



The Chartered
Institute of Logistics
and Transport

What's stopping us?

Special Interest Group – Future Mobility

John Henderson – Chair, CILT - East Midlands



Introduction

What is the CILT?

‘The Chartered body for professionals involved in the movement of goods and people, and their associated supply chains. Delivering career development, relevant information, networking and professional recognition.’

What is the role of East Midlands Chair?

Voluntary and elected role, governed by by-laws to support the aims of the CILT and it's members in the region

What's my background?

- Degree in transport management and planning
- 25 years experience in the logistics industry (Including behavioural change – DfT)
- CILT member for over 22 years
- Future mobility champion - STC



What is an autonomous vehicle?

“Able to operate itself and perform necessary functions without any human intervention, through the ability to sense surrounding” - *TWI*

Side notes

Auto – By one’s self

Automobile – Moveable self

Vehicle – I bear, carry, convey

Autonomous - Independent implies a standing alone

- The first wheeled vehicle has been traced to 4th millennium BC in modern day Iraq



The 6 levels

AUTOMATION LEVELS OF AUTONOMOUS CARS

LEVEL 0



There are no autonomous features.

LEVEL 1



These cars can handle one task at a time, like automatic braking.

LEVEL 2



These cars would have at least two automated functions.

LEVEL 3



These cars handle "dynamic driving tasks" but might still need intervention.

LEVEL 4



These cars are officially driverless in certain environments.

LEVEL 5



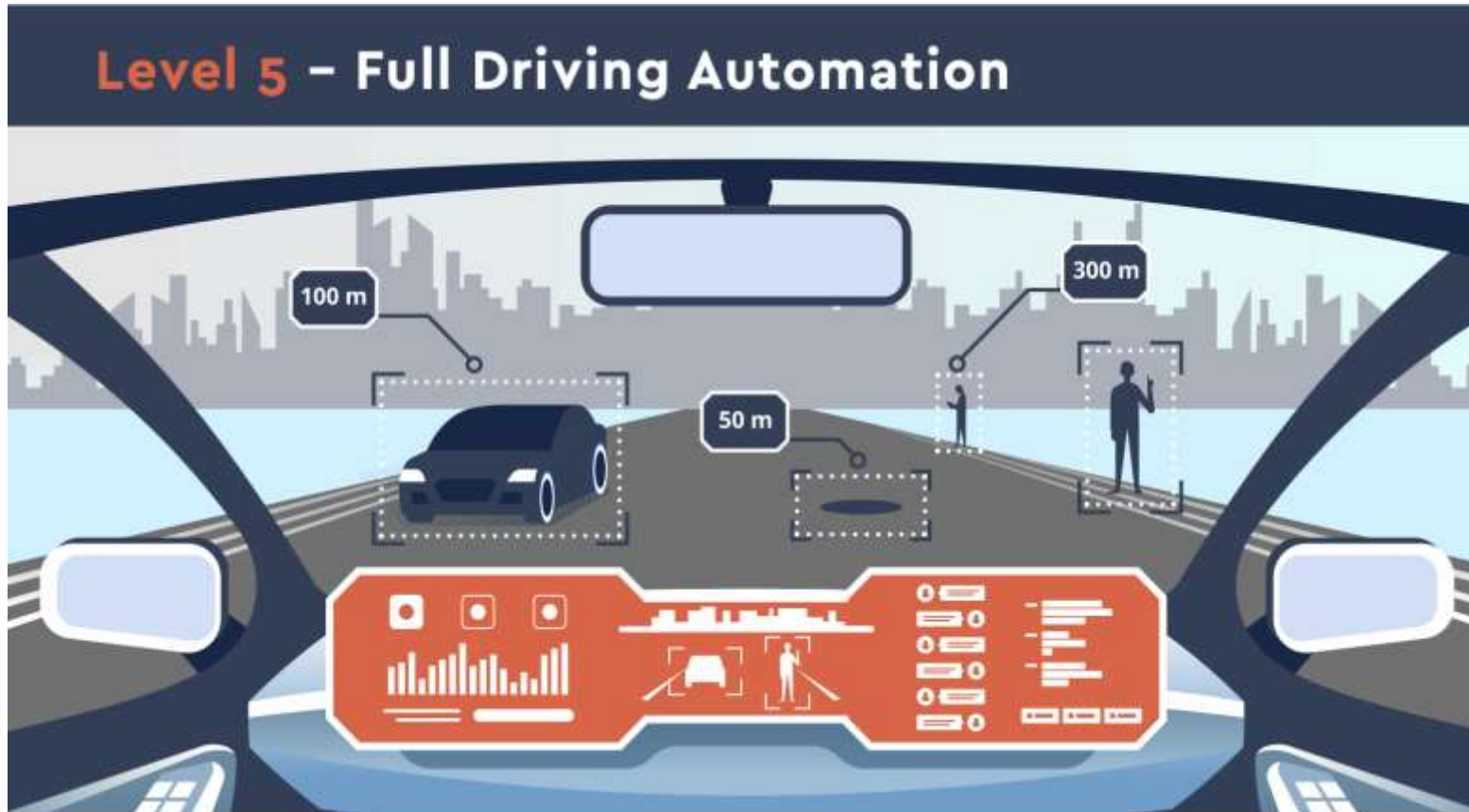
These cars can operate entirely on their own without any driver presence.

