SAAM
Swiss Association for Autonomous Mobility

Development Automated Mobility 2026–2040

Roadmap

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Introduction

Automated driving is developing rapidly. Worldwide, an estimated one million kilometers are driven daily at Level 4, meaning without any active human intervention. While countries like the USA and China already offer automated vehicles as a commercial service, pilot projects are still underway in Europe. Switzerland is leading the way in this area. Thanks to its progressive legislation and strong commitment to innovation, six projects are currently underway, investigating the use of automated vehicles in various contexts. These projects aim to demonstrate how automated vehicles can contribute to achieving the vision of a high-performance, safe, cost-effective, sustainable, and connected transportation system.

SAAM is the national platform for automated driving. Together with its members and the federal government, the association has developed a roadmap for automated mobility in Switzerland. It outlines how the use of automated vehicles could develop and defines the goals and priority areas for action. The roadmap will be presented to members at the Automated Mobility Summit on May 5th and subsequently published.

Publication alone is not enough. Now, the right measures must be implemented to make the vision a reality. From a multitude of possible measures, those that are crucial for development must be prioritized. The resulting insights must be made available quickly and widely so that learning and building upon them can take place. This requires close collaboration among all stakeholders, because the integration of automated vehicles into our highly developed transportation system can only be achieved through a collaborative effort. This concept provides the framework for that collaboration.

Dübendorf, May 5, 2026

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Why do we need automated vehicles?

Switzerland boasts a dense and efficient road and rail network. The various modes of transport are closely integrated, and multimodality is commonplace. The infrastructure is of a high standard and offers a high level of safety. Accident rates are low by international standards. It is essential to preserve these achievements, as access to mobility is the foundation for economic prosperity and social cohesion.

However, several challenges remain. The transport system is expensive – the construction and maintenance of infrastructure cost around CHF 15.8 billion per year. 55,569 hours of traffic jams are already recorded on national highways, and this number is rising. Environmental pollution from CO_2, particulate matter, and noise remains high, and the loss of agricultural land due to road construction continues. Traffic claims around 250 lives annually. And while access to mobility is taken for granted, it is often forgotten that large segments of the population are unable to travel, or can only travel to a limited extent.

Automated vehicles can help solve these challenges:

- Over 90% of accidents are caused by human error. Automated vehicles significantly reduce this risk.
- Traffic jams cost Switzerland around 3 billion CHF per year. Automated vehicles improve traffic flow.
- 500,000 people with limited mobility gain more independence.
- One in three drivers will soon retire. Automation helps combat the shortage of skilled workers.
- Automated vehicles open up new areas and reduce costs in public transport.

What does "automated driving" actually mean?

Automated vehicles travel independently and without a driver, but they are remotely monitored. The vehicle perceives its surroundings, makes decisions, and navigates safely in traffic – within a defined operating area. This technology is not a vision of the future. Autonomous shuttles, delivery vehicles, and driverless airport transport are already in use in Switzerland. Worldwide, over one million kilometers are traveled driverless every day.

The degree of automation is indicated in levels defined by SAE International, defines six levels of driving automation, from Level 0 (no automation) to Level 5 (full automation), classifying vehicles based on whether the human or system performs driving tasks. For details see figure 1 in the appendix.

Vision

Automated driving in Switzerland follows a clear vision. It is characterized by the fact that the technology serves the common good and is intended to provide added value to society. Switzerland can rightly be proud of its highly developed transport system. Automated mobility should contribute to maintaining and further developing this achievement.

Switzerland's future mobility system is shared, intermodal, and interconnected. Automated driving is an integral part of this system, making it safer, more comfortable, more efficient, and more sustainable.

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Objectives

The roadmap pursues five objectives that are equally important and mutually influential:

Integration	Automated vehicles are fully integrated into the mobility chain for people and goods.
Framework conditions	Automated vehicles are fully integrated into the mobility chain for people and goods.
Acceptance	The public, politicians, authorities, businesses, and scientists support the use and spread of automated vehicles in Switzerland.
Accessibility	Automated mobility services are available throughout Switzerland, in both urban and rural areas.
Sustainabililty	Automated vehicles contribute to a sustainable, cost-efficient and safe transport system.

