



# SAAM

Swiss Association for  
Autonomous Mobility



## Context


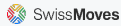







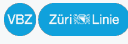



Since 2015, over **32 automated vehicles** have been operating in Switzerland, making it one of the most AV-oriented countries in Europe.

## Challenges

- › Bundling and use of synergies
- › Communication between stake holders
- › National cooperation

### Pilot projects in Switzerland



 <b>Belle-Idée – GE</b>	 <b>Fribourg – FR</b>	 <b>Zürich – ZH</b>
 <b>Cossonay – VD</b>	 <b>Bern – BE</b>	 <b>Schaffhausen – SH</b>
 <b>Lausanne – VD</b>	 <b>Zug – ZG</b>	 <b>Zug – ZG</b>
 <b>Sion, Uvrier – VS</b>	 <b>Marly – FR</b>	 <b>Zürich – ZH</b>
 <b>Bern – BE</b>	 <b>Vaufelin – BE</b>	 <b>Zürich – ZH</b>

## The path to deploy Autonomous Mobility in Switzerland



Cooperating



Sharing



Implementing



Build up & bundle  
competencies



Dialog with federal &  
regulation offices



Gathering data &  
information



Interdisciplinary  
working groups



Use Cases



Road safety as a  
priority premise

# Current Members

## All Major Mobility Actors Under One Roof

Industry

Road organisations

Public transport operators

Start-ups

Universities & Research Institutions

# SAAM

## A Fun, Thriving And Dynamic Organization

### Working Groups



- › Academia
- › Application Process
- › Insurance
- › Standardisation
- › Social Acceptance

### SAAM Days



- › Stakeholder Keynotes
- › Project updates
- › Introduction of new members
- › Working Groups
- › AV demonstrations
- › Networking

### Projects



- › Project facilitation
- › Project support
- › Working Groups for projects

## Regulations

### Pilot Projects VS Homologated Deployments

#### Pilots Projects

- First authorisation for AVs on public roads in **2015**.
- **19 pilot projects** authorised, representing a total of **33 AVs**.
- Objective: **Testing and Innovating**.

#### Homologated Automated Vehicles

- Ordinance in force in 01 March **2025**. First deployments expected in **2027**.
- Expected to deploy **thousands** of AVs.
- Objective: **Large scale commercial deployments**

## Homologated Autonomous Vehicles

### Federal Ordinance on Automated Driving (OAD)

#### What's now allowed in Switzerland?



##### Automated driving on highways

- › **Autopilot may be activated**
- › **Letting go of the steering wheel is permitted**
- › **Control over the vehicle must be taken over without delay**



##### Automated car parks

- › **No driver needed in designated parking areas**
- › **Applies to marked spaces or lots**
- › **Authorised by local/cantonal authorities**



##### Fully Driverless Vehicles

- › **Allowed on approved routes authorised by cantonal authorities**
- › **Remotely supervised by control centers based in Switzerland**
- › **EU Type Approval homologation or exemption for Switzerland**

# Projects in Switzerland

## LOXO Alpha



First driverless vehicle in Europe authorised to run on public roads, delivering goods from a supermarket to a commercial areas close by.

## Autonomous Airport Shuttles



Self-driving shuttle bus for employees connecting key areas of Zürich airport via a dedicated route. WeRide shuttle

## Autonomous Passenger Vehicles in Furttaal



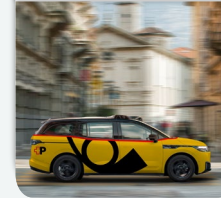
Introducing a dozen autonomous vehicles and shuttles in the Furttaal region near Zurich to further develop public transport.

## Autonomous Bus in Arbon



Explores the use of autonomous electric buses to connect Arbon's historic old town with key locations, medical centers, and cultural institutions.

## Automated Ride Pooling integrated in PT



Autonomous electric on-demand mobility by PostBus. Mapping runs without passengers (December 2025), pilots with safety drivers (2026), launching to public in Eastern Switzerland in 2027.

## Automated Ride Pooling



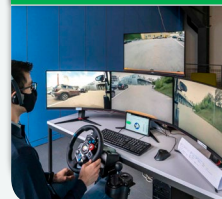
Feasibility study for the deployment of automated ride-pooling vehicles in the canton of Zug, aiming for implementation by 2025.

## Autonomous Transports to Dynamic Hubs



Planner's and LOXO's pilot project introduces autonomous vehicles to optimize parcel delivery in cities, transporting goods from central hubs to transfer points.

## Remote Supervision



Definition of requirements and conditions to remotely supervise automated vehicles in Switzerland and corresponding training programs.

