

TRANSPORT POLICY LABS

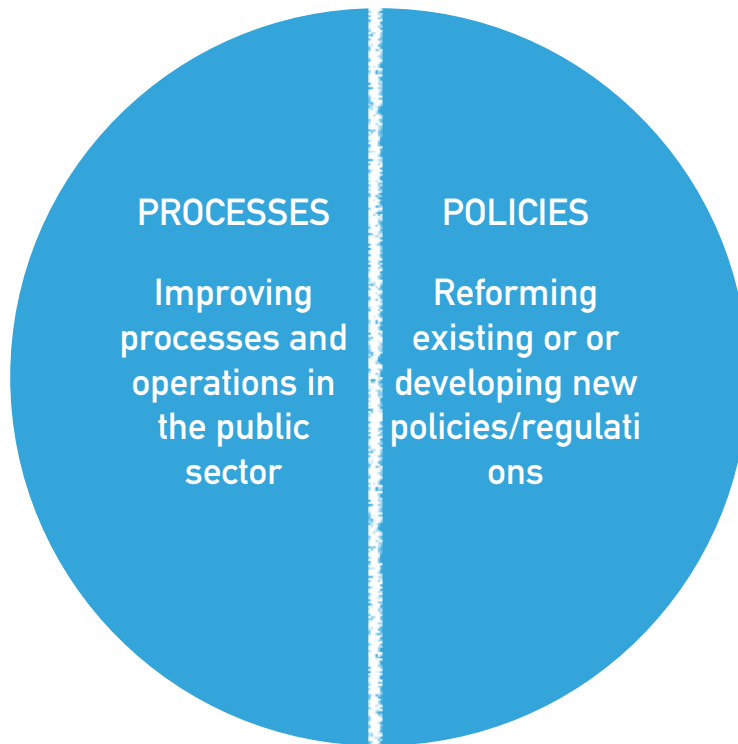
TWO SWEDISH CASES

Dr. Maria Schnurr, RISE Viktoria (Sweden)

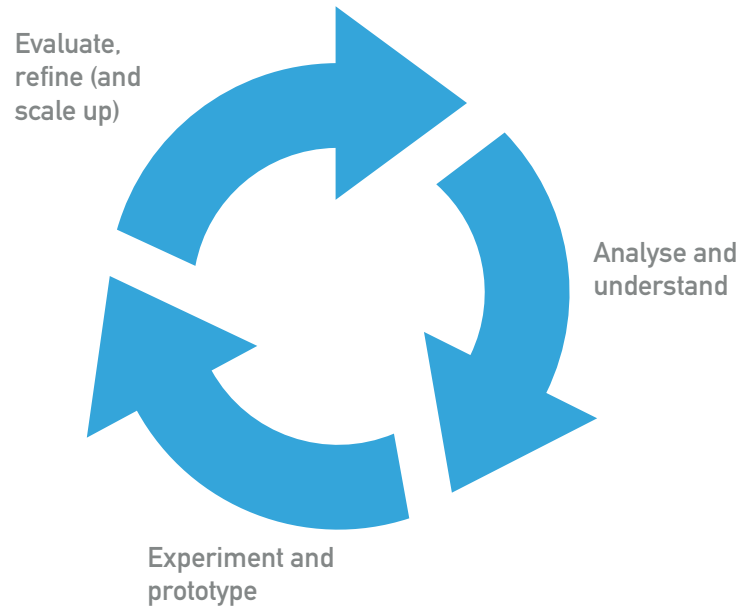
EU-SPRI Conference

June 6th, 2018 | PARIS

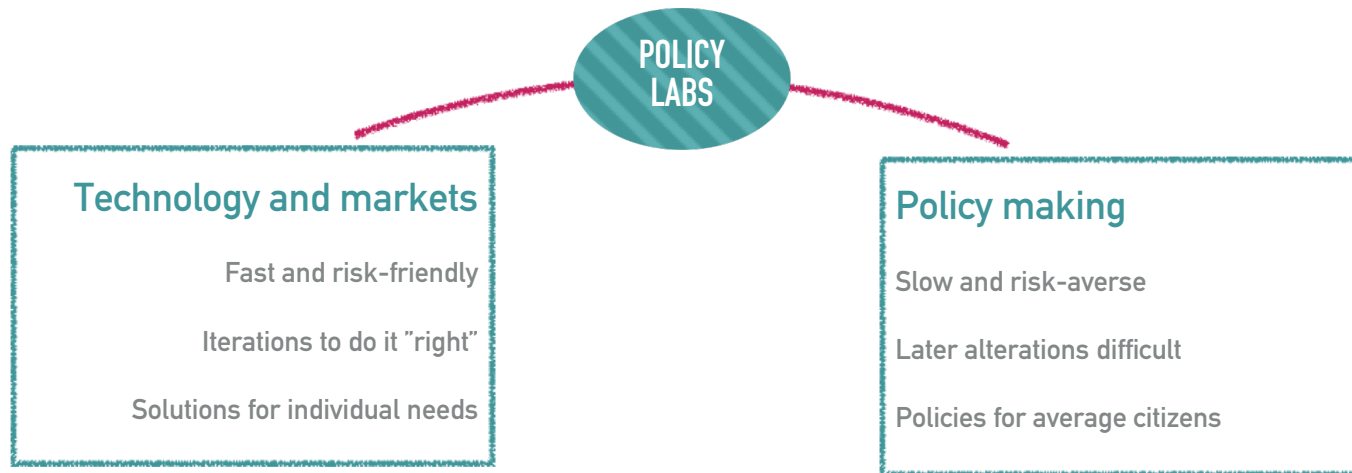
POLICY LABS WORK WITH ...



