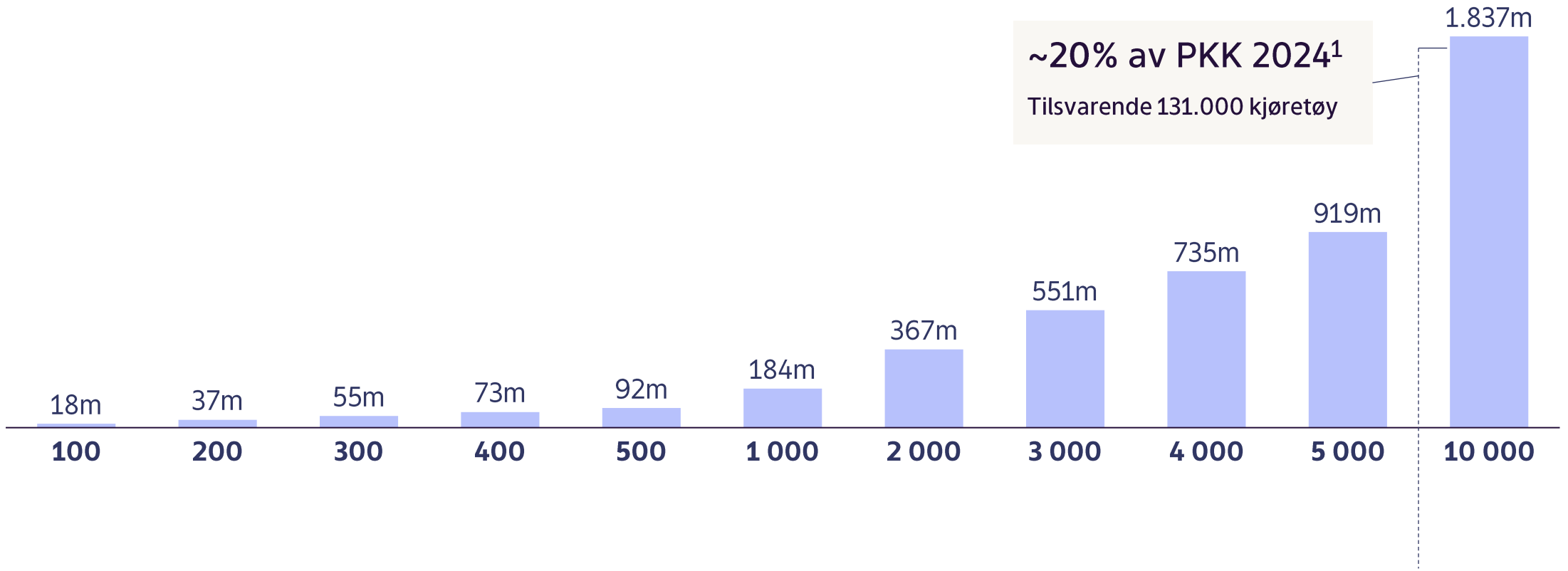
Selvkjøringspiloten

Status, læring og veien videre

Vibeke Harlem, januar 2026

Selvkjørende bestillingstjenester satt i system – viktig del av fremtidens kollektivtrafikk

10 000 kjøretøy har kapasitet til å dekke omtrent 1/5 av kilometerne som i dag kjøres med privatbil i Ruters tjenesteområde



Antall passasjerkilometer kjørt årlig fordelt på flåtestørrelser, **i millioner kilometer**

Merk: Tilsvarer en gjennomsnittlig belegning på 1,9 passasjerer og en utnyttelsesgrad på 0,73 av 16 operative timer per kjøretøy per dag, med en gjennomsnittshastighet på 22 km/t.[1] Estimert ant¬" passasjerkilometer (PKT) kjørt med privatbil i Oslo og Akershus i 2024Kilder: Statistisk sentralbyrå og Ruter

Datadrevet utvikling, AI og annen ny teknologi er det som skaper fremtidens kollektivtransport

En ny og inkluderende reiseopplevelse

Smartere byer og bedre ressursbruk

Fleksibel og automatisert verdikjede

Selvkjøringspiloten

En testarena for kontinuerlig læring og utvikling

5 kjøretøy
med sikkerhetsoperatør

22
km^2

500
km vei

80 000
innbyggere

85 000
arbeidsplasser

Åpent hver dag

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Et år med en tjeneste i drift

