

ANNEX

Recommendations

from the report

“Managing the Transition to Driverless Road Freight Transport”

jointly prepared by
International Transport Forum (ITF)
European Automobile Manufacturers' Association (ACEA)
International Road Transport Union (IRU)
International Transport Workers' Federation (ITF)

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Establish a temporary transition advisory board for the trucking industry

Governments should establish a transition advisory board for the trucking industry to advise on labour issues associated with the introduction of driverless trucks. The board should be temporary and include representatives from labour unions, road freight businesses, vehicle manufacturers and government. It would support the government in choosing the right policy mix to ensure that costs, benefits and risks from automated road haulage are fairly distributed.

Consider a temporary permit system to manage the speed of adoption and to support a just transition for displaced drivers, while ensuring fair access to markets

Governments should consider a mechanism to shape the transition to driverless trucks. A permit system would offer influence over the speed of uptake as well as revenue to support displaced drivers. Where economy-wide unemployment support is considered inadequate, additional assistance could come in the form of targeted labour market programs to try to re-deploy drivers. It could also take the form of additional income replacement payments where alternative employment opportunities have also been reduced by automation. For reasons of fairness, funds for transition assistance should be generated by the main beneficiaries of the operation of driverless trucks. The sale of permits to operators experiencing operating cost reductions could be complemented by contributions of all road users who will benefit from improved safety. Careful design of the permit system would ensure that permits are used to manage the labour transition fairly and not as a proxy to limit the free movement of goods.

Set international standards, road rules and vehicle regulations for self-driving trucks

Harmonisation of rules across countries is critical for maximising the gains from driverless truck technology. Common vehicle standards and operational rules would allow smooth cross-border movements of autonomous trucks and should be put in place at least at a continental level, preferably at the global level. The proactive approach of many governments to test permits and ad hoc exemptions to road rules allows different approaches to be tested in parallel which can speed up the maturing of the technology. However, such competition entails the risk of insufficient attention on the ultimate goal of harmonisation.

Continue driverless truck pilot projects to test vehicles, network technology and communications protocols

Governments, industry and researchers should continue to advance tests on public roads in designated corridors and areas for trialling vehicles, network technology and communications protocols. This way various technologies are able to be tested without committing to an individual company, standard or technology early in the development process, ensuring that expensive network-wide investments are not wasted or over-specified. This will help ensure societal benefits from automated road freight transport will be maximised.