

Drive Sweden Policy Lab

Case 6

Independent assessment in trials with automated vehicles

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Background/challenges



New regulation: The companies' own risk assessment should in certain cases be supplemented with a statement from an independent assessor concerning traffic safety (TSFS 2021:4, last amended by TSFS 2022:82)

- When does this apply?
- What does an independent assessment include?

Results and learnings

- Spain and Denmark have independent assessment for trials. There is not just one way of doing things. Sweden needs to find its own path.
- There are Swedish actors that can be independent assessors.
- It is hard to find the right level of assessment – what is good enough safety? Is it as good as an attentive and non-impaired human driver or is our demand higher than that?
- There is a challenge between letting the assessment be guided by the individual case vs. to have a controlled evaluation, same for all cases.
- It is not a shortcut. A good, deep risk assessment of the company makes it much easier for the independent assessor to do the assessment.
- The assessment can be broad, encompassing the technology and the organisational aspects of the trial and the evaluation. Focus more on processes taking care of risks (including organisation, lessons learned, documentation etc).



Next step



- Apply for a permit that includes an independent assessment.
- Continue with policy innovation by collaboration between companies, authorities and applied research.

Partners

- RISE (coordinator)
- Amobility (Holo)
- Applied Autonomy
- AustriaTech
- Einride Autonomous Technologies
- Swedish Transport Administration
- Keolis
- Scania



Reference group

- AstaZero
- Combitech
- Swedish Transport Agency
- Volvo Cars
- Volvo Buses
- SKR

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