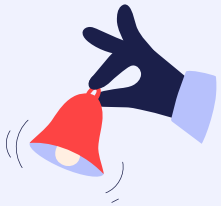
Technical readiness

Autonomous Driving Rate (%)

Uptime (h)

Service readiness

Coverage rate 400m walking(%)



Wait time (median, min)

Passenger readiness

Unique Passengers (#)

Cancellations (#)

Scalability readiness

NPS Score (ma, 4 weeks)

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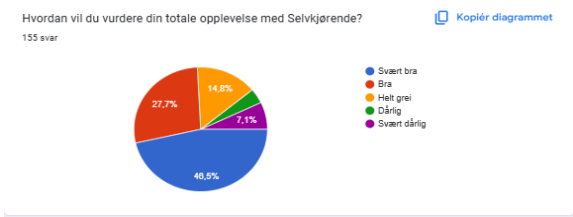
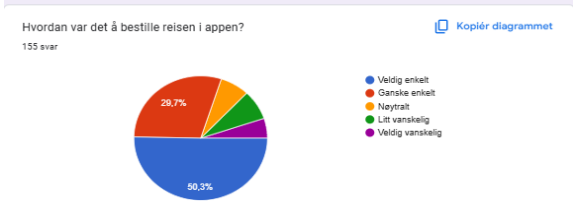
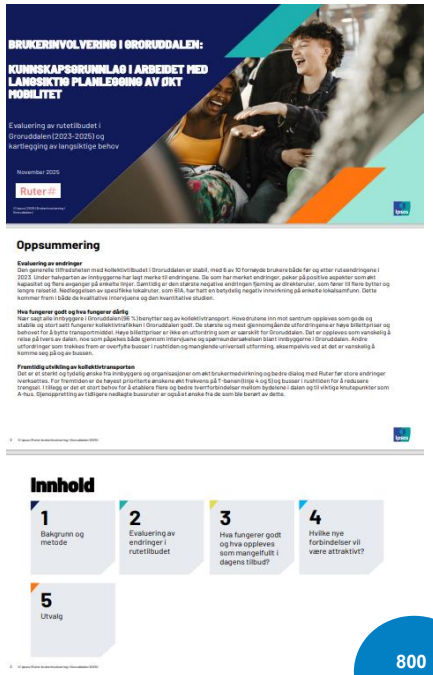
Datadrevet innsikt

Customer Service

Customers







800 Respondents

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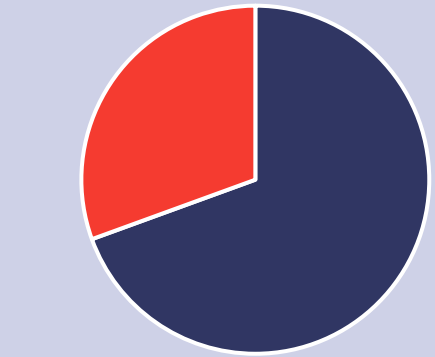
Gender



Man
Female

Age

Below 18
18 - 29
30 - 44
45 - 59
60 or older

Where did you hear about Selvkjørende

Social media
Notices the service in the are
Friends/family
News/papers

Household car ownership

Yes, I own a car personally
Car owned by another household member
No car in the household

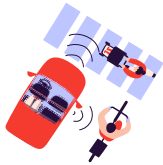
Nøkkeltall fra Selvkjørende

Siden åpning av tjenesten 3. februar har vi hatt mange passasjerer og turer, og flere har testet samkjøring!

