



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
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Federal Department of the Environment, Transport,  
Energy and Communications DETEC

**Federal Roads Office FEDRO**  
Road Traffic Division

# Regulating automated driving in Switzerland

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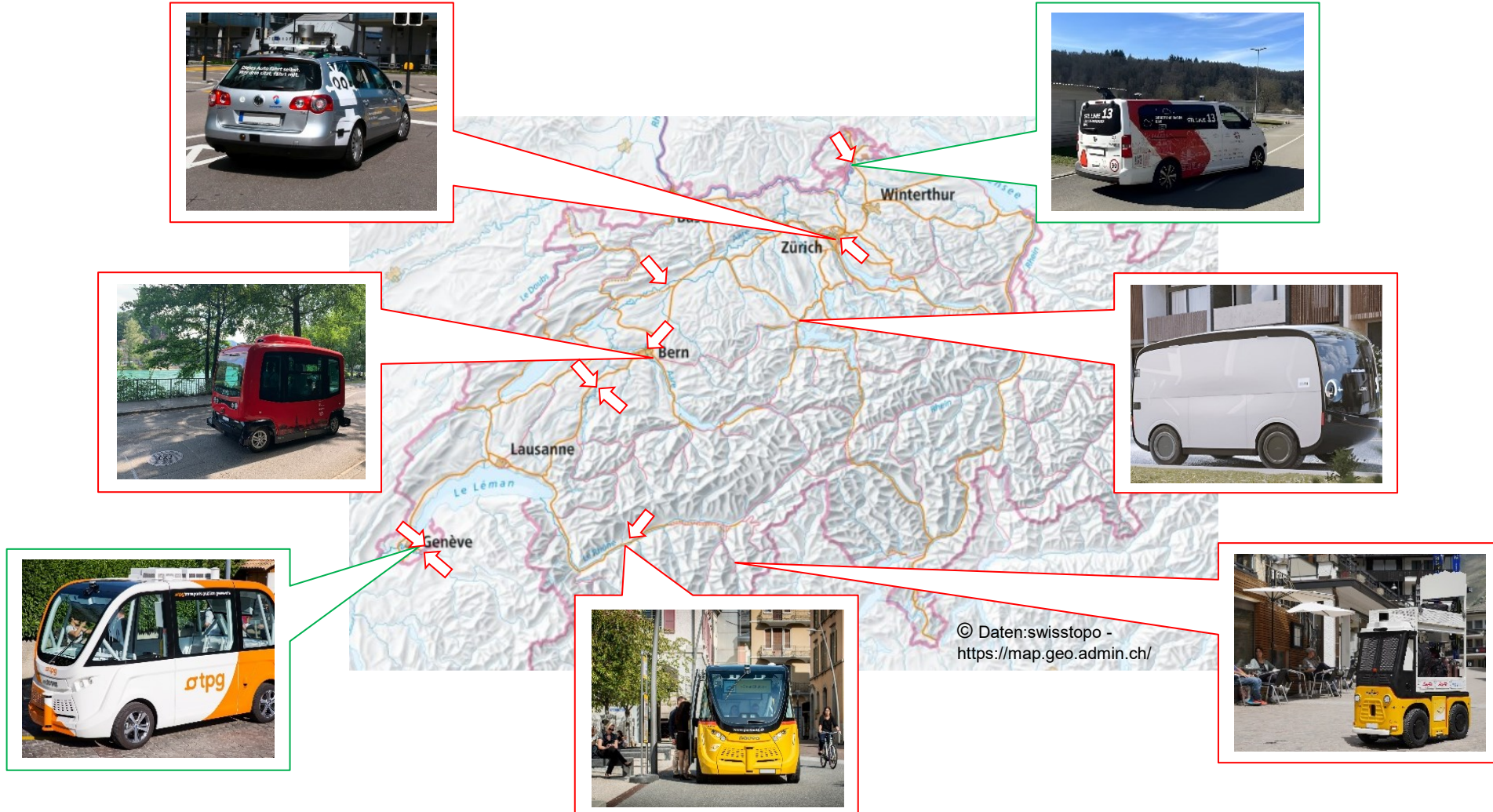


# Current options for automated driving

- It is currently possible to obtain an authorization on exceptional basis for automated driving from the Swiss [Federal Department of the Environment, Transport, Energy and Communications DETEC](#).
- The authorizations are issued for pilot trials with a safety driver (fallback user) who is present.