SOURCE: SAE International

BUSINESS INSIDER



The destination



- The highest level of automation, Level 5 vehicles do not currently exist but will be able to handle all driving functions in all conditions. It's estimated that Level 5 vehicles won't even include steering wheels or pedals, and will be able to operate without human beings inside them. While the software and hardware is available, we're a while off yet from seeing them on the roads.

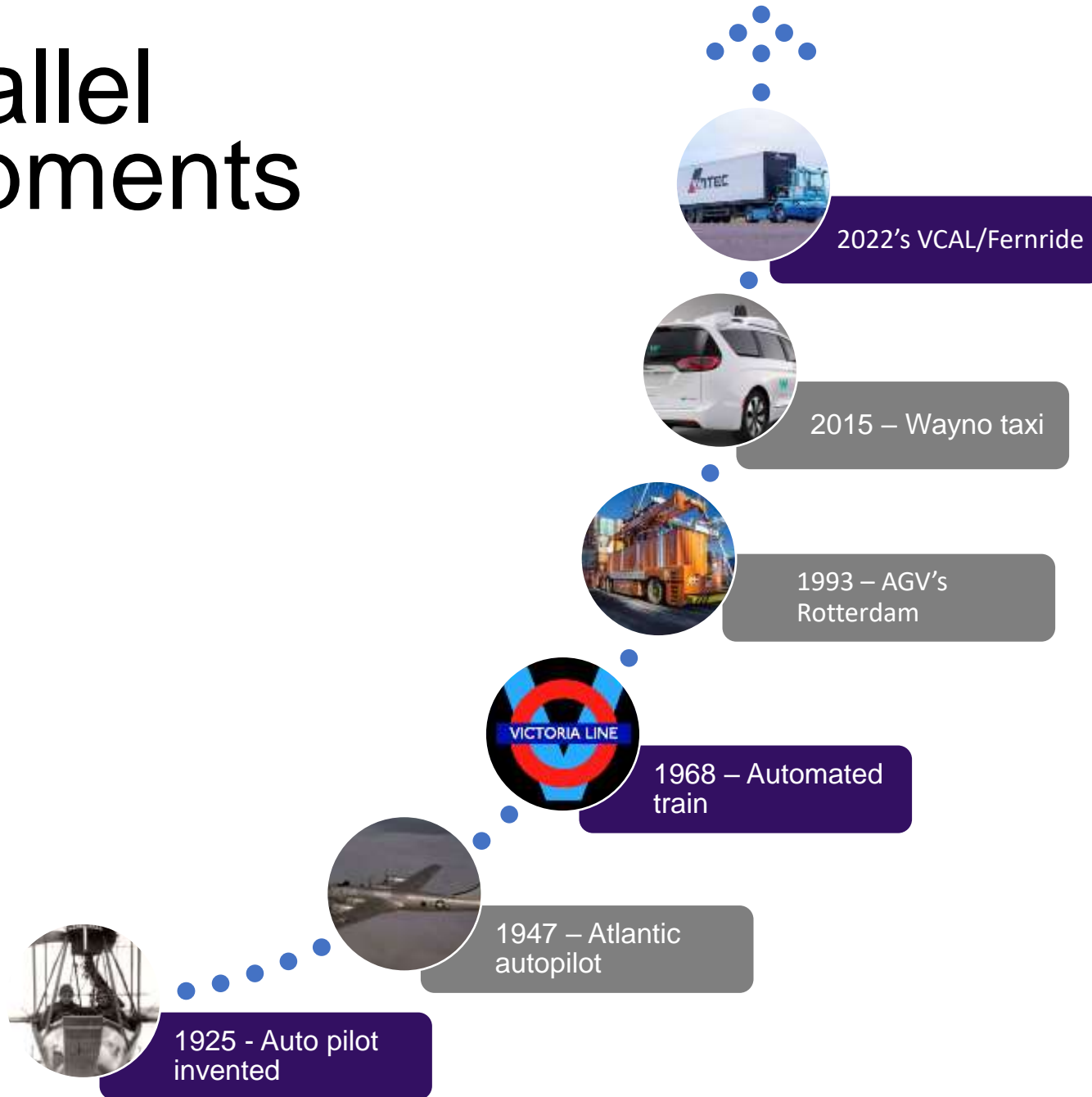
Source - The windscreen company group



Early history



Parallel developments



Benefits

Harness technology

Land planning and use

Safety

Labour – Shortage/re-deploy

Cost/Productivity

Connectivity



Barriers