5100
Passasjerer

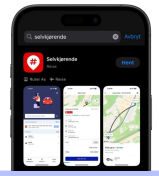
4300
Turer

526
Turer med samkjøring



72%
Autonom kjøring

124
PUDOer



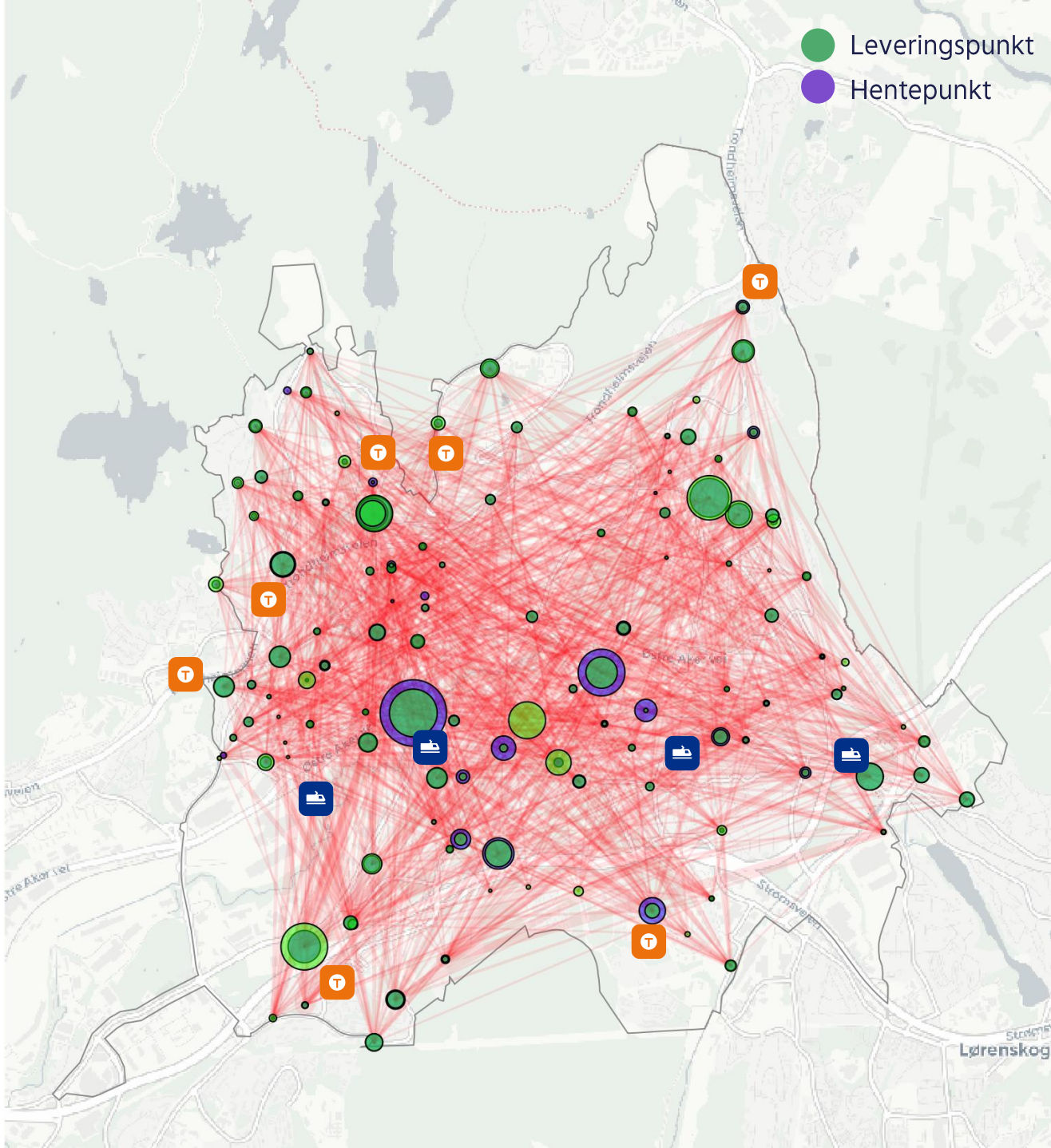
12000
Appnedlastninger

Erfaringer og læring så langt med bruk av tjenesten

- Tydelig konsentrasjon av reiser rundt:
  - T-bane- og togstasjoner
  - Kjøpesentre
  - Nabolag og boligområder

- Gjennomsnittlig reiselengde er **1,8 km**, mens den lengste registrerte reisen er **6,8 km**.