Developmental steps

Automated driving is developing rapidly, driven by technological advancements and the use of artificial intelligence. However, its integration into an existing, highly complex system requires a phased approach (see figure 2). The first phase focuses on establishing the technical, regulatory, and economic foundations to enable automated vehicles to realize their potential and be used effectively. The establishment phase prioritizes scaling to develop the system so that larger proportions of the fleet can operate autonomously, thus facilitating widespread deployment in the subsequent expansion phase.

Automated vehicles will be used in both freight logistics and passenger transport, with the boundaries between individual and public use becoming increasingly blurred by the rise of shared mobility. However, the business models, the types of vehicles used, and the requirements placed upon them will continue to differ. In all three areas, it can be assumed that the number of vehicles in use will increase rapidly after the foundational phase, reaching tens of thousands by 2040. We can safely assume that automated vehicles will become an increasingly common part of our daily lives.

Areas of action

The deployment of automated vehicles requires a multitude of prerequisites and developments. The map represented in figure 3 illustrates some of these, with priority areas of action highlighted in blue. It serves as an initial guide and a starting point for measures in the foundational phase. As a working tool for those involved in implementing the roadmap, it is intended to, and will, continuously evolve – new areas will be added, others will be completed, and priorities will shift.

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Action plan

How and how quickly automated mobility develops in Switzerland depends on the implementation of effective measures and thus on the commitment of the entire community. A key element is an action plan developed in and with the community. It brings together the contributions that SAAM members and other stakeholders make voluntarily and independently to the development of automated mobility. The action plan is documented on the SAAM website and is continuously updated.

Monitoring and controlling

Whether the roadmap's objectives are being achieved will be regularly reviewed. However, the indicator system for this still needs to be developed. Accordingly, the action plan defines "monitoring and measuring development" as a priority measure. The starting point for this work is a target grid as shown in figure 4, although the content is for illustrative purposes only and still needs to be refined.

The implementation of the action plan is also being monitored. The office is establishing a streamlined system for controlling measures and will report to the SAAM board on the status of implementation as well as the need for adjustments and further development of the action plan.

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Illustrations

Figure 1: Levels of automation

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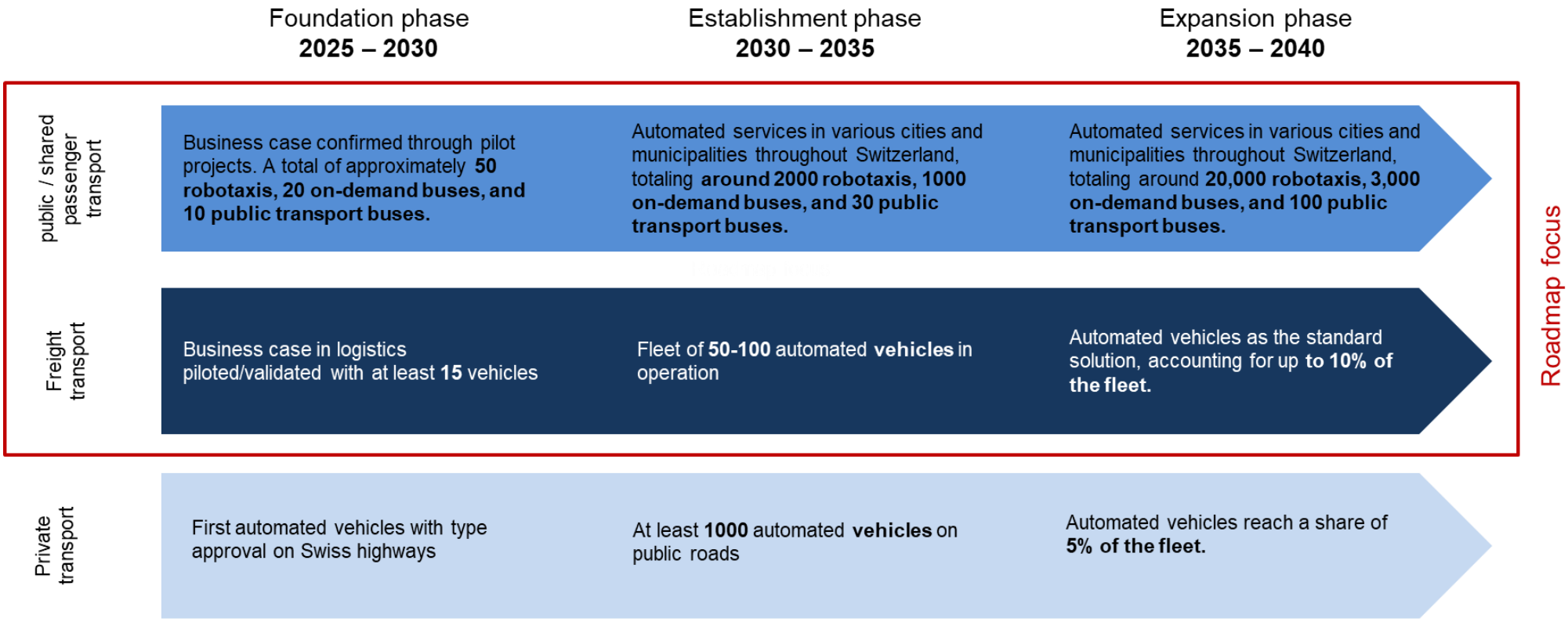

