

Overview of concluded intelligent mobility pilot trials in Switzerland

- Status 05.11.2025

Organisation	Place	Type	Duration	Comments
Swisscom AG	Zurich	Passenger car	24.04.2015 to 31.12.2015	Effective duration of trial, approx. 14 days.
Post AG	BE / SO	Delivery robot	17.08.2016 to 31.12.2016	First delivery robots in Switzerland
Post AG	Switzerland	Delivery robot	12.05.2017 to 31.12.2018	Authorisation for delivery robot trials throughout Switzerland
PostAuto AG	Sion	Shuttle bus	20.06.2016 to 31.12.2017	Sion 1.0: two shuttle buses on public roads in Sion
Verkehrsbetriebe Schaffhausen (VBSH)	Neuhausen am Rheinfall	Shuttle bus	02.02.2018 to 31.01.2020	Two shuttle buses on public roads in Neuhausen am Rheinfall. From February 2019 with a shuttle bus on a route with a 15% gradient and bi-directional operation.
SBB - Swiss Federal Railways	Zug	Shuttle bus	14.12.2018 to 31.12.2019	A shuttle bus on public roads in the city of Zug / mostly in a 50 km/h zone
transports publics fribourgeois (tpf)	Marly	Shuttle bus	21.09.2017 to 31.03.2020	Two shuttle buses on public roads in Fribourg-Marly
PostAuto AG	Sion	Shuttle bus	03.10.2017 to 31.12.2020	Sion 2.0: two shuttle buses on public roads in Sion Connection to Sion railway station.
transports publics genevois (tpg)	Meyrin	Shuttle bus	01.06.2018 to 31.01.2021	Two shuttle buses on public roads in Geneva-Meyrin
BERNMOBIL	Bern	Shuttle bus	19.06.2019 to 31.12.2021	Two shuttle buses in on demand operation on public roads in Bern / Shuttle bus on route with 15% gradient and cobblestones
PostAuto AG	Sion-Uvrier	Shuttle bus	15.01.2021 to 29.10.2021	Two shuttle buses in on-demand service on public roads in peri-urban residential district of Uvrier (Sion) / connection between housing estate – railway station – school – seminar hotel – shopping centre
transports publics fribourgeois (tpf)	Marly	Shuttle bus	24.04.2020 to 31.12.2021	Marly 2.0: Two shuttle buses on public roads in Fribourg-Marly Higher frequencies at peak times / supplemented with simulations / analysis of parallelism with automated trains
PostAuto AG	Saas Fee	Luggage robot	01.12.2021 to 31.10.2022	Luggage robot transporting tourists' luggage (max. 100kg) between bus station and hotels in 'follow-me' mode. Ride on a public, traffic-calmed road (e-vehicles only, max. 20 km/h). In phase 1 with physical accompaniment by security escorts, in phase 2 return journey with teleoperation, in phase 3 return journey "automated" with telemonitoring.

transports publics genevois (tpg)	Thônex	Shuttle bus	03.06.2020 to 30.11.2023	Three shuttle buses in on-demand service on semi-public roads within the grounds of a hospital / no fixed timetable, choice of route according to users' transport needs / no designated bus stops.
LOXO AG	Ebikon	Delivery vehicle	21.12.2022 to 30.09.2023	The LOXO ALPHA delivery vehicle (produced in CH) transports goods from the supplier to the customer (hub-to-hub). Operates on public, traffic-calmed road (max. 50km/h) / In phase 1, the vehicle is to be steered remotely and accompanied by safety escorts. In phase 2, the safety escort will be dispensed with and the vehicle will drive the first sections of the route automatically and be monitored remotely. In phase 3, the vehicle drives the entire route automatically with telemonitoring. / The vehicle is authorised for a maximum speed of 30 km/h.
Swiss Transit Lab (STL) Schaffhausen	Schaffhausen	Dual-mode bus	03.02.2023 to 28.02.2025	An EU-approved Toyota Proace Electric bus (class M1) converted to dual-mode capability transports passengers on a public transport route on a public road (max. 50km/h) / The vehicle drives automatically (max. 30km/h), the safety driver can intervene at any time. The vehicle can also be driven and used conventionally / The pilot scheme is approved for 7/24/365. There are no restrictions, e.g. due to snowfall or heavy rain.

