

Drive Sweden Policy Projects: Overview

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Completed projects

Case 1 – Modernare och enklare skattesystem för privat bildelning

Syftet med case 1 är att öka kunskapen om hantering av beskattning inom den delen av delningsekonomin där privatpersoner hyr ut lösa saker, bl.a. fordon, inom dagens regelverk. Vi utreder och konkretiserar behov av utveckling av regelverken.

Case 2 – Busskameror för samhällets nytta

Syftet med case 2 är att reda ut policyutmaningar kring busskameror för att öka säkerheten för allmänheten och användning av data för ett mer hållbart, effektivare och uppkopplat samhälle.

Case 3 – Trafikkameror för samhällets nytta

Syftet med case 3 är att reda ut policyutmaningar kring trafikkameror för att öka säkerheten för allmänheten och användning av data för ett mer hållbart, effektivare och uppkopplat samhälle.

Case 4 – Framtidens trafikregler

I denna del identifieras utmaningar, möjligheter och lösningar angående dagens regelverk för utformningen av trafikregler - hur det mottas av de som utfärdar regler och av de som kan ha nytta av maskinläsbara trafikföreskrifter samt konsekvenser av alternativen.

Case 5 – Förstudie regulatoriskt växthus biluthyrningsregelverket

Vi vill sänka tröskeln för yrkesmässiga aktörer att dela oanvända fordon på kvällar och helger för att minska behovet av egen bil hos privatpersoner. Genom policylab-metodiken identifierar vi utmaningar, möjligheter och lösningar angående "biluthyrningsregelverket".

Case 6: Independent assessment for trials with automated vehicles

The Swedish Transport Agency's regulations and general advice on trials with autonomous vehicles have recently been amended (TSFS 2021:4, last amended by TSFS 2022:82).

If the application concerns trials where technical systems are used to a large extent to ensure road safety, the risk assessment in the application should be supplemented with a statement from an independent assessor who examines that the system can ensure road safety.

However, there is no further guidance on when an assessment is needed and what it should cover.

- **Aim:** Sort out and discuss what an independent assessment of road safety in trials with autonomous vehicles should cover. The project will clarify how the new general advice can be applied in practice and what experiences we can build upon for independent assessment and application processes from other countries and transport areas.
- **Time period:** March 2023 – March 2024
- **Partners:** Amobility Holo, Applied Autonomy AS, AustriaTech GmbH, Einride AB, Keolis AB, Scania CV Aktiebolag/Autonomize, Trafikverket (and Björn Enqvist as consultant).

Case 7: Network Automated Driving Regulations

The change towards AD is disruptive and complex, not least from a regulatory perspective. Vehicle requirements are governed primarily by regulations of the United Nations Economic Commission for Europe (UNECE) and the EU. Most of our Swedish traffic rules originate from road traffic conventions administered by UNECE. In both UNECE and EU intensive regulatory work is underway during 2023-2025, why it is a good time to obtain first-hand information and try to influence the work.

- **Aim:** To strengthen innovation capacity in automated driving (AD) by bringing clarity to international, EU and national regulations.
 - Bring clarity to issues related to the interpretation of current and upcoming regulations,
 - Monitor upcoming and new international initiatives and regulations,
 - Proactively influence international and Swedish legislation, and
 - Prepare for infrastructure adaptation.
- **Time period:** June 2023-May 2025
- **Partners:** RISE, Applied Autonomy AS, Aptiv, Einride, Keolis, Klimator, Kognic, Mobility Sweden, Nobina, Scania, VTI, Trafikverket, Transportstyrelsen, Volvo Cars

Case 5 (Cont.): More modern car rental rules for increased car sharing

*The car rental regulations include special rules for **professional** rental of cars for a shorter period of time than one year. For long-term rental/leasing, other rules apply. The regulations include, among other things, requirements for rental permits, documentation of rentals, driver's license checks, special inspection rules, training of representatives, as well as the obligation to notify new representatives and vehicles. It is possible to withdraw permits in the event of misconduct, for example unpaid taxes or other fees. Renting out vehicles in violation of the law is a criminal offence.*

*For **private individuals**, there is currently no legislation for renting a car. If you share a car via the larger platform operators, however, insurance and verification of driver's license possession, identity, ability to pay are included.*

- **Aim:** Modernize car rental regulations to improve access to shared cars, reduce the need for car ownership and free up land for other uses.
 - A pilot with company car rental in Skövde and user study.
- **Time period:** Aug 2023-July 2025
- **Partners:** RISE, Aktiebolaget Skövdebostäder, GoMore ApS genom GoMore Sverige Filial, Hygglo AB, MyCamper Nordic AB, Move About AB, OK-Q8 AB, SWECO Sverige AB, Omocom AB, Biluthyrarna Sverige Servicebolag AB och Europeisk Biluthyrning Aktiebolag.

Many other projects address policy questions