

Structural change and the freight transport labor market

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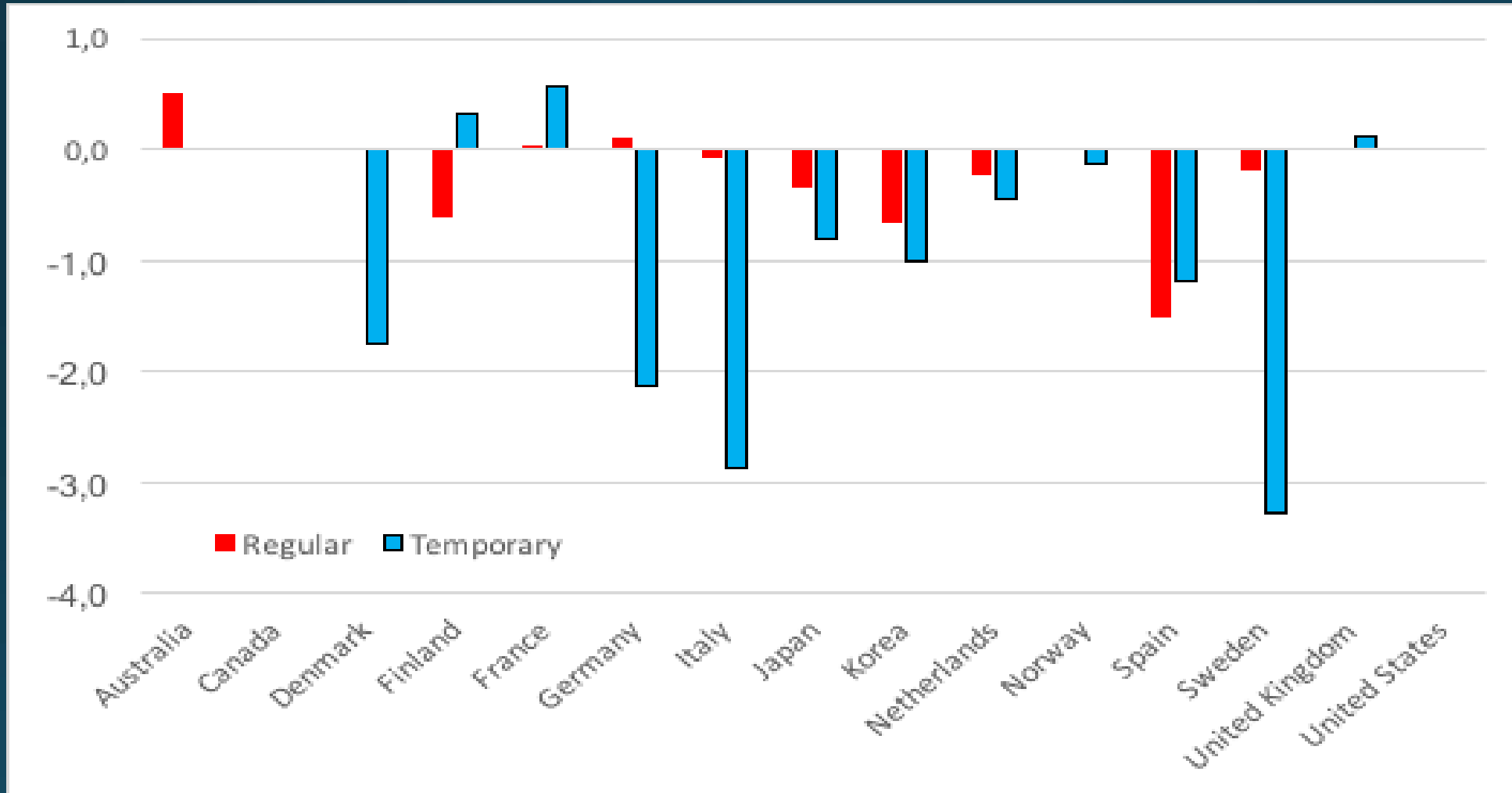
Technology and jobs