Figure 2: Developmental steps for automated mobility in Switzerland

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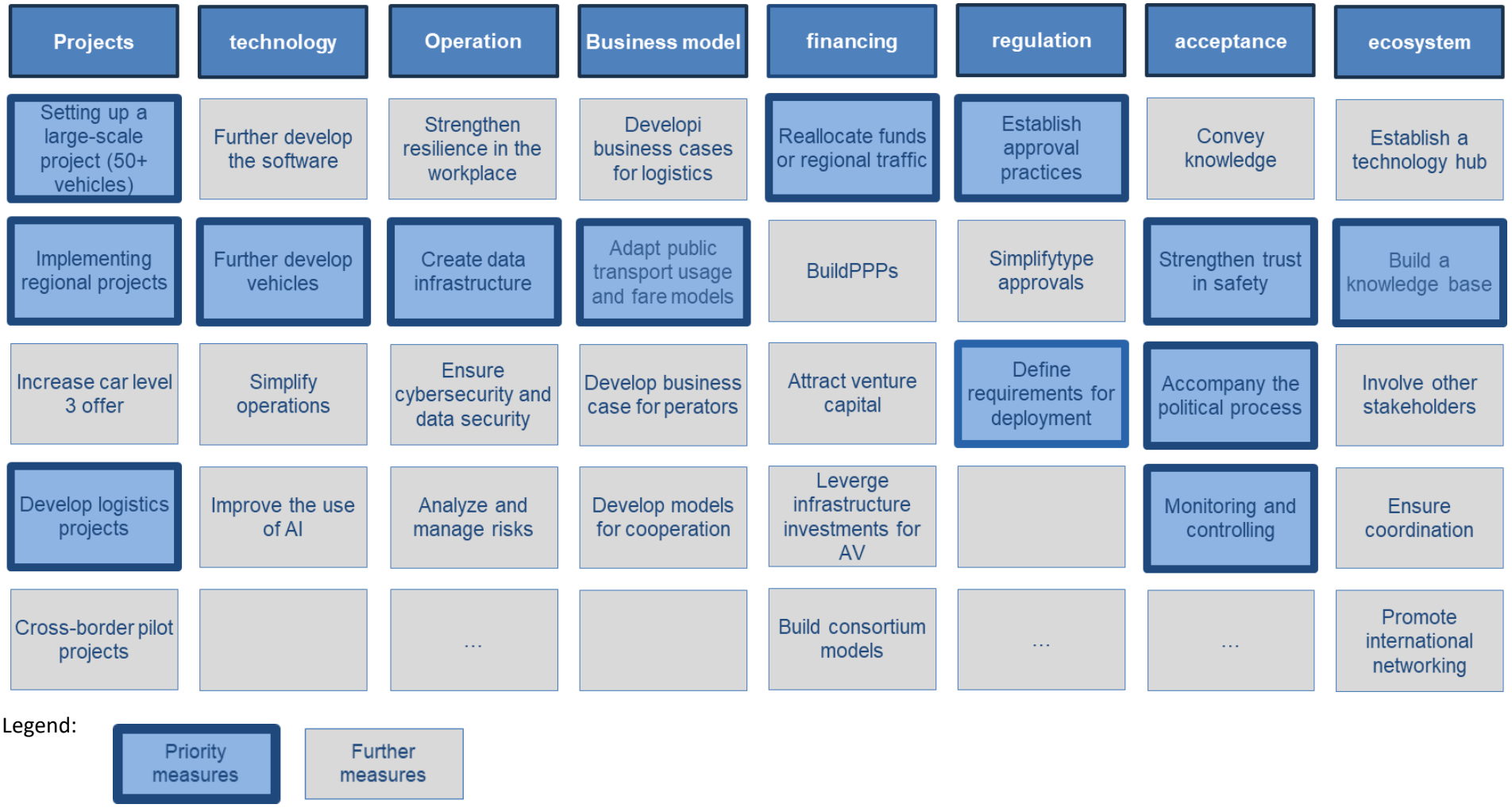

