝出去就要自己看著辦，能閃就閃開，避不了只能硬碰了。」

而在一場林家棟需要拿柳橙丟林峯的鏡頭，竟然讓金獎影帝NG連連，讓林家棟好氣又好笑，「我最初以為丟過去很簡單嘛！但每次都給我不同大小的柳橙，反而力道很難拿捏，動作戲沒有考倒我，竟被一顆橙整到了。」之後林家棟被武行師傅傳過肩摔撞洗手台的動作場面，他便展現功力，一次OK，連林峯都驚訝得直呼厲害。

古天樂很開心表示這回轉換風格到監獄辦案，能獲得許多觀眾認同，很感謝觀眾的支持，但他不忘特別強調，「其實在拍攝前，導演和我都和裡面的教官碰面討論，教官們說監獄裡是不會有「監獄風雲」般那種狀況的，但是拍電影還是要符合觀眾的期望，才會加了許多動作場面進去。」該片預計5月10日上映。

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■許廷鏗、鄭融及陳健安等人4月30日出席活動。

香港文匯報訊（記者 梁靜儀）許廷鏗（Alfred）、鄭融及陳健安（On仔）等4月30日到油塘出席港台《選民登記啟動禮》，呼籲公眾登記成為選民。近日盛傳Alfred好友胡鴻鈞因太囂張被公司雪藏，對此，Alfred覺得只是傳聞，不太相信，並笑言覺得自己更自大，又說：“我厲害過胡鴻鈞！”

■許廷鏗笑稱自己自大。



不信胡鴻鈞太囂遭雪藏

許廷鏗反指自己更自大



■鄭融表示關注女性權益。

日前31歲生日的Alfred慨嘆時間過得快，轉眼已入行十年，他還記得當年參加比賽時介紹自己是牙科學生，當年21歲，不過自覺仍很年輕，他笑說：“仲好年輕，機能都OK，但如果有做這行，身形有機會脹大，因為我好愛吃，做牙醫又整天坐，見到同學樣子不同了，有的不止胖了兩圈，不過自己都試過胖了一圈。”

無意效法坤哥操肌

他透露演唱會後仍有Keep Fit，問到可會效法好友吳業坤（坤哥）操到八塊腹肌，他就無意效法：“他太瘦、太乾，自己着重聲音，教練話如果我操得太瘦會影響聲音，Joyce（鄭欣宜）同Mag（林欣彤）都口徑一致叫我不用太瘦，會顯得鼻子太大，佔了臉的三分之一。”談到生日願望是什麼？Alfred笑謂希望Keep到身形，以及新歌《單數》多人收聽。

另外，問到Alfred可有安撫近日盛傳因太囂張被公司雪藏的好友胡鴻鈞？Alfred聞言即反問：“不是吧？傳聞不對，對方拍劇有段時間有見面，我生日胡鴻鈞都有到一到，

若雪藏都不會繼續拍劇，每個巨星幫都盡能力做好自己崗位，他們拍戲、唱歌好多事做，我都有點自愧不如，自己只是唱歌一樣，（信不信胡鴻鈞囂張？）我不覺他自大，我就會，我就厲害過胡鴻鈞，相信只是傳媒炒作。”

鄭融望爭取更多產假

鄭融透露本身是選民，亦有盡公民責任投票，而她較為關注女性權益：“作為女性希望可以爭取多點產假。（打算生仔？）不是為自己，我要放的產假都不同，是因為見朋友生完好辛苦，又要照顧BB同工作，又或者多點婦女培訓，給多點讀書不多的婦女多點工作機會，等她們經濟獨立。至於自己這個行業，如果政府多支持藝術、演藝界發展當然好啦。”



■梁靜茹回歸歌壇出新碟。

再三否認跟黃宗澤拍拖 陳嘉桓堅持想識台灣男

香港文匯報訊（記者 梁靜儀）陳嘉桓（Rose）1日出席《“紙”愛膠帶藝術迎五一及母親節》記者會，Rose自言是文具控，見到得意可愛的文具都會收藏。而Rose的媽媽及同母異父弟弟亦有到場支持，Rose的媽咪就用手機幫愛女拍照，小弟弟就搞笑學姐姐擺擺土影相。