- Industrial revolution mainly deskilling
- Complementarity, skill biased technological change
 - Autor (2015)
- Job and wage polarization
- Recent evidence on deskilling

Driving forces

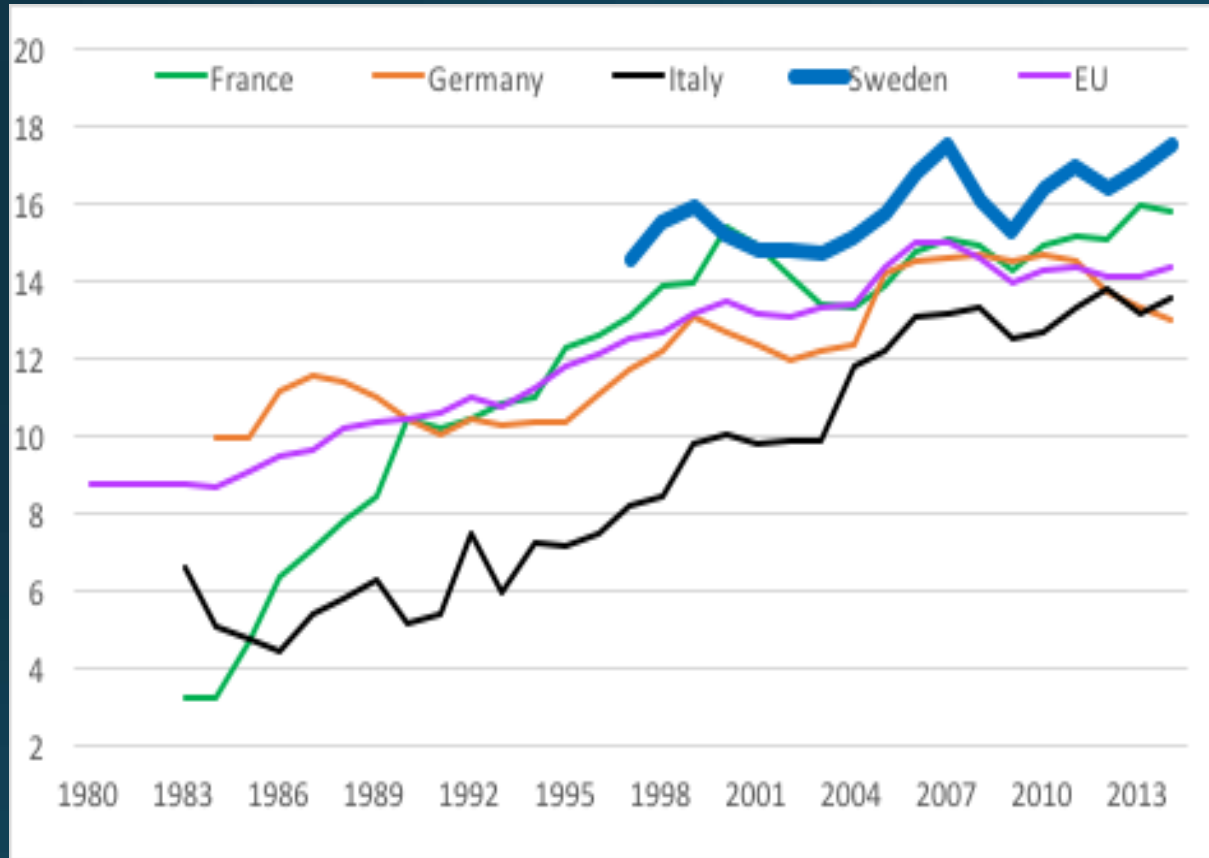
- Demography
- Institutional changes
- Technology