## Autonomous Bus Depots

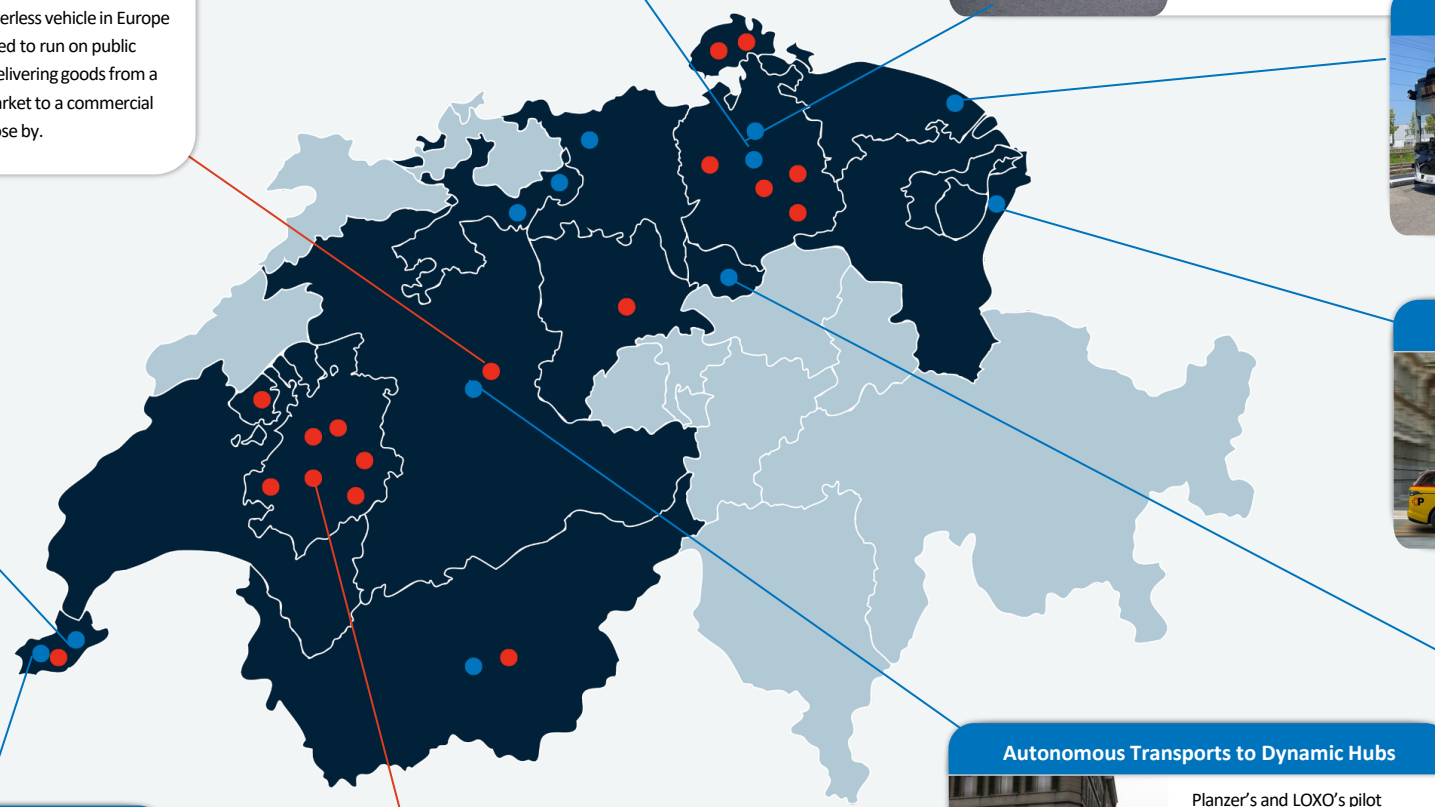


Introducing the first viable autonomous bus depot: "AutoDepot". This approach relies on intelligent infrastructures, safe movements and remote supervision.

## AV Shuttles integrated in PT - ULTIMO



On-demand, shared, door-to-door automated shuttles integrated into the TPG's public transport network at the Belle-Idée site in Geneva.

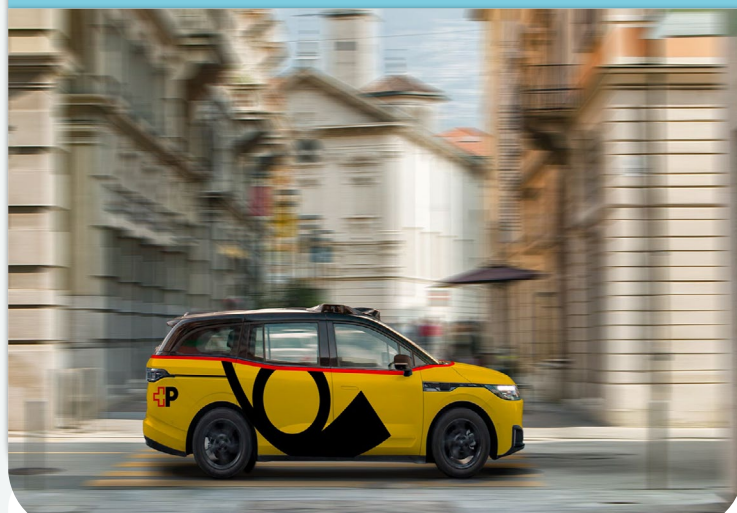


# 25 Automated Ride Pooling Vehicles in Public Transports

This project aims to launch Switzerland's largest autonomous public-transport service in the St. Gallen and Appenzell regions, combining flexibility, sustainability, and accessibility.

