



Dokumentennummer: ASTRA-D-E3D83401/82

2024-06-11 Feedback Switzerland

Feedback from the Swiss expert on the questions from the TF-AVC-05 meeting according to the list of questions in [AVC-05-05 Meeting minutes summary.docx](#) (Homework)

ACTION: Experts have been asked to review the current text on slides 4 and 5 in AVC-05-04rev1 and provide feedback on this for the next TF-AVC session (TF-AVC-06).

Switzerland agrees in principle with the changes from the meeting.

2.9. Category A – **ADS driverless vehicles [should remain in the text]**

2.9.1. Definition.

Category A ~~Driverless~~ vehicles are ~~considered~~ to be the-vehicles of categories ~~[L]~~ M and N meeting all of the following criteria/conditions:

- (a) They are equipped with an ADS
- (b) They are not capable of being driven manually ~~except for limited purposes (maintenance, remote intervention [...])~~ at a speeds exceeding [6] km/h.
- (c) They are designed to carry occupants

2.10. Category [B] – **ADS driverless vehicles without occupants**

2.10.1. Definition.

Category B ~~Driverless~~ vehicles ~~without occupants~~ are ~~considered to be the~~ vehicles of categories ~~[L, L₂]~~ **[L, L₂]** **and N** meeting all of the following conditions: ~~of paragraph 2.10.2.~~

- (a) They are equipped with an ADS
- (b) They are not capable of being driven manually, ~~except for limited purposes (maintenance, remote intervention [...])~~ at a speeds ~~not~~ exceeding [6] km/h
- (c) They are not designed to carry occupants

The Titles should remain in the Text. The *Category G - off-road vehicles* also have a text supplement that clarifies their purpose.

ACTION: Experts have been asked to review options 1 and 2 highlighted on slides 4 and 5 in AVC-05-04rev1 and come to TF-AVC-06 with feedback.

Slide 4: Switzerland prefers

- Option 2 Category [A] – ADS driverless vehicles

Slide 5: Switzerland prefers

- Option 2 Category [B] – ADS driverless vehicles without occupants

Due to the low requirements for passive safety, driverless L-vehicles should not be possible for passenger transportation.



ACTION: Experts have been asked to review options 1, 2, 3 highlighted on slides 4 and 5 in AVC-05-04rev1 and come to TF-AVC-06 with feedback.

Slide 4: Switzerland prefers

- Option 1 M and N

Slide 5: Switzerland prefers

- Option 3 [L], M, N and [T]

In the Swiss project for the introduction of automated driving, Swiss manufacturers have spoken out in favor of L-vehicles also being equipped with automation systems (3-wheeled L2 and others). L-vehicles have an important function in postal delivery (goods transportation). National solutions are of course possible, but could result in a fragmentation of requirements.

ACTION: Experts have been asked to review slide 11 in AVC-05-04rev1 and come with proposals for phase 2 to TF-AVC-06.

Shuttles with standees:

For physical reasons, M1s should not be used in mixed traffic with standees. However, appropriate solutions are conceivable for low speed transportation within areas that are separated from other traffic or on which only VRUs circulate (e.g. university campuses, hospitals).

More novel vehicle designs:

Should automated trailers also be included in the considerations? The idea of such vehicles is that they themselves have a propulsion system and can be combined as modules without a mechanical coupling device. The lead vehicle can be automated or manually controlled. The trailer modules do not have to be equipped with all the capabilities of an ADS.

Note: E-trailers were introduced in EU law a few days ago and preparatory work is underway in the GRVA for the introduction of adapted technical regulations (e.g. braking systems).