Overview of ongoing intelligent mobility pilot trials in Switzerland

- Status 05.11.2025

Organisation	Place	Type	Duration	Comments
LOXO AG	Bern	Dual-mode delivery vehicle	02.09.2024 to 31.10.2026	The automated 'LOXO BUZZ Cargo' (a converted EU-approved VW ID.BUZZ Cargo, dual-mode capable) transports goods from the PLANZER transport company's hub to 14 distribution points in the city of Bern. There, the goods are loaded onto small electric vehicles and delivered to the end customer. Operates on 67 kilometres of public road, partly with heavy and complex mixed traffic (max. 50 km/h) / In phase 1a, the vehicle is monitored by a safety driver in the driver's seat. In phase 1b, an operator takes over primary monitoring, while the safety driver remains in the driver's seat as the fall-back position.

				In phase 2, the operator has full control and the safety driver switches to the passenger seat as the fall-back position. In phase 3, the vehicle drives the entire route automatically without a safety driver on board and is fully monitored by an operator / The vehicle is authorised for a maximum speed of 60 km/h.
Technische Gesellschaft Arbon (TGA)	Arbon	Dual-mode bus	29.07.2025 to 31.07.2028	A large EU-approved bus from Karsan (weighing approx. 11.5 tonnes, 8.3 metres long, 2.5 metres wide and 3.3 metres high) has been converted into a dual-mode, automated public transport bus using technology from Adastec. It has 20 seats and is wheelchair accessible. The bus is being tested in the narrow streets of Arbon's old town as part of a pilot project, with nine barrier-free stops. In automated mode, the bus is limited to a top speed of 30 km/h. When driven manually, the bus can travel at 80 km/h throughout Switzerland. The pilot scheme is being conducted in three stages. In step 1, a safety driver is permanently behind the wheel and monitors the automated bus. After providing proof of sufficient maturity and road safety, the safety driver switches to the passenger seat in stage 2. The automated bus will then be monitored and supervised remotely by an operator. The safety driver is still in a fallback position, with only an emergency stop option at their disposal. In stage 3, the bus drives autonomously/automatically and will be monitored and supported exclusively remotely by an operator. A passenger attendant will be present onboard to provide information and assist passengers.
Swiss Transit Lab (STL) with the Cantons of Zurich and Aargau and SBB	Furttal (ZH & AG)	Robo-taxi fleet	05.11.2029 to 30.11.2029	Initially the trial involves two EU-approved Nissan Ariya passenger cars converted to dual-mode capable, automated robo-taxis using technology from 'WeRide'. Two further identical test vehicles will be added in the course of the trial, resulting in a small fleet of 4 test vehicles being operated in the Furttal valley. The trial has been approved for 48 months. While ensuring safe conditions, the automated robo-taxis will operate on a 221-kilometre route in the peri-urban area of the Furttal and serve around 460 stops in a total of 9 communes in the cantons of Zurich and Aargau. The robo-taxis are permitted to drive at a maximum speed of 80 km/h in automated mode. When driven manually, they are permitted to

				drive at 60 km/h (in dry weather) or 45 km/h (in wet weather) within the approved operating area. The pilot trial will go through four phases: In phase 1, a safety driver is permanently behind the wheel and monitors the automated robo-taxi. At the end of phase 1, proof must be provided that the test vehicles can perform the Dynamic Driving Task (DDT) safely without human assistance. After this proof of sufficient maturity and road safety, in phase 2 the test vehicles will be monitored and supported remotely by a dedicated operator for each vehicle (1:1 operator support). After appropriate proof of technological maturity and road safety, in phase 3, the four test vehicles will be supervised and monitored by 2 operators (2:4 operator supervision). The test organisation must be set up to operate accordingly. Finally, this will be followed in phase 4 by a 2:n operator support system, whereby one operator will be able to look after up to 4 test vehicles. Here too, the test organisation must be set up to operate accordingly. From phase 2, the robo-taxis will carry passengers who will be able to use the on-demand service. From phase 2, the operator will therefore look after passengers if necessary. If a test vehicle should become blocked, an operator acting remotely will steer the test vehicle away from the road (at a maximum speed of 5 km/h) by the shortest route to a location where it is safe to stop.
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