**Status: Ongoing**

## AmiGo Project



- **Public Transport Innovation:** Develop a scalable model for integrating autonomous electric vehicles into public transport, complementing existing fixed-route services in less-served areas.
- **Key Areas of Operation:** Cantons of St. Gallen, Appenzell Ausserrhoden, Appenzell Innerrhoden and Thurgau
- **Service Design:** On-demand passenger service with ride-pooling via mobile app, allowing up to 4 passengers per vehicle.
- **Vehicle Types:** Fully electric autonomous shuttles and minibuses developed in partnership with Apollo Go, operating without safety drivers by 2027.
- **Timeline:** Mapping and testing in 2025, pilot rides with safety drivers in 2026, full autonomous operation in Q1 2027.
- **Impact: Partners:** PostBus (PostAuto AG), Apollo Go, Federal Office of Transport (FOT), Federal Roads Office (FEDRO), Cantons of St. Gallen, Appenzell AR and AI, Thurgau

# Furttal Region – automated vehicles and shuttles

This project seeks to bring a dozen autonomous vehicles onto the roads for passengers in the Furttal region - and thereby further develop public transport.

**Status: Ongoing**



- **Public Transport Enhancement:** Understand the added value of automated mobility in public transport and the business model (service models, costs, operations, and roles).
- **Key Areas of Operation:** Otelfingen, Boppelsen, Hüttikon, and Dänikon.
- **Expansion planned to additional municipalities:** 221 km route network
- **Vehicle Types:** Initially, up to four automated passenger cars with minibuses added in 2026.
- **Sensors & Remote Monitoring:** Advanced sensors and remote monitoring ensure safe and efficient operations.
- **Impact:** Enhanced public transport accessibility, operational efficiency, and scalable model for wider use.

# Geneva's Automated On-Demand Shuttles

A dozen automated shuttles in the sub-urban areas of Geneva integrated in the on-demand service provided by the “TPG Flex” - Geneva Public Transport (TPG).

**Status: in progress**

## TPG – Belle-Idée site, Geneva

The only human interaction within the 100% automated system is the client who uses the vehicle.



- ▶ **100% on-demand**
- ▶ **Door-2-door**
- ▶ **Dynamic routing**
- ▶ **Ride pooling**
- ▶ **No timetable**
- ▶ **No fixed routes**
- ▶ **Virtual stop points**
- ▶ **Remotely supervised**
- ▶ **Goods delivery**

# LOXO & Planzer – Dynamic Micro Hub

Automated L4 vehicle without safety driver in the second phase. Operating in Bern city centre. This project adds a new sustainability dimension to city logistics with its middle-mile delivery concept.

**Status: Ongoing**



- **Retrofitted Volkswagen “ID Buzz” into an L4 automated vehicle.**
- **Two-year pilot in Bern with no safety driver in the second project phase**
- Vehicles with **interchangeable box chassis** for parcel distribution. transferring parcels to smaller electric vehicles for last-mile delivery
- Transport parcels from a **railway center to 13 strategic points across a 67km network.**
- After the pilot, Planzer and LOXO plan to **expand the service to other Swiss cities**

# Standard Automated Bus in Arbon

The project explores the use of autonomous buses to improve public transportation and connectivity within the city with mixed traffic. Objective: driverless bus with remote supervision.

**Status: First autonomus bus ride Aug, 14th, 2025**



- **1<sup>st</sup> in Switzerland** automated standard bus
- **Enhance accessibility**, particularly for the elderly and tourists, being fully handicapped accessible
- **Act as a model** for future urban transport
- **Flexible, scalable and cost-effective** public transport system by using teleoperation
- **Addresses bus driver shortage**

# Zurich Airport's Self-Driving Shuttle for Staff

Zurich Airport is launching one of Europe's first autonomous shuttle services within an airport, in partnership with WeRide. This initiative aims to build the regulatory framework for AVs on the airside while also improving employee transportation.

**Status: in progress**



- **Project Launch:** Pilot service begins Q2 2025, connecting employee areas via a dedicated route.
- **Shuttle Specs:** Fully autonomous Robobus from WeRide, seats up to 8 passengers.
- **Rollout Plan:** Starts with safety driver onboard; transitions to remote monitoring planned for 2026 (Level 4).
- **Partners:** Led by Flughafen Zürich AG with support from WeRide and in collaboration with Krummen & Kerzers.

## Contact

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