Figure 3: Fields of action for the advancement of automated mobility.

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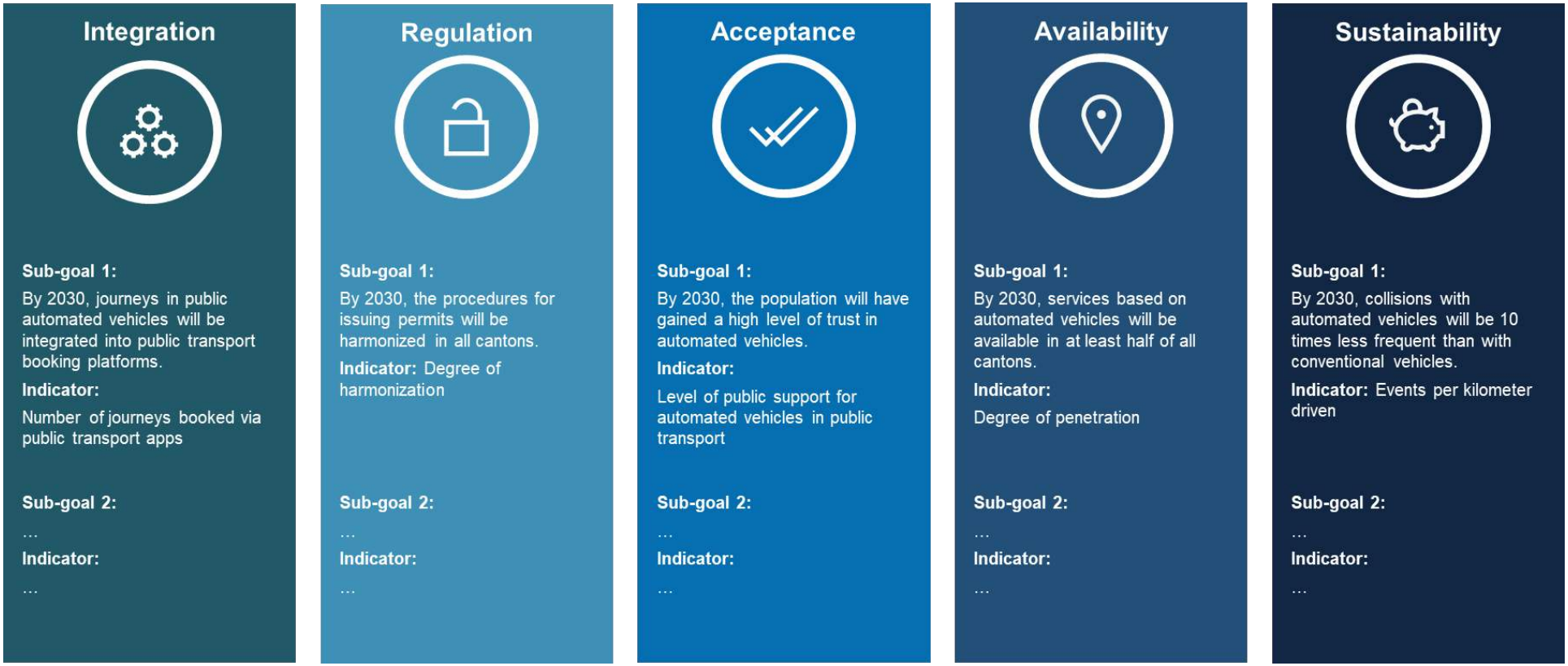

Figure 4: Graphical representation of a possible system of goals, sub-goals and performance indicators.