W O R K S H O P 5

How Much Regulation should Disruptive Transportation Technologies be Subject to?

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Nanyang Executive Centre, Singapore
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BACKGROUND

Thredbo 15 Workshop 7

AIM

“…to explore and identify how new mobility services impact on and create innovative solutions to contracts, for operators and governments and/or authorities and of course, for the travelling public.” [1 pp. 569]

PAPERS

‣ Three on MaaS as a concept
‣ Four on the role of MaaS in the uncertain future
‣ Three on the flexible transport experience
‣ Two on MaaS providing for community needs

RECOMMENDATIONS

“Thredbo 16 should be interested in how MaaS might be regulated as this touches the core of Thredbo concerns.” [1 pp. 572]
WORKSHOP 5

OVERVIEW

The regulation of disruptive transportation technologies

RIDESOURCING

Prearranged and on-demand transportation services for compensation in which drivers and passengers connect via digital applications [2]

AUTONOMOUS PT

 Autonomous vehicle technology has the capability to drive a vehicle without the active physical control or monitoring by a human operator [3]

MOBILITY-AS-A-SERVICE

 A type of service that through a joint digital channel enables users to plan, book and pay for multiple types of transport services [4]

ACTORS & ACTIONS

Present states: Developments of autonomous PT, ridesourcing and MaaS are currently at (very) different stages
Responses: Governments and incumbents are taking on a variety of different roles in the developments

OBJECTIVES & EFFECTS

Ambitions: To improve different types of efficiencies of the transport system
Results: Market growth and transformation in some cases, (very) limited effects in others

REGULATIONS & POLICIES

Approaches: Generally to accommodate developments via a range of hands-on and hands-off policy instruments
Impacts: Legalization and normalization in some cases, irritation and blame games in others
POLICY RECOMMENDATIONS

For governments wishing to facilitate the development and diffusion of disruptive transportation technologies

ESTABLISH THE BASELINE

Establish the current social purpose/role(s) of the markets that might be disrupted
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# Policy Recommendations

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10. BE CURIOUS BUT CAUTIOUS
Basically, have an open mind but evaluate how tax dollars are best spent
RESEARCH PRIORITIES

For transportation scholars

TYPES OF STUDIES

- **Empirical**: Evidence from trials and implementations
- **Theoretical**: Definitions and theoretical grounding of key concepts

TOPICS OF INVESTIGATION

- **Equity**: Who is it for, and who is not included?
- **Employment**: How are employment and employment contracts influenced?
- **Effects**: What are the effects on modal split and transport accessibility?
- **Interrelations**: How will the diffusion of autonomous vehicles effect ridesourcing and MaaS?
- **Trust**: What collaboration models can cater for interorganizational trust?
- **Customer relations**: How can the fear of losing customer relations and control be overcome?
- **Subsidies**: What are the future roles of public transport subsidies?
- **Competition**: What is the role of the regulator in shaping market competition?
THREDBO 17

Proposed workshop theme

GOVERNING EMERGING MOBILITY SERVICES

‣ How do different governance approaches influence the long-term viability, equity and social impact of emerging mobility services?
‣ How do emerging mobility services transform the role(s), power and action space of the government?
‣ How is legislation and regulation drafted, negotiated, ratified and implemented?