

A modern building facade with a grid of vertical slats and glass panels, set against a clear blue sky. The building is partially obscured by green foliage in the foreground.

Automated Driving in Switzerland – Legal Basis

STRC 2023

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Federal Roads Office Tasks

- Specialized Swiss authority for road infrastructure and individual road traffic

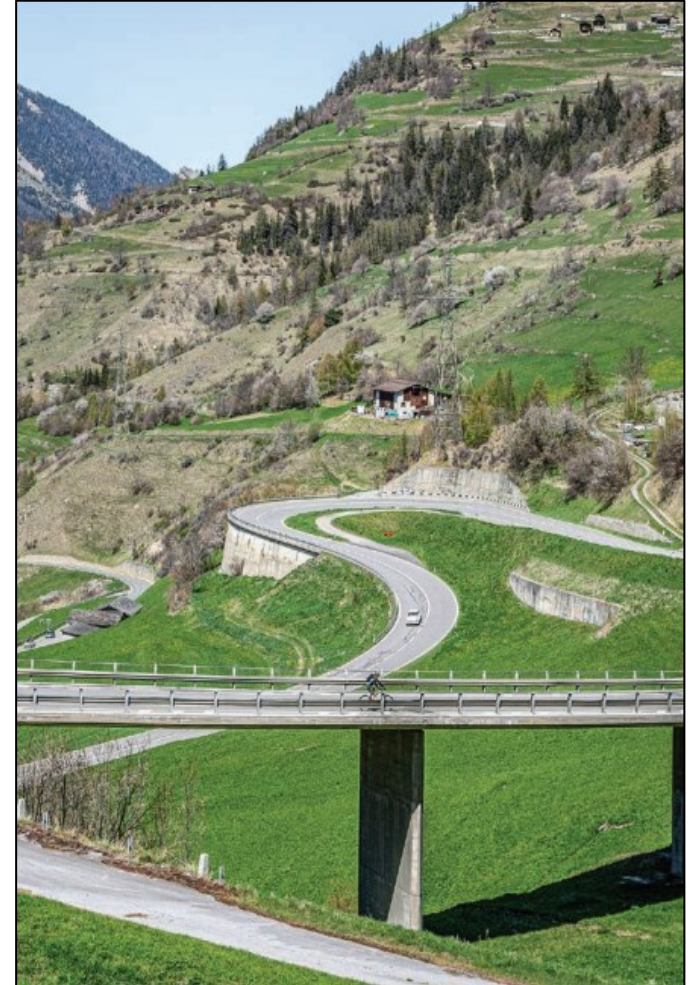
- Part of the Federal Department of the Environment, Transport, Energy and Communications (DETEC)





Federal Roads Office Tasks

- General Task: ensuring sustainable and safe mobility on roads.
- Now: Preparing Switzerland for automated driving.
- Central tasks at the federal level, implementation also in the cantons





Legal Basis for automated driving

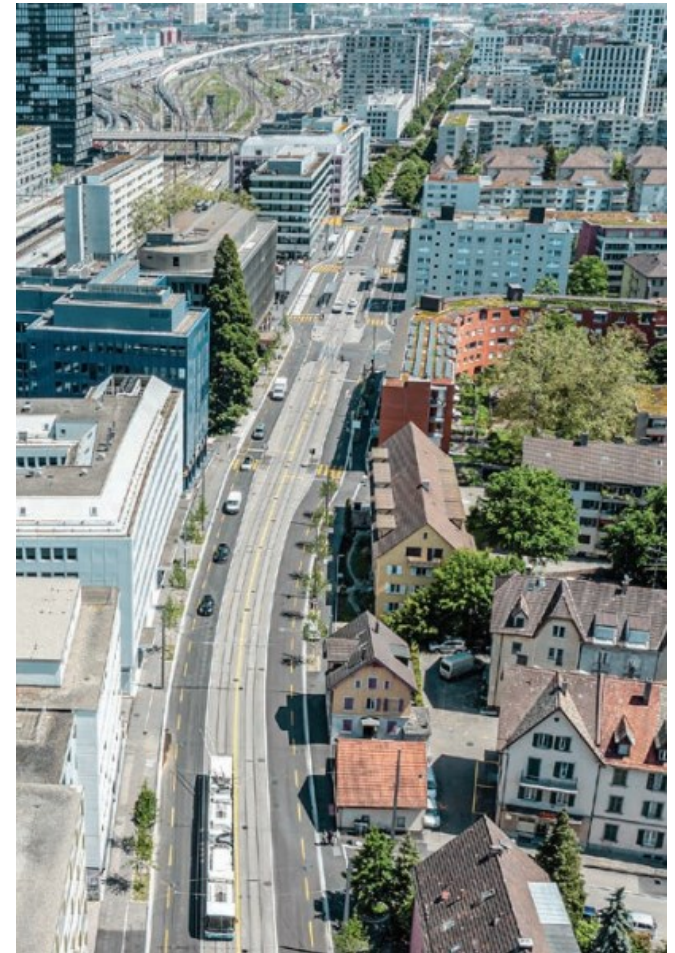
- International agreements and standards play a paramount role in automated driving.
- Regulation of this technology application must be in accordance with existing Swiss laws and social acceptance.