認近日心廣體胖

穿上Tube-top及超短裙秀長腿的Rose明顯有點發福，她承認乃最近心廣體胖所致：“開心嘛，之前要排練金像獎演出，日日吃水果，忙完後個人放鬆

了，就吃愛吃的Pizza和炸雞來追劇，朋友叫我出街都沒出，所以趁有時間就同媽咪弟弟出街。”她謂都要開始Keep Fit，因為即將要拍師父的新戲，是一部輕鬆愛情片，她飾演性感女秘書，跟陳煒、關禮傑及王賢誌合作。近日與黃宗澤（Bosco）傳出緋聞的Rose，被問到今個母親節會否與Bosco的媽媽慶祝？她即笑說：“照顧咗我阿媽先啦，（是否跟Bosco拍拖？）你叫我怎樣答你？不是呀，我講過想識台灣男仔，我的普通話都OK，但未有這個人出現，慢慢來，未找到合心意的。”

■陳嘉桓



■鄭中基與太太余思敏及仔女來捧場。



■方力申

■鄭中基

鄭中基爆兒子入戲院怕到要走

香港文匯報訊（記者 李慶全）真人歷險電影《POKÉMON 神探 Pikachu》1日舉行首映禮，兩位聲演演員鄭中基及方力申一同出席，鄭中基更偕太太余思敏及一對仔女來捧場。

聲演Pikachu的鄭中基表示他用兩日完成配音，但首天他去了整牙，醫生為他打了麻醉針，結果在配音時有半邊臉尚未恢復感覺，也擔心說話時會咬到一口血，幸好沒影響本身的聲線，仍能順利完成。鄭中基指配音時有讓仔女來探班，當時很想兒子配一個角色，因他扮得似模似樣。1日他們一家四口入場看戲，鄭中基表示亦曾經帶仔

女入戲院，只是兒子坐下一看到杜比音響的廣告已經給嚇怕，加上他又怕黑，結果未看完電影已經要離開，他說：“本來是帶他看他最喜歡的恐龍，但最終都怕到要走沒得看，之後也是在家中播碟來看！”

方力申今次要為人類角色配音，要夾口型及投入感情，所以比配卡通角色較難，他就要4天才完成配音，他又指配音時只看着黑白的毛片，畫面並不清晰，所以覺得配音員不見樣，單以聲音去感動人着實不容易，是很勞苦功高，自己作為演員，今次也是一次很好的學習機會，幫助到自己往後投入演戲。

歷經人生另一個階段

睽違7年 梁靜茹出新碟

香港文匯報訊 梁靜茹回歸歌壇之作《我好嗎？——太陽如常升起》將於5月16日全亞洲發行。新專輯讓望穿秋水的歌迷一等就是7年時間，中間經歷人生邁向另一個階段的梁靜茹表示：“其實我沒有在計算時間，沒感覺到這麼久；從結婚、生小孩，再加上辦演唱會，原本以為差不多5年，不過因為我們這次製作期的確拉比較長，從收歌、等好的詞曲及想等到更好的導演劇本，一做就是兩年時間，就是希望視覺及成品力求完美。

這張專輯希望展現的不是外放的感情，而是更內斂一點的表現。”做完整張專輯才驚覺原來自己7年沒發片的梁靜茹坦言開始感到緊張，她打趣地說：“因為我的專輯會做比較久，其實已經在準備下一張專輯！”

問梁靜茹為什麼這次專輯還是唱着悲傷的情歌？她笑說：“因為公司定位‘療癒系本格派’，就是要唱這些歌曲來幫大家療傷啊！”出道20年的歌唱生涯中，影響她最深的就是父親，也一路守護她到現在，從小因為受愛唱歌的父親影響，讓她從3歲就開始唱歌，梁靜茹說：“因為我爸爸很喜歡在家裡清唱，他跟我媽媽因為唱Live Band而認識，所以小時候他們哼什麼歌我就會唱什麼歌；我記得我們家裡有個天台，有時候做完家事就會坐在那唱歌看夕陽，現在想起來覺得好浪漫好快樂。我爸爸一直有歌手夢，他幻想有一天他能當歌星。當時在馬來西亞很流行一種風氣，就是把很會唱歌的小學生訓練去走歌台唱歌，然後變成明星賺錢養家。”

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