# Authorized trials with automated vehicles since 2015



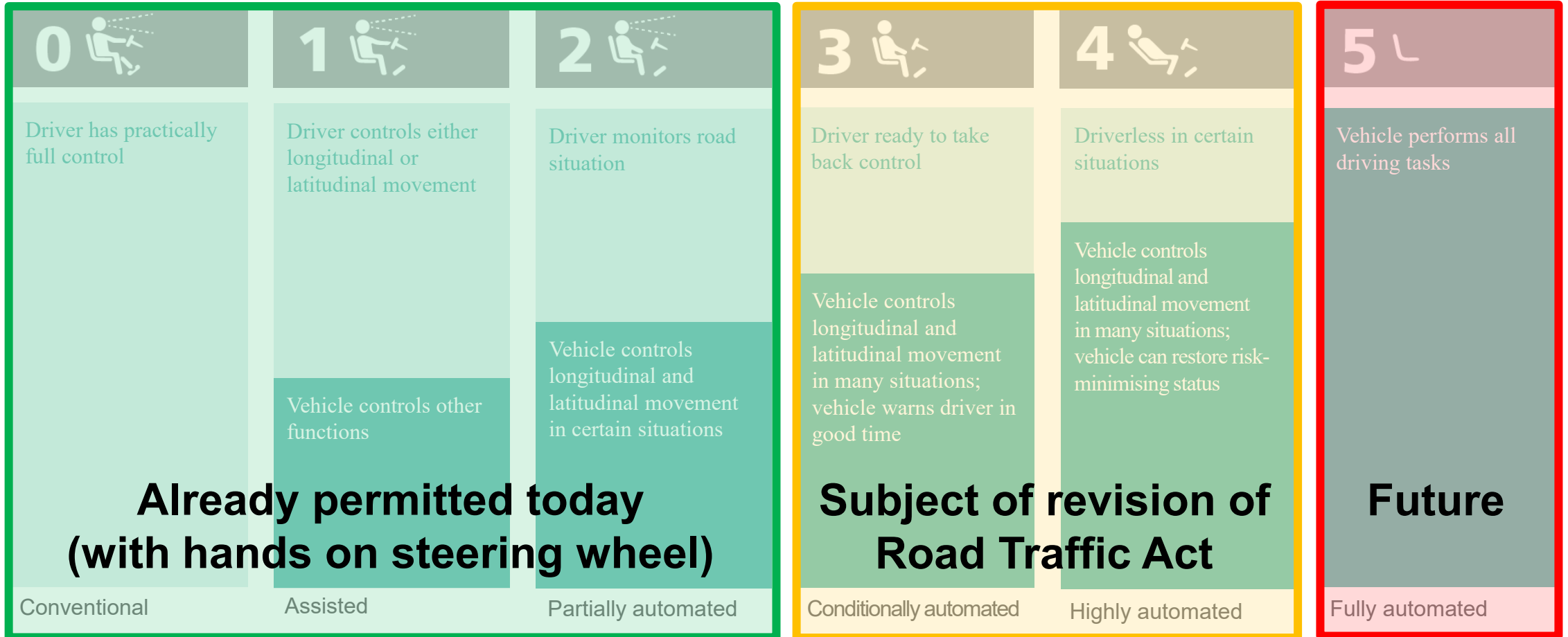


# Options for automated driving from 2025

- On 17 March 2023, as part of a revision of the federal road traffic act, Parliament granted the Federal Council the power to regulate automated driving.
- The government is currently preparing regulations on automated driving.
- Public consultation is ongoing until February 2<sup>nd</sup> → see last slide for links.
- The regulations are expected to enter into force in early 2025.
- In addition, Parliament has granted the Federal Roads Office FEDRO the power to authorize pilot trials.