Dual labor markets on increase

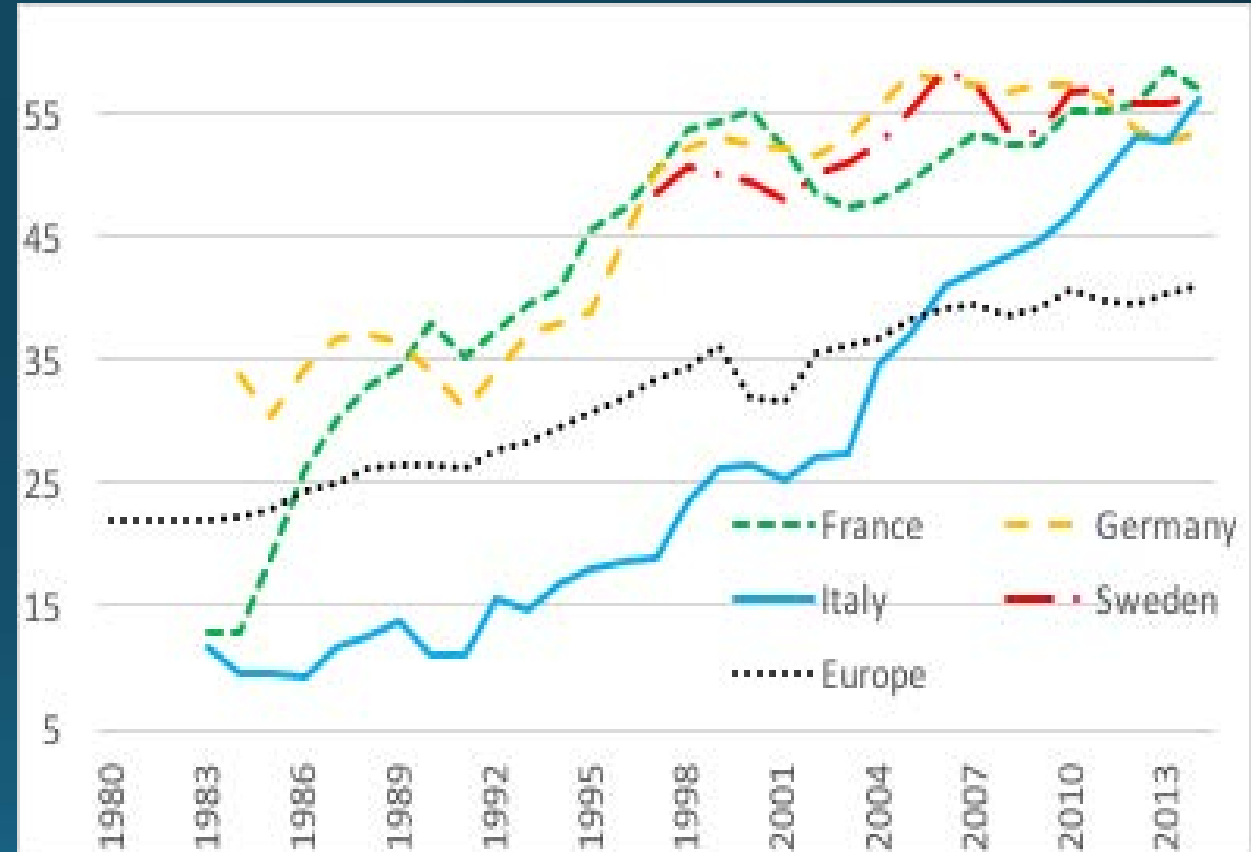


Change in employment protection legislation (EPL) 1990-2013

Temporary work on increase



