

Request for Information from Industry & Industry Platforms

Drones in the Transport System of the Future

Recommendations for the Annual Summit of Transport Ministers in 2020

The **OECD - ITF Working Group “Drones in the Transport System of the Future”** will examine how drones can become an accepted and integral part of a future transport system. **It focuses on the potential societal, economic and environmental impact of drones.**

To maximise benefits and minimise risks, existing rules will need to be reviewed and new policies implemented. Current regulation of drones is often restrictive, thus hampering new developments. In other cases it is lagging behind technological advances, causing reluctance among potential adopters. To smoothly integrate drones into the overall transport system and ensure citizens’ acceptance, governments must have good understanding of the rapidly developing concepts for drone designs and drone services. To inform policy decisions, the Working Group will consider the use of drones for both freight and passenger transport, with small and large payloads. It will also address their potential to improve the transport system in support roles for logistics, monitoring, maintenance or emergency services.

The **International Transport Forum (ITF)** is an intergovernmental organisation with 59 member countries. It acts as global think tank for transport policy and organises the Annual Summit of transport ministers. The ITF is integrated with the **Organisation for Economic Cooperation and Development (OECD)**, yet politically autonomous. More information about the ITF and its activities can be found here: <https://www.itf-oecd.org/>.

Working Groups tackle a topic that has been brought forward collectively and agreed upon by the ITF’s member countries. This WG will prepare a report of its findings and **recommendations, which will be presented at the ITF Annual Summit of transport ministers in 2020.**

Request for Information

The Working Group would like to call upon the vast experience and expertise of private industry to inform the development of international policy recommendations on behalf of member countries.

In particular, the Working Group requests submissions that address the following topics:

- **The societal and economic impact of drones**, including impacts on the cost of transport, congestion, efficiency, and jobs;
- **Environmental impacts**. This may include noise, emissions, energy consumption, visual amenity, sustainability, wildlife, and the impact of infrastructure or takeoff and landing areas for drones;
- **The allocation and use of resources**, including airspace and ground access, capacity, air traffic control, and infrastructure;
- **Infrastructure and costs**. This may include issues related to the use and ownership of new infrastructure (public or private), funding, access, and physical standards for drone ports or vertiports;
- **Risk tolerance and pathways to integration of drones**; and
- **The relationship of drones to other forms of transportation** and lessons learned from other modes of transportation.

Submissions may address any number of the above topics, but it is not necessary to address all of the above. Questions of safety and security are NOT the focus of this Working Group.

Submissions must:

- Describe issues and solutions that apply across international boundaries;
- not exceed 2000 words;
- be written in English;
- indicate whether the party submitting the information would like the opportunity to present to the ITF Drone Working Group at one of its following meetings in either
 - Bern, Switzerland on April 15-16, 2019 or
 - Washington, DC, US on October 7-8, 2019(if the submitter does not indicate a desire to present at either meeting, OECD will review and distribute, as appropriate, the written submission);
- be received by ITF at Elisabeth.Windisch@itf-oecd.org not later than March 22nd, 2019.

Submissions will:

- be reviewed and those determined to best address the RFI will be distributed to all Members of the Working Group.
- have the opportunity to directly present to the WG consisting of more than 20 experts from national transport authorities, if selected by the ITF Secretariat to best address this RFI
- have the opportunity to have their recommendations be taken up by the WG as a recommended policy option, upon agreement by the WG
- be directly cited/referred to in the high level WG report presented to transport ministries at the 2020 Summit, if selected by the ITF Secretariat.