Dette tyder på at tjenesten utfyller det eksisterende kollektivtilbudet ved å dekke kortere og mer fleksible mobilitetsbehov



Samarbeid med utrykningskjøretøy

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ULTIMO
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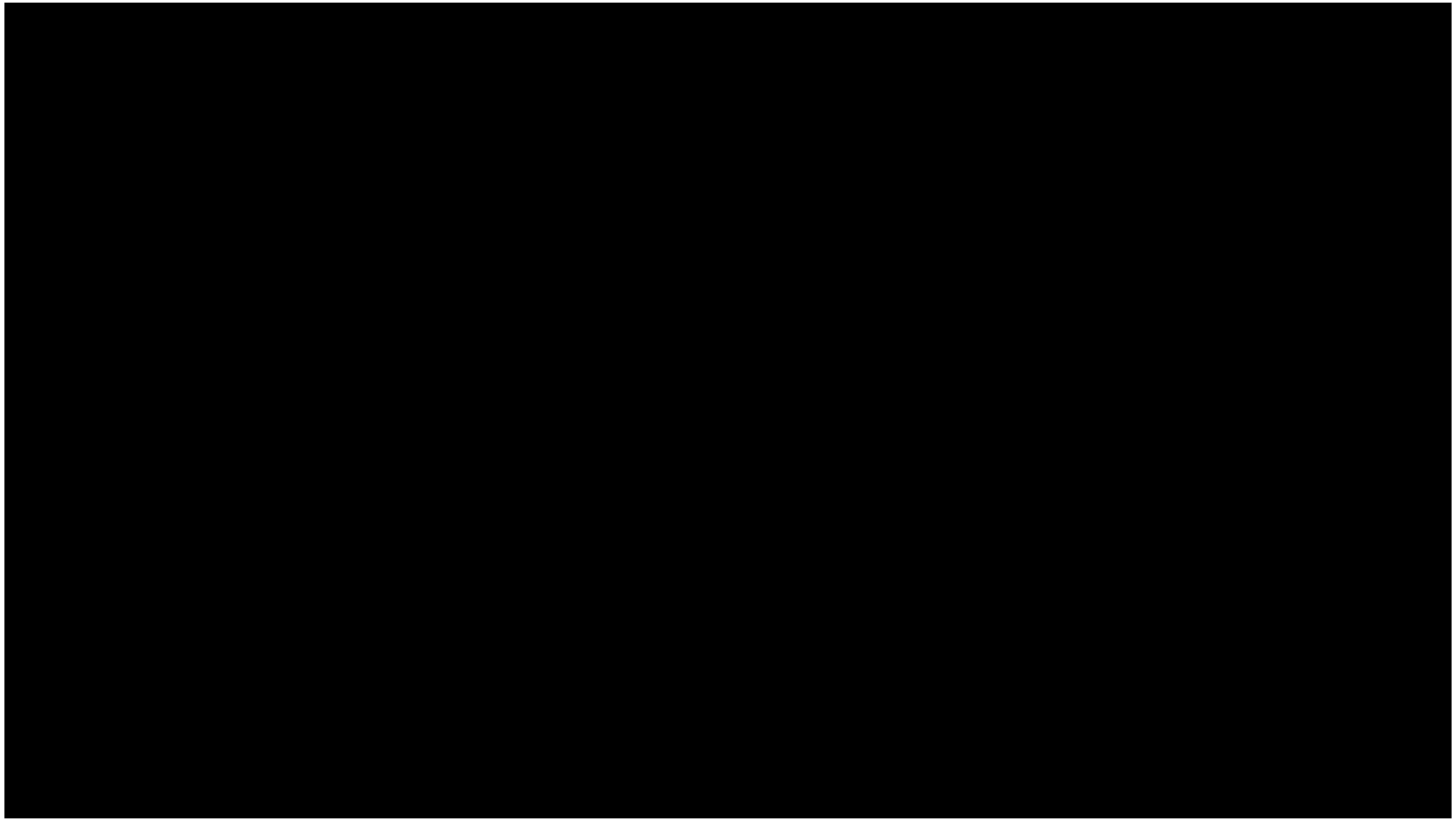
holo