All



Age 15-24

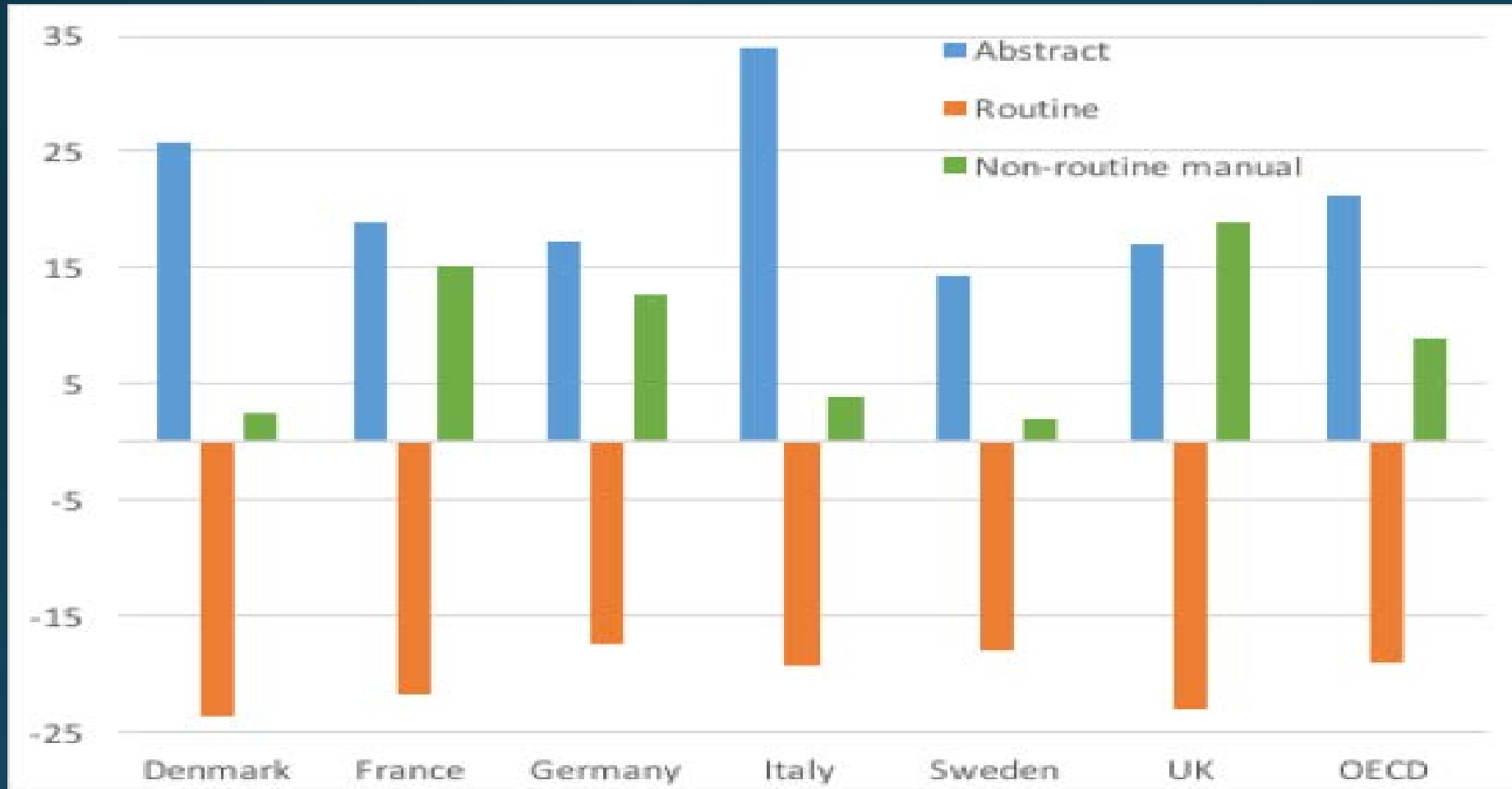
Automation in services

- Retail
- Writing
- Banking, insurance and legal
- Coding
- Transport



