



# The social impact of the driverless revolution

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Policy Network presentation at Driving Future Platform

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GATEway  
GREENWICH AUTOMATED VEHICLES

## Economics of driverless cars

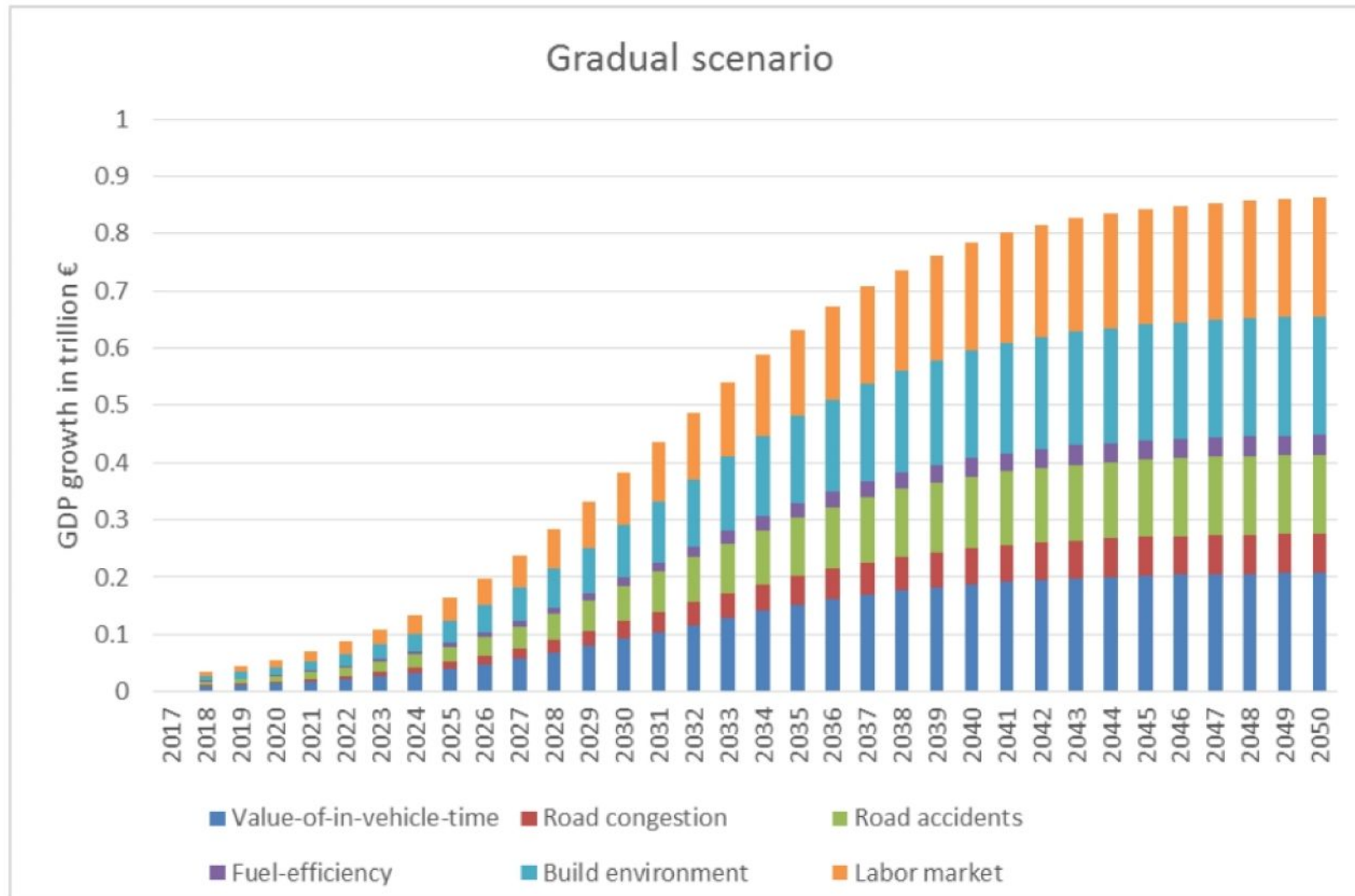
If European policymakers get the transition to autonomous driving (AD) right then the **benefits** will be **enormous**

Autonomous vehicles will start adding **0.15 per cent** to Europe's **annual growth rate** in the decades to come

The European (EU-28) gross domestic product will, cumulatively, be **5.3 per cent higher** in the year 2050 than currently

By 2050, autonomous vehicles will have contributed a total of **€17tn** to **EU-28 GDP**

# How economic benefits break down





## Adjusting policy framework

- Policymakers have huge **advantage** over previous tech revolutions: **scale and timetable** of AD is **clear**
- Pushing for the **harmonisation** of national and international regulation
- **Leadership** needed at all levels
- Now need to move from 'industrial support' approach to **government wide 'AD readiness'**

# Social and economic impact

## BENEFITS

- + Road safety
- + Travel time
- + GDP & productivity
- + Flexible mobility
- + Pollution CO<sub>2</sub>

## COSTS

- Cyber security
- Data protection
- Infrastructure
- Public transport

## CHALLENGES

- +/- Labour market disruption
- +/- Digital divide (taxes, dynamic tolls)
- +/- Land use & urbanisation

## Creative disruption of driverless

- As with others, effects of industrial mutation and globalisation impact of AD revolution felt on **local level** (suppliers, labour market, transport system, ...)
- **Top-down** approach likely to **aggravate** people's impression that they are **left behind** (prioritise principle of subsidiarity)
- How to address? **Regional policy bottom-up approach**
  - Creating conditions for transfer from old to new tech (R&D)
  - Strengthen civil society to create environment of change
  - Foster social partnerships to find answers for labour market disruption