Vinterkjøring



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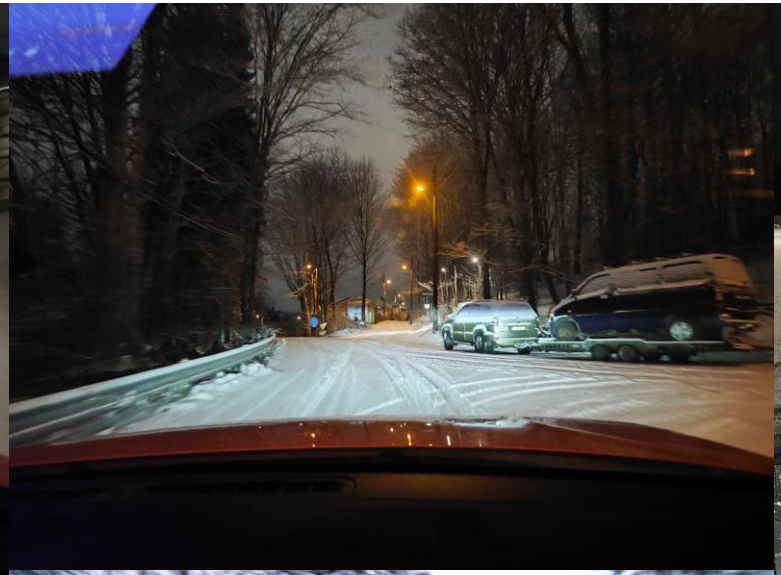
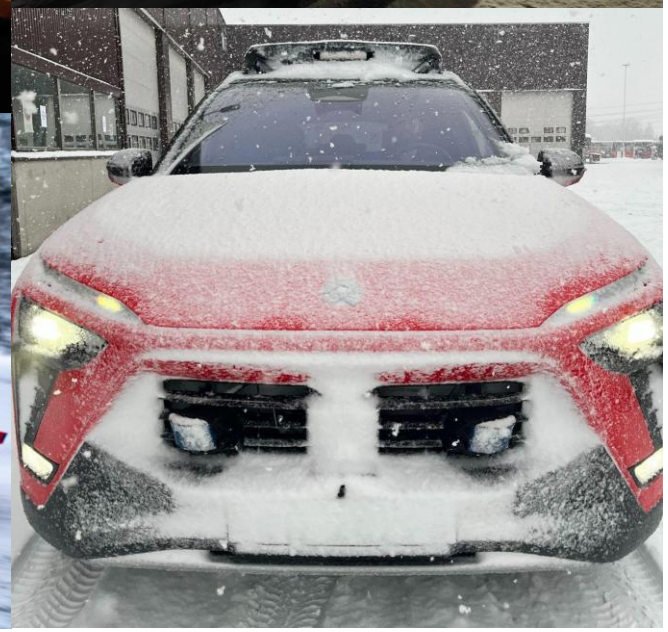
Vintertest og utfordringer

Vi skaper engasjement og oppmerksomhet – nasjonalt og internasjonalt

A real-world testbed for shared autonomous mobility.
- electrive.com

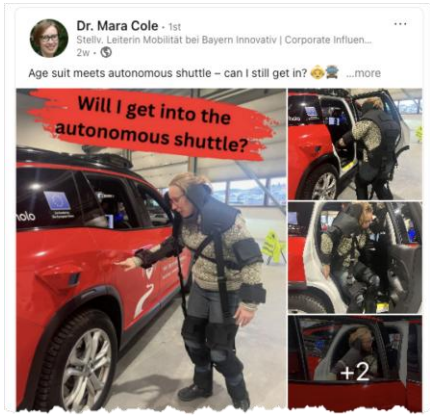
Not a lab test – real streets, real users.
- Connected & Automated Driving Europe

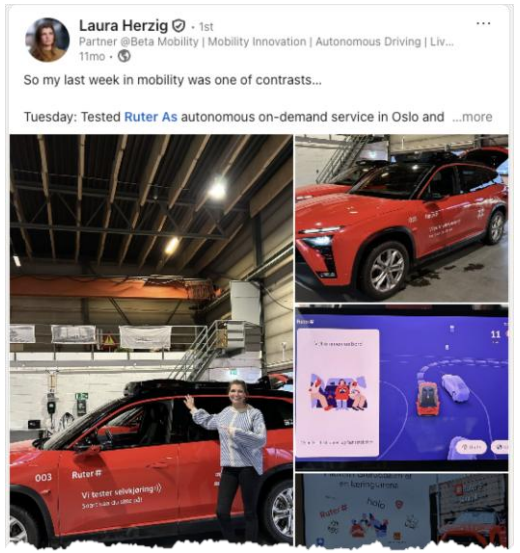
A responsible approach to autonomous on-demand transport.
- Open Access Government