➡️ More polarization and revenue pressures

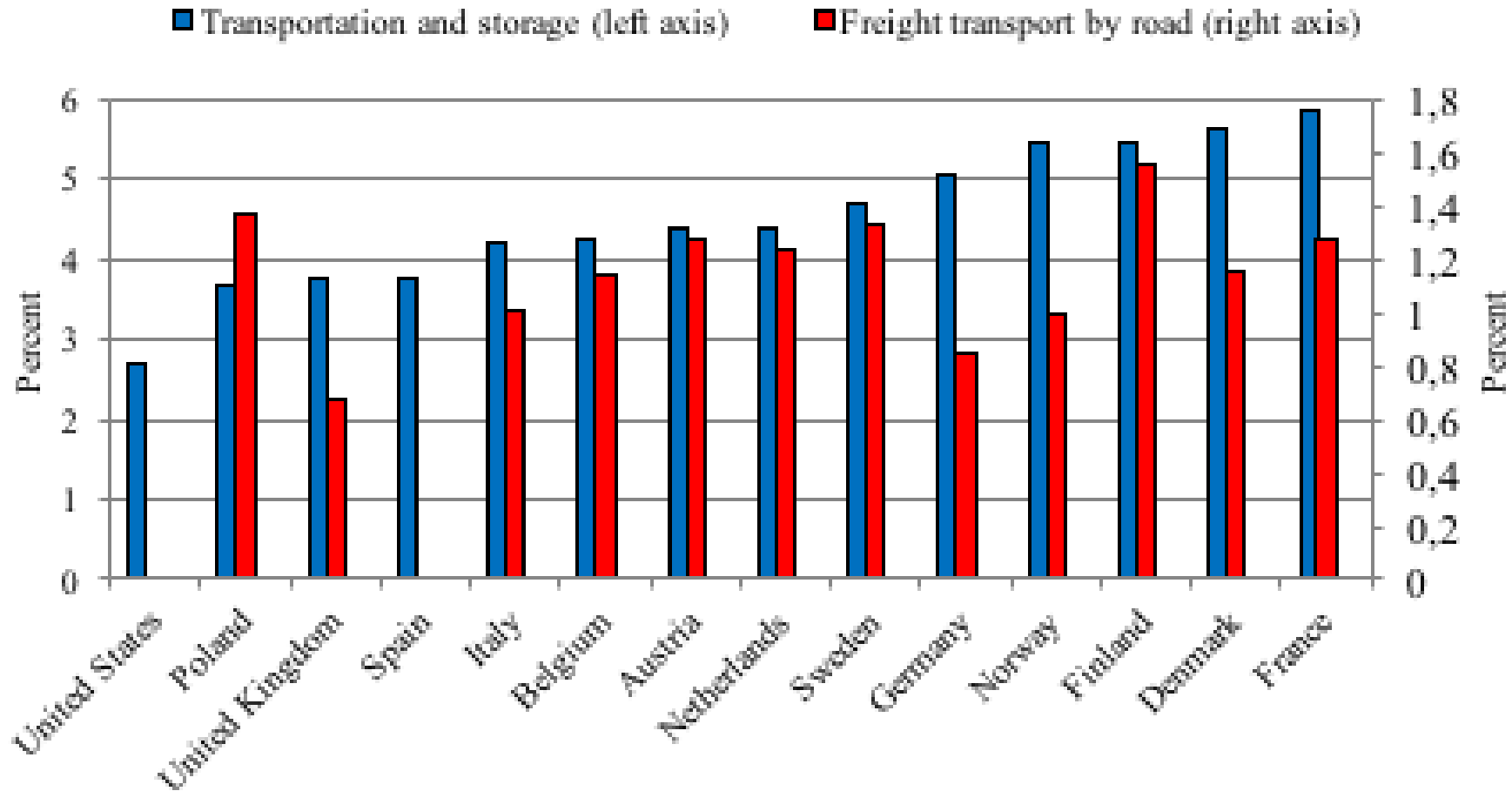
Routine jobs in decline



Labor
market
shares
1995-2010

Source: OECD.