POLICY LAB MODEL

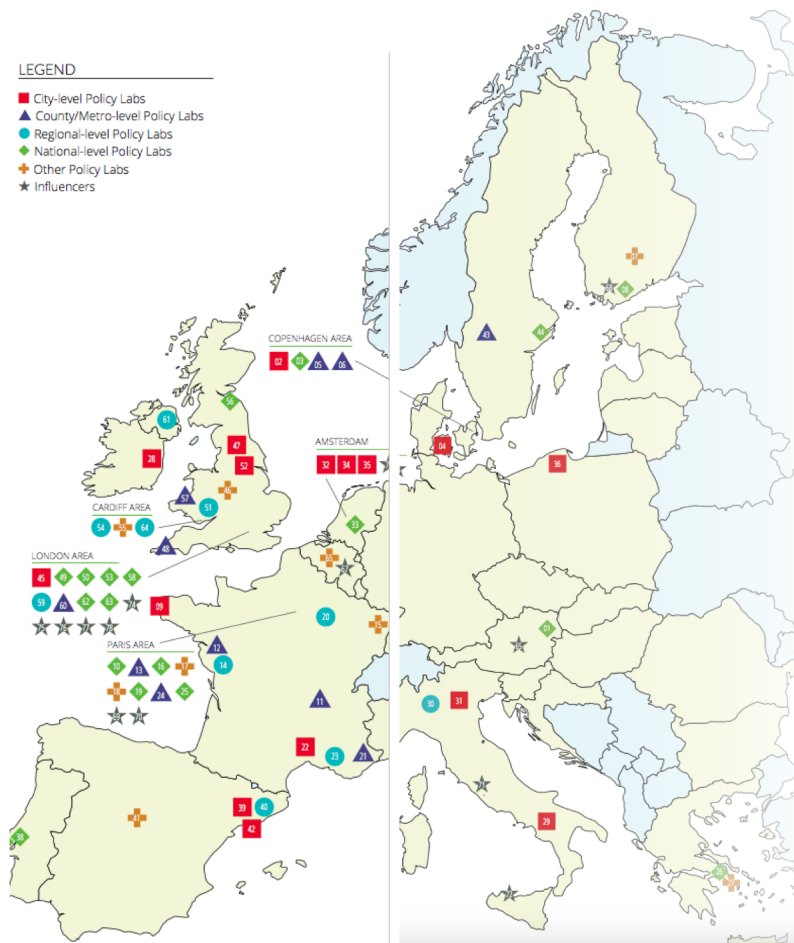


TECHNOLOGY AND POLICY

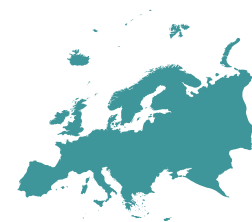


POLICY LABS IN THE EU

- ▶ Currently, 78 Policy Labs exist in a handful of EU countries
- ▶ Most labs in UK (20) and France (16)
- ▶ Other countries and cities are also interested
- ▶ Focus areas range from culture, digitalisation, jobs, migration or environment all the way to transport and mobility



BENCHMARK POLICY LABS IN EUROPE



MINDLAB, DENMARK

Collaboration between ministries, communities and businesses to improve public sector processes by using design thinking

UK POLICY LAB

Government office that improves public sector processes, saving 3.7 mio £ so far with data-based and human centred design methods.

STAATSLABOR, SWITZERLAND

Helps the public sector to build up innovation capacity by providing resources, experts and spaces to think forward

POLITICS FOR TOMORROW, GERMANY

Platform for public sector labs that provides method support, inspiration and exchange for innovative public policy making.

LA 27ÈME RÉGION, FRANCE

Improves the design and implementation of public policies. Developed the "Friendly hacker method".