Part of Europe's most ambitious autonomous mobility trials.
- ULTIMO Project (Horizon Europe)

Et viktig steg mot mer fleksibel og tilgjengelig mobilitet.
- YrkesBil

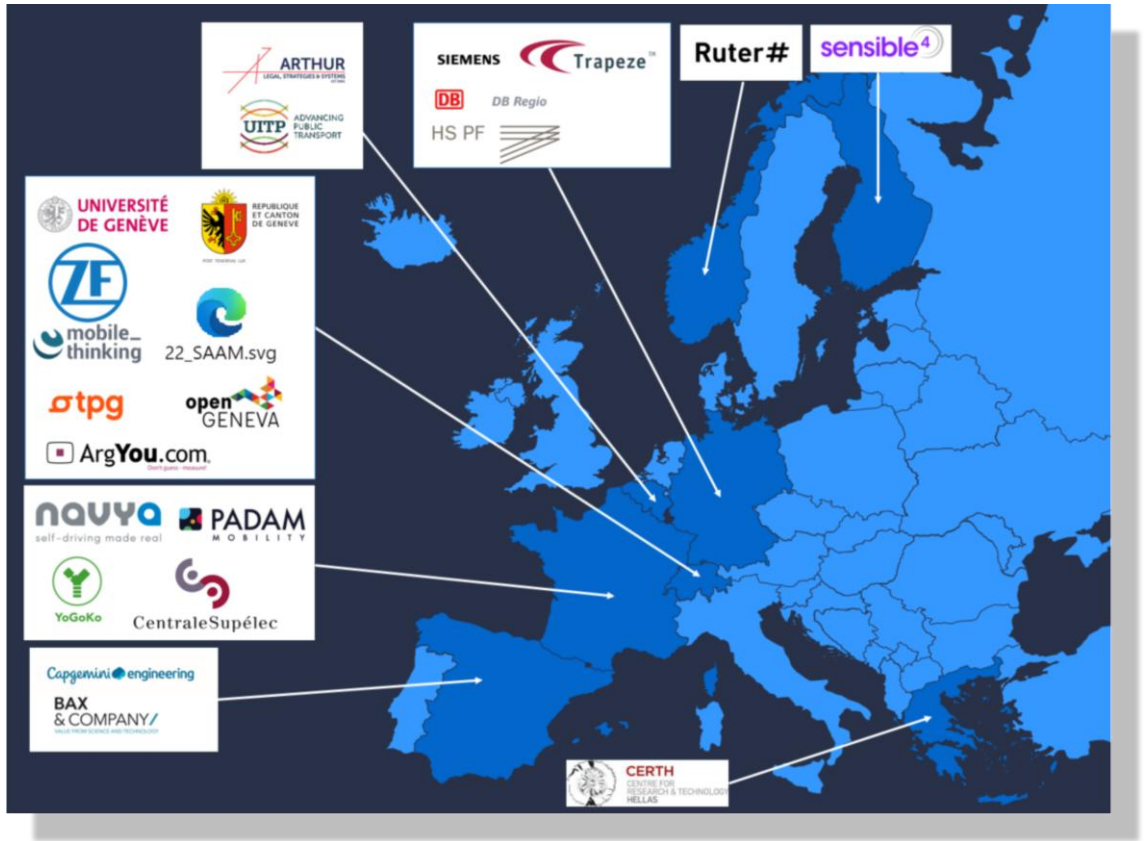
Målet er ikke teknologi for teknologiens skyld, men bedre transporttilbud.
- Groruddalen.no