Many jobs in freight transport

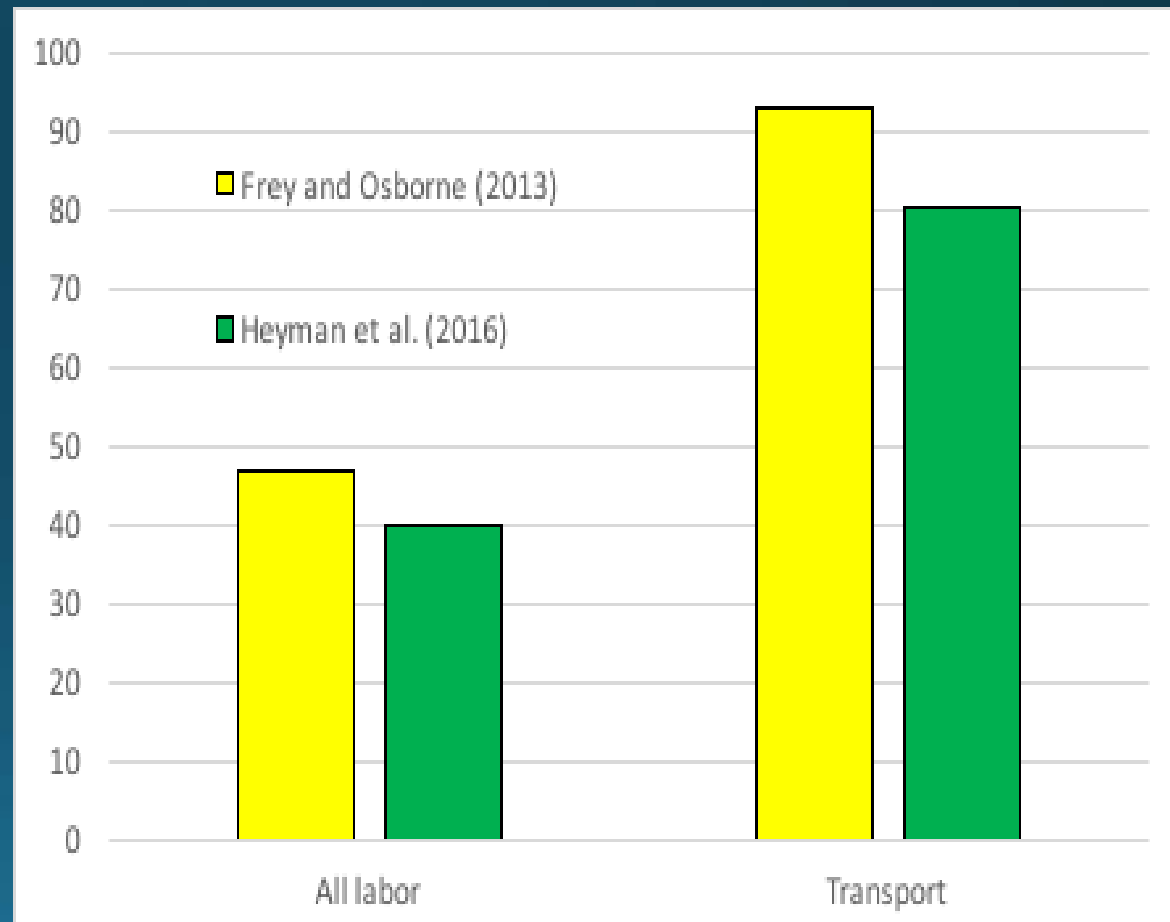
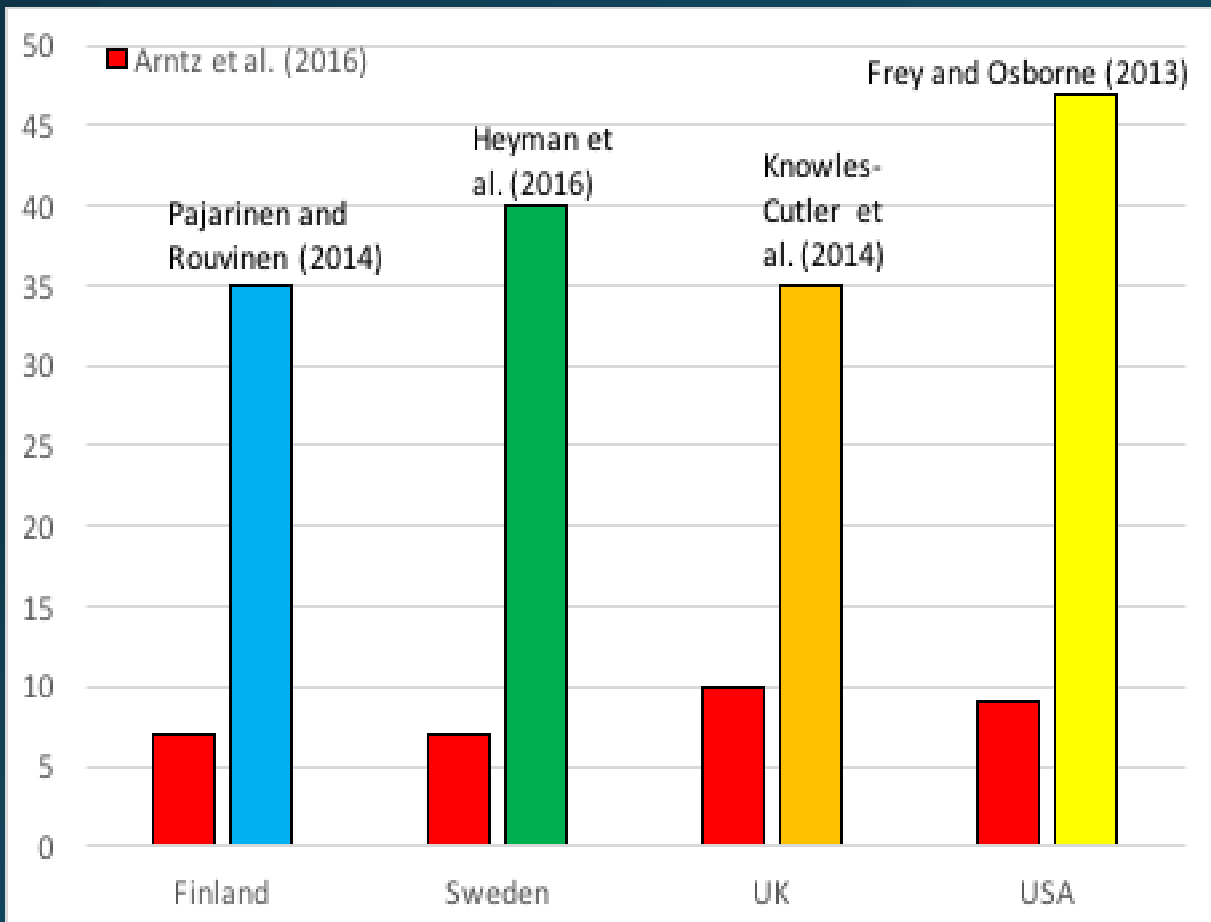




