Digitalisation from a regulatory perspective

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TRANSPORT
STYRELSEN
WE ENABLE
THE TRAVEL
AND TRANSPORT
NEEDS OF
TOMORROW
This is the
Swedish Transport Agency

Our tools

- Formulating **regulations**
- Examining and granting **permits**
- Conducting **supervision**
- Keeping **registries**

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Stakeholder cooperation

- Building knowledge and understanding needs
- Designing regulation and processes for application supervision/monitoring
- Proud members of Drive Sweden
- However: Note the importance for a regulatory body to maintain integrity and independency for decision-making!

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Digitalisation and automation through all modes

Aviation (drones!)
Shipping (autonomous vessels)
Rail (metro systems)
Road (autonomous vehicles, cars and trucks)

…and corresponding infrastructure

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Some departing points..

- International legislation limits national competence
- Regulation should promote development rather than hindering it.
- Regulation should rather be function-oriented than burdoned by technical details and requirements
- Applicant should be able to verify safety
- Cybersecurity and personal integrity

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Permits for autonomous vehicles

- A company can apply for a permit to test technology involving autonomous vehicles
- Tests can be carried out on the existing infrastructure
- We’re hiring!

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International collaboration

- A new convention to harmonize autonomous traffic – focusing on the safety of vulnerable road users
- Sweden's aim is a convention that convert the most recent knowledge into a conceptual model that enables function based requirements on different levels

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International collaboration

- Regulation (EU) 2022/1426 of 5 August 2022,
  - type-approval of the automated driving system (ADS) of fully automated vehicles.
- Article 34bis in 1968 convention about road traffic
  - Automated driving
- Regulation 157 (addendum to 1958 agreement concerning harmonized vehicle regulations)
  - ALKS automated lane keeping system

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