GOVLABAUSTRIA

Collaboration between chancellor's office and Krems University to improve public sector processes by digital innovation

CASE 1

THE AUTOPILOTEN IN STOCKHOLM

AV INVOLVE A PARADIGM SHIFT FOR REGULATORS

PARADIGM SHIFT: SELF-DRIVING VEHICLES DELEGATE RESPONSIBILITY TO A MACHINE ENTITY. CURRENT REGULATION IS BASED ON VEHICLES DRIVEN BY A HUMAN.



AVS WILL MOST LIKELY OPERATE WITHIN A SYSTEM OF CONNECTED VEHICLES AND INFRASTRUCTURE - BOTH CURRENTLY HAVE SEPARATE REGULATORY FRAMEWORKS.



IT IS UNCLEAR WHEN FULLY AUTOMATED VEHICLES WILL HIT THE ROAD, AND WHICH ROADS THEY WILL HIT (I.E. WHICH DRIVING SITUATIONS).



AV ISSUES THAT POLICY MAKERS HAVE TO ADDRESS

Data security

Distracted drivers
laws

Insurance policies

Human-machine
interaction

Performance
standards

Liability issues
(driver and product
liability)

Global harmonization
and standardisation
issues

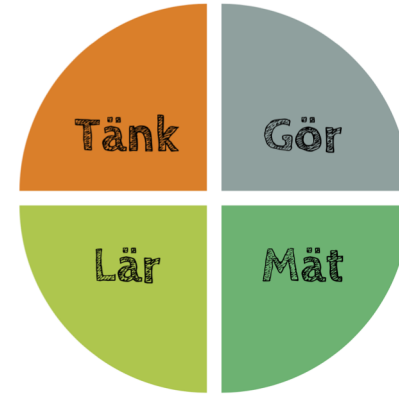
Type approval and
certification

STAKEHOLDERS IN AUTOPILOTEN



PROJECT ELEMENTS

1. Interviews with case stakeholders
2. Interviews with additional AV experts
3. Training / support from policy lab experts
4. Lab workshop



IDENTIFIED CHALLENGES IN STOCKHOLM – TYPE APPROVAL



FAST DEVELOPMENT
NEW TECHNOLOGY

EVOLVING PROCESSES
& REGULATION

NEW ACTORS
LACK OF EXPERIENCE

COMMUNICATION
CHALLENGES

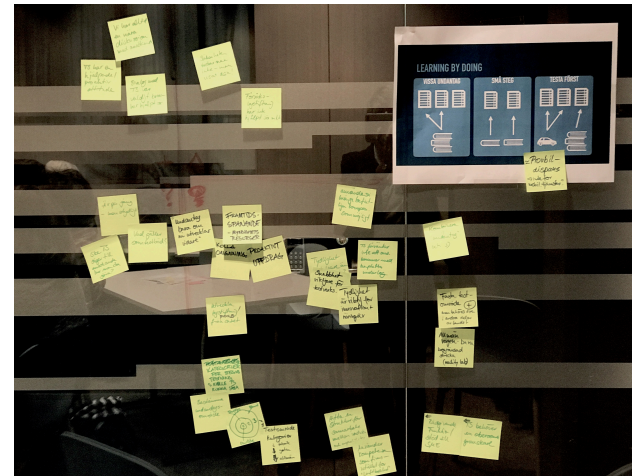
- ▶ Fast vs. Secure
- ▶ New processes vs. Current
- ▶ Being clear vs. Learning
- ▶ New actors vs. Established