Will 50% of jobs disappear?

- Frey and Osborne (2013)
- Measures what is technically possible
- Job creation vs. job destruction
- Other factors can be more important
 - *Demography*, shrinking work forces
 - *Preferences* (autonomous passenger flights?)
 - *Costs* (*robochef* \$15 000?)
 - Regulation

Risk of job automation, %



Strategies to adapt: focus on skills

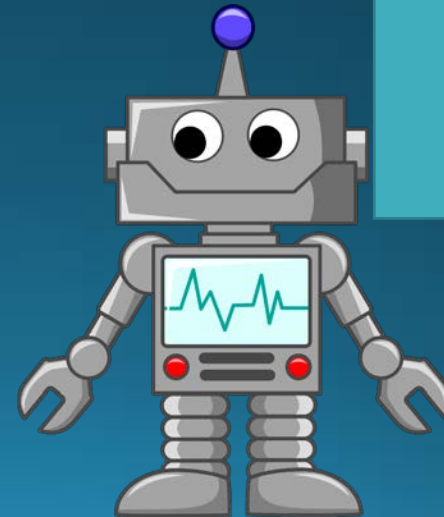
- Uncontroversial to improve skills, but how?
- Regular skills and digital skills, polarization begins in early education
- Digital skills, 50% EU too low to switch jobs
- OECD estimate, low skills doubles risk unemployment
- Big shift to increase life-long learning
- How to finance: private or public?

Strategies to adapt: reduce risks

- Dual labor markets – insider/outsider problem
- Reduce risks with self-employment
 - More responsibility on individual
 - Outside collective wage bargaining
 - Social security and statutory benefits
 - Make it easier to pay tax

Summary

- Productivity growth key to future prosperity
- Mitigate effects of structural change
 - Increased skills
 - Reduce differences in risk between labor market outsiders and insiders



Thank you!



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