Legal Basis for automated driving

- FEDRO has been dealing with automated driving and its likely effects for years.
- It has facilitated pilot tests with shuttle services for passenger transport and has initiated and funded a large number of applied research projects.





Swiss Road Traffic Act (Amendment) 1

Parliament decision of March 17, 2023

- Federal Council (FC) regulates conditions and to what extent the driver is released from his duties (-> ordinance).
- Valet parking by automation systems may be allowed by FC.
- AV driving on specified routes only with supervision by operator.

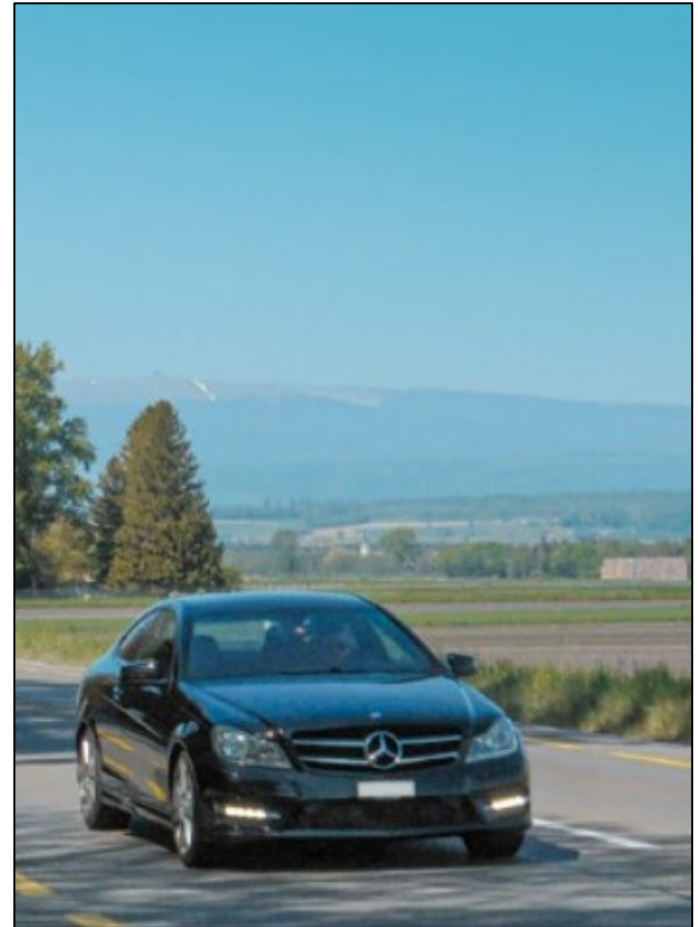




Swiss Road Traffic Act (Amendment) 2

Parliament decision of March 17, 2023

- Licensing procedure determined by FC, determination of routes by cantons, for motorways by FEDRO
- Small and slow vehicles (e.g. delivery vehicles) may be authorized without specifying certain routes.





Swiss Road Traffic Act (Amendment) 3

Parliament decision of March 17, 2023

- FC shall ensure that
 - road safety of all road users is not impaired,
 - that traffic regulations can be observed and
 - that automation systems can process data only where their accuracy and integrity are guaranteed.

- AV must have a driving mode recorder which is protected against unauthorized access and cannot be deactivated.





Swiss Road Traffic Act (Amendment) 4

Parliament decision of March 17, 2023

- FC specifies data to be recorded in accordance with intl. law. Conditions for access to these data is described in detail.
- FEDRO may authorize temporary trials with AV even without specifying certain routes or obeying applicable regulations.





