SINGAPORE — Residents and workers of Punggol, Tengah and the Ang Mo Kio Innovation District will be the first to ride on driverless buses services and laid driverless shuttles, under a pilot that will begin in 2023.

Transport Minister Khaw Boon Wan said on Thursday the Government is seeking input from the industry and research institutions as it formulates more in-depth tests for the driverless vehicles trials. Launched in a National Day (ND) speech in 2018, the programme plan to have trials in the first half of May next year.

The autonomous service in the three towns will trial on one-engaged roads and during off-peak hours for tests, the Transport Ministry and Land Transport Authority (LTA) said. There will be no regular public buses on these loops. Under the initiative, commuters may board driverless shuttles using their public transport tickets.

The LTA is also exploring using shuttles for express routes linking the North-South MRT Line to the North-South Link East-West and Thomson East Coast MRT Links. Other current developments in autonomous vehicles have included the launch of a driverless taxi trials in Armoy famed by Autonomous-based company Kearon Tech to transport patients between Edinburgh’s punching and intermediate storage areas.

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ST Kinetics and NTU plan to test driverless buses at the facility until May 2023. With their partners, LTA, TUTE and NTU will also develop a set of comprehensive standards for driverless vehicles, including assessment procedures and methods. Prof Sudhir and his team have laid the initial standards for the vehicles with a "safety driver" on board, as well as for running alone without a driver. They will be tested soon.

On-road trials of driverless roads could be expanded beyond one-end-to-Brown Line by 2024. In July, the Ministry of National Development announced they would extend to the use to one-end-to-north-end and Brown Line, Devan and the National University of Singapore, along with the two towns, which would seem in Hill.

Mr Khaw said upfront of the top challenge for driverless vehicles.

“Until the people are confident that this is a safe technology, they will not have the vision of the vehicle (use) even if there is one. They will have to see it and experience it,” Mr Khaw said.

Professor Sudhir Sudhiran, the director of the Energy Research Institute at NTU, which oversees the test, said it offers a site for researchers — including startup funding, smart and vehicle technology — together Delhi, to test and improve the technology. Indeed, the test sites that will be used in the research.

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Driverless buses, which are currently being piloted in countries such as the United States and Singapore, offer the potential to make public transportation more efficient and sustainable. By eliminating the need for drivers, these vehicles can help reduce congestion, lower emissions, and improve accessibility for those without access to a private vehicle.

As these technologies continue to develop, it is important to consider the potential benefits and challenges they may bring. One key concern is the potential for job displacement as driverless vehicles become more widespread. However, many experts argue that these vehicles will also create new job opportunities in areas such as software development, maintenance, and data analysis.

Another concern is the potential for increased dependence on technology, which could reduce our resilience in the face of technological failures. To address these concerns, it is important to carefully consider the social and economic implications of these technologies, and to ensure that they are developed in a way that benefits all members of society.