# What does the new regulation cover?





# Options for automated driving from 2025

The new regulations are intended to cover the following types of vehicles equipped with an Automated Driving System (ADS):

- ‘Vehicle with takeover request’ – Vehicles that still require a driver but can cover certain sections of a route in automated mode (e.g. highway pilot ALKS).
- ‘Driverless vehicles’ – Vehicles without a driver that can cover certain routes which have been authorized in advance.
- ‘Vehicles with an automated parking system’ – Vehicles that can park without a driver in parking spaces which have been authorized in advance.

The vehicles can be used commercially and they can be intended for the transportation of persons or goods.



# Driverless vehicles with type approval

- Driverless vehicles must be type-approved (principle).
- The type approval procedure is prescribed by [Regulation \(EU\) 2018/858](#).
- As part of the type approval process for a driverless vehicle, it must be demonstrated that the requirements of
  - [Regulation \(EU\) 2019/2144](#) (EU-GSR II) and
  - [Implementing Regulation \(EU\) 2022/1426](#) are met.
- The type approval must be obtained from a member state of the EU and explicitly cover Switzerland as well.
- It is not possible to obtain a type approval in Switzerland in the foreseeable future.



# Driverless vehicles with exceptional authorisation (without type approval)

- The Federal Roads Office FEDRO has the power to authorize ADS of driverless vehicles which are not type-approved.
- Applicants must prove on a case-by-case basis that a certain safety level is guaranteed and a detailed ODD description is present. The safety level must be equal to the one guaranteed by a type-approval procedure.
- With exceptional authorization for the ADS, the vehicle may finally be registered under the normal procedure and may be used commercially.





# Operational area for driverless vehicles

- The operational area for driverless vehicles must be authorized in advance of the registration procedure. It can include highways, urban and non-urban areas.
- Driverless vehicles may only operate on specified routes, but the authorization does not have to be limited to a few streets. It can include a large number of routes or even all routes in a certain area.
- Applicants must assess and confirm that all routes applied for are within the ADS boundaries and the authorization requirements are met.
- Restrictions on the requested operational area may result from the ODD or the operating concept of the vehicle keeper.



# Assessment of the operational area for driverless vehicles

Authorization requirements:

- Vehicles must be able to drive themselves autonomously in the operational area.
- Infrastructure for the relevant route must meet the technical requirements for the operation of driverless vehicles.
- Operating driverless vehicles shall not disrupt traffic or cause congestion. Road safety needs to be guaranteed.
- All duties of a regular driver must still be fulfilled.



# Assessment of the operational area for driverless vehicles

## Authorization requirements:

- Suitably qualified operators supervise the vehicle. They have access to the required data and information on how the vehicle is operating at all times and have suitably equipped workstations.
- An operator may supervise several vehicles at the same time and does not have to be near the vehicle. However, his or her place of work must be in Switzerland.
- Communication between operators and passengers in the vehicle is guaranteed at all times via audio-visual interface.
- If necessary, the authority may specify additional requirements due to local conditions (e.g. relatively slow vehicles may only operate outside the rush hour).



# Insurance

The same insurance regulations apply to driverless vehicles as to normal vehicles:

- In order to register a vehicle, the vehicle keeper must take out a third party liability insurance that covers any damage caused by the vehicle.
- Parties suffering damage have the right to file a claim directly against the insurance company under the contractual insurance cover.
- In certain circumstances, the insurance company has a right of recourse against the party who caused the damage.



# Driverless vehicles with pilot trial authorization

The Federal Roads Office FEDRO may authorize pilot trials.

- Authorization for a pilot trial is required if a normal registration procedure is not possible.
- In the course of a trial, it is permitted to not comply with the legal requirements.
- However, road safety must be guaranteed at all times: Measures must be taken to limit the risks associated with a trial.
- There are strict reporting obligations toward the authorities.
- A successfully conducted trial can be a relevant element for granting an exceptional authorization for a registration under the normal procedure.



Press release from 18 October 2023 on the public consultation with related documents:

- [Der Bundesrat will automatisiertes Fahren ermöglichen](#)
- [Le Conseil fédéral souhaite autoriser la conduite automatisée](#)
- [Il Consiglio federale intende consentire la guida automatizzata](#)



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