Topics to be researched by FEDRO WG Mobility 4.0

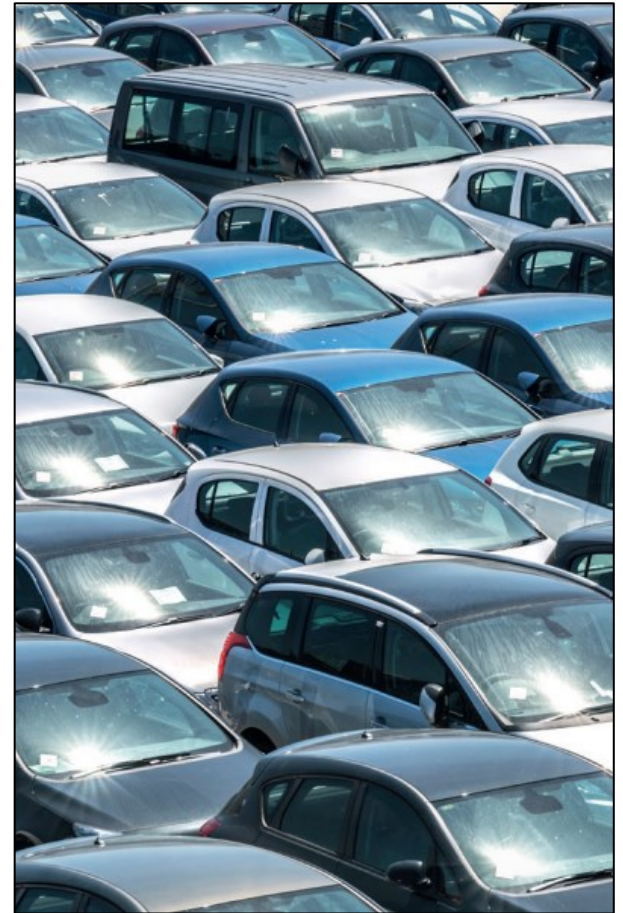




FEDRO Research Programme 2024 – 2028

Smart Mobility – Preliminary topics 1

- Simulations and analyses of the effects of
 - new forms of mobility,
 - business models of new (digital) transport services
 - Swiss societal developmentson road transport and the mobility system
- Management of highly automated driving in mixed traffic

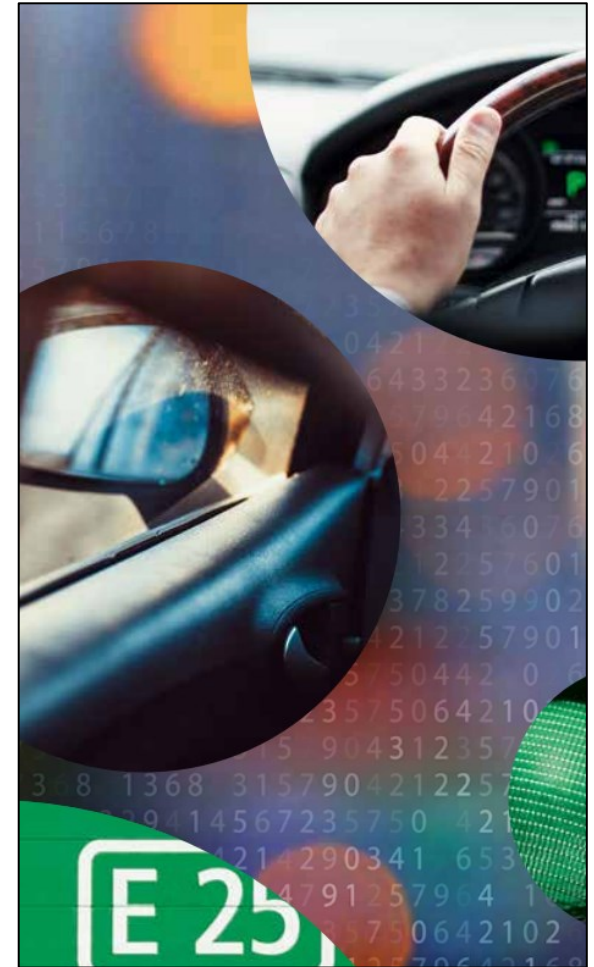




FEDRO Research Programme 2024 – 2028

Smart Mobility – Preliminary topics 2

- Ensuring compliance with traffic regulations by highly automated vehicles (authorities' share)
- Systematic identification of potential threats to (transport) security in new forms of mobility and / or business models
- Approaches to strengthening the resilience of the mobility system





www.astra.admin.ch (in German)

Bundesamt für Strassen (ASTRA) > Themen > Intelligente Mobilität

The screenshot shows the website interface for the Swiss Federal Roads Office (ASTRA). The breadcrumb trail is 'Der Bundesrat > UVEK > ASTRA'. The page title is 'Intelligente Mobilität'. The main content area features an illustration of cars on a road with green circular highlights around them, symbolizing intelligent mobility. Below the illustration, there is a text block in German discussing the efficiency and safety of the Swiss traffic system and the need for better utilization of existing capacities.

Der Bundesrat > UVEK > ASTRA

Startseite Übersicht DE FR IT EN

Schweizerische Eidgenossenschaft
Confédération suisse
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Bundesamt für Strassen ASTRA

Themen Dokumentation Fachleute und Verwaltung Medien Das ASTRA

Bundesamt für Strassen (ASTRA) > Themen > Intelligente Mobilität

Intelligente Mobilität

Das schweizerische Verkehrssystem ist effizient, zuverlässig und sicher. Weil die Mobilität kontinuierlich wächst, stösst es aber an seine Grenzen. Grosse Ausbauprojekte in dicht besiedeltem Gebiet sind politisch schwer durchsetzbar. Umso wichtiger wird in Zukunft die noch bessere Nutzung der vorhandenen Kapazitäten. Ein geringer Besetzungsgrad von Personewagen und hohe Standzeiten der Fahrzeuge auf den Parkplätzen, stark überlastete Strassen und überfüllte Züge am Morgen und am Abend sowie das oft emotionale Verhalten der Automobilistinnen und Automobilisten sind Kennzeichen des heutigen Verkehrssystems, die eine optimale Nutzung der verfügbaren Kapazitäten verhindern.