

Testing automated vehicles on public roads in Austria

Procedure for application and test execution

The following document describes the **schematic procedure for the testing of automated vehicles and their systems on public roads** in Austria.

Tests are regulated in the Automated Driving Ordinance (AutomatFahrV¹) of the BMK². According to the regulation, the following use cases currently can be tested, after a certification has been issued:

- I) **Automated vehicle for passenger transport**
- II) **Automated vehicle for the transport of goods**
- III) **Motorway pilot with automated lane change**
- IV) **Motorway pilot with automated driving on motorway on- and off-ramps and exits**
- V) **Autonomous military vehicle**
- VI) **Automated valet parking**
- VII) **Automated working machine**
- VIII) **Automated impact protection vehicle**

At the moment, vehicle manufacturers, system developers, research institutes, transport companies, operators of transport lines, freight transport companies, operators of parking garages and car parks as well as road owners can submit a test application³.

The following scenarios for dealing with tests are described in this document:

- 1) **Testing possibilities for advanced automated vehicles / functions** in accordance with the AutomatFahrV
- 2) **Testing possibilities for advanced automated vehicles / functions** that are currently **not regulated** in accordance with the AutomatFahrV

Enquiries and test projects must be disclosed to the national Contact Point Automated Mobility – AustriaTech GmbH (automatisierung@austriatech.at, www.austriatech.at). The issuing of a certification is the responsibility of the BMK. The BMK can, if necessary, involve a committee, consisting of independent experts with legal and technical expertise, to provide advice during the application procedure.

¹ <https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20009740>

² Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

³ §§ 7-9c AutomatFahrV

1) Testing possibilities for advanced automated vehicles/functions in accordance with the AutomatFahrV

| Step | Description of the process step |
|---|--|
| 1 | Expressing interest in testing on public roads in Austria to the Contact Point |
| 2 | Consultation of the applicant by the Contact Point Automated Mobility and information on planned test project to the BMK |
| 3 | Carrying out a route analysis and risk assessment * |
| 4 | Notification from the applicant to the respective state governor & road operator ** |
| 5 | Submitting the application to the Contact Point Automated Mobility |
| 6 | Evaluation of the application by the Contact Point Automated Mobility |
| Application documents complete? | |
| <div>Yes → Step 7</div> <div>No → Request for correction/improvement & Step 5</div> | |
| 7 | Forwarding the application documents to the BMK for pre-evaluation |
| Positive evaluation of the application documents by the BMK? | |
| <div>Yes → Step 8</div> <div>No → Request for correction/improvement & Step 5</div> | |
| 8 | Discussion of the application in the Technical and Legal Committee |
| Need for improvement identified? | |
| <div>No → Step 9</div> <div>Yes → Request for correction/improvement & Step 5</div> | |
| 9 | Decision on test application made by the BMK |
| 10 | Issuing of a temporary test certificate by the BMK |
| 11 | Start of the tests |
| 12 | Applicant submits test reports to the BMK and the Contact Point twice a year |
| 13 | End of the tests |
| 14 | Closing review about the tests carried out with the BMK and the Contact Point |

Responsibility of the process step: **grey: by applicant** | **blue: by Contact Point Automated Mobility or BMK**

2) Testing possibilities for advanced automated vehicles/functions that are currently not regulated in accordance with the AutomatFahrV

| Step | Description of the process step |
|--|---|
| 1 | Expressing interest in testing on public roads in Austria to the Contact Point Automated Mobility |
| 2 | Consultation of the applicant by the Contact Point |
| Test project currently regulated by law? | |
| <div> <div>No → Step 3</div> <div>Yes → Process according to section 1) Testing possibilities for advanced automated vehicles/functions in accordance with the AutomatFahrV</div> </div> | |
| 3 | Detailed description of the planned project from the applicant to the Contact Point (e.g. via questionnaire to assess the needs for testing new automation functions) |
| 4 | Preparation of requirements by the Contact Point and forwarding to the BMK |
| 5 | Examination of a possible amendment to the AutomatFahrV by the BMK |
| Amendment possible? | |
| <div> <div>Yes → Step 6</div> <div>No → Tests in the presented form currently not realisable</div> </div> | |
| 6 | Implementation of the amendment process |
| 7 | Adjustment of the regulation |
| Process according to 1) Testing possibilities for advanced automated vehicles / functions in accordance with AutomatFahrV | |

Responsibility of the process step: **grey:** by applicant | **blue:** by Contact Point or BMK | **red:** application according to the process in section 1)

* To carry out the route analysis and risk assessment, it is recommended to use the template provided by the contact point. It is not mandatory to use the template, but in any case, a result equivalent to the template must be produced. In addition, a summary of the route analysis and risk assessment must be prepared, which serves as an overview of the identified risks, mitigation measures and general findings from the process carried out. The template provided by the Contact Point must be used for this summary in order to ensure completeness and uniformity.

** It is recommended to carry out the notification according to the information given in the AutomatFahrV §1 (7) & (8) as soon as possible. In the case of test drives on the low-ranking road network, the decision on the application in the BMK (step 8) can be made at the earliest one month after the provincial governor has been notified. In the case of tests on motorways and motorways, ASFINAG must also be involved in the planning and preparation of the test project at an early stage. Any infrastructural requirements shall be in agreement with ASFINAG and shall be adapted at ASFINAG's own expense. ASFINAG can be contacted via the following e-mail address: konzernsteuerung@asfinag.at