What s perhaps different now is that the new, interconnected digital technologies will likely have a broader and more far-reaching array of abilities. And so the prospect of new kinds of jobs may well be diminished or limited to increasingly sophisticated domains, such as machine learning.

In addition, new technologies are now not just replacing jobs, but they are also enabling the disruption and restructuring of entire industries. For instance, Uber has already pulled the rug from underneath the conventional taxi industry in many places. Imagine the possible consequences of Uber s shift to driver-less cars.

Lower labour costs in many developing countries mean that investments in job replacing technologies will be lower. But other aspects of developing countries contexts increase the possible severity of this risk.

First, the dearth of effective education systems and skills in countries like South Africa will make it more difficult for people to be retrained for the technology intensive new jobs that will become available. Secondly, all governments are struggling to grapple with the implications of new technologies and associated new business models. This struggle is particularly strong in developing country governments. The case of Uber in South Africa reflects this.

Risk 2: Increasing concentration of wealth

Many developing countries are characterised by high levels of inequality within their populations. Elites within these countries will be more likely to make use of AI and other new technologies. This will further increase returns to capital widening the gap between elites productive capacity and that of everyone else.

A similar effect is likely at a global level. It s no coincidence that Russia s President Vladimir Putin has identified AI as the new terrain for global competition between nations.

New technologies advantages for capital are not just due to increasing productivity, but also because they allow new business models that may control or even dominate entire sub-sectors and stifle competition. For instance, it could become possible for a single company to control large fleets of automated vehicles in one or more large areas.

Again, much will depend on whether