FIRST SOLUTION IDEAS

LEARNING BY DOING

INTERMEDIARY

FUNCTIONAL
REQUIREMENTS

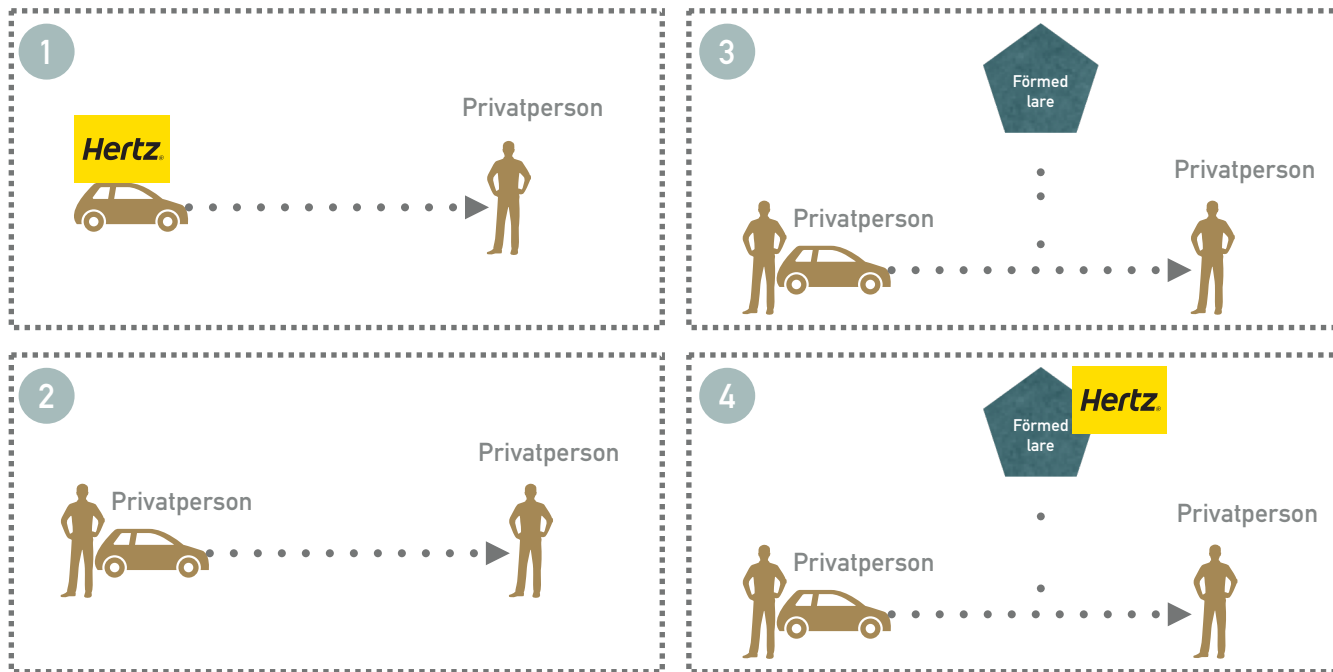




CASE 2

P2P CARSHARING

CAR RENTAL/SHARING – 4 ALTERNATIVES



CURRENT POLICY

Rental car registration

- ▶ "Hyrbilslagstiftning": requirement to re-register cars as rental cars if rental is on a professional basis.
- ▶ Unclarities:
 - ▶ What exactly is "professional" (yrkesmässigt)?
 - ▶ What about renting out peer-to-peer vs company-to-peer?

Taxation of revenues from rental

- ▶ P2P is not profitable for private persons: Current tax limits are only defined for revenues from renting out housing and for services
- ▶ System relies on self-reporting which results in a lot of unwanted "skattefel"
- ▶ No clear guidelines how to track and declare incomes

STAKEHOLDERS IN P2P CARSHARING



THE QUESTIONS WE ARE ASKING ...

Basic idea: Develop/adopt regulations so society can make better use of existing resources in an easy, legitimate way

Rental Car Registration

Goal: facilitate non-professional rental of private vehicles by adapting the re-registration requirement

- Under which conditions does a car need to be re-registered?
- Is it possible to exempt vehicles from this requirement?

Taxation

Goal: reduce transaction costs; decrease "skattefel" and facilitate legitimate behavior around shring

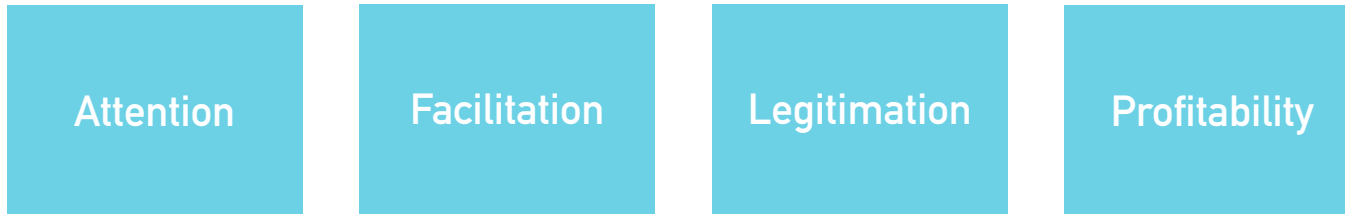
- How can we avoid "skattefel"?
- How can tax reporting be made easier?
- How about tax allowances?

... AND THE ANSWERS WE ARE GETTING (PRELIMINARY)

- ▶ Legal differences between P2P and private-to-business
- ▶ Even the Swedish transport authority thinks that car rental sector is over-regulated and has suggested to take away the regulation – 5 years ago!
- ▶ Perspectives from P2P operators:
 - ▶ They want to avoid mistakes in taxation, but Swedish tax agency provides unclear information
 - ▶ They want to make P2P carsharing more profitable for private persons (e.g. reduce VAT, introduce tax allowance)
 - ▶ They even need new insurance solutions

WHAT CAN WE DO NOW?

- ▶ Low priority for topic among authorities just before general elections in fall
- ▶ Authorities can adapt only minor details, but not change regulation (t.ex. introduce tax allowance, delete re-registration)
- ▶ Stakeholders raise attention and increase pressure on government authorities
- ▶ Discussion needs to become part of sharing economy discussion – but it's a hot topic due to "negative" press around Uber & AirBnB



TACK