Pave Europe Study Visit in Oslo – Center of excellence

ULTIMO



Groruddalen and
Lørenskog, Oslo-region

Herford,
North Rhine-Westphalia

Belle-Idée Estate,
Geneva

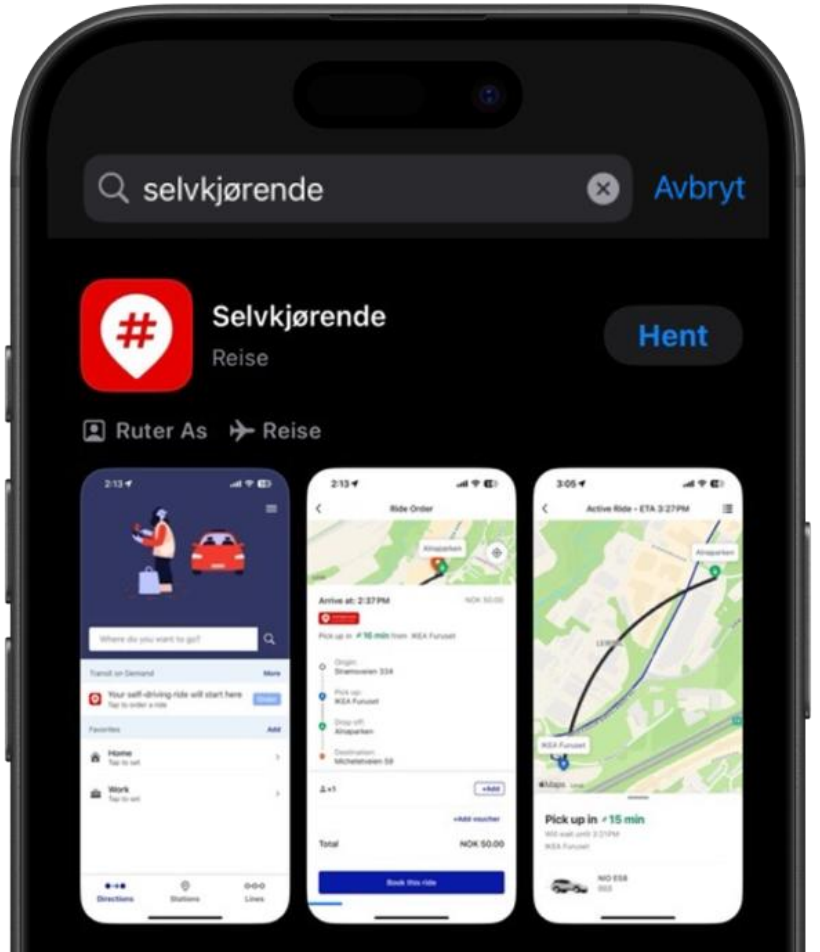
Funded by
the European Union

Ruter#

Det er bare å teste og gi oss tilbakemelding

GET IT ON Google Play

Download on the App Store



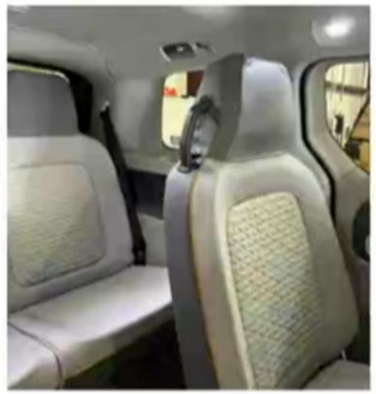
Nye kjøretøy til Selvkjøringspiloten

6 nye Volkswagen ID.BUZZ til Selvkjøringspiloten

- **Kjøretøy:** Seks ID.BUZZ kjøretøy i pilottjeneste
- **Tidsperiode:** 12 måneders drift (mars 2026 – mars 2027)
- **Kundegrensesnitt:** MOIA white label-app med mulig integrasjon i Ruters Hent-tjeneste
- **Område:** Groruddalen og syd i Lørenskog, tilsvarende dagens pilot med mulighet for utvidelse

Prototypekjøretøy






- Europeisk Prototyperegelverk legger begrensninger på
  - Alder (15 år) og minimum 135 cm høyde
  - Noen medisinske tilstander (slik som pacemaker)
  - Passasjerer må kunne ta seg inn/ut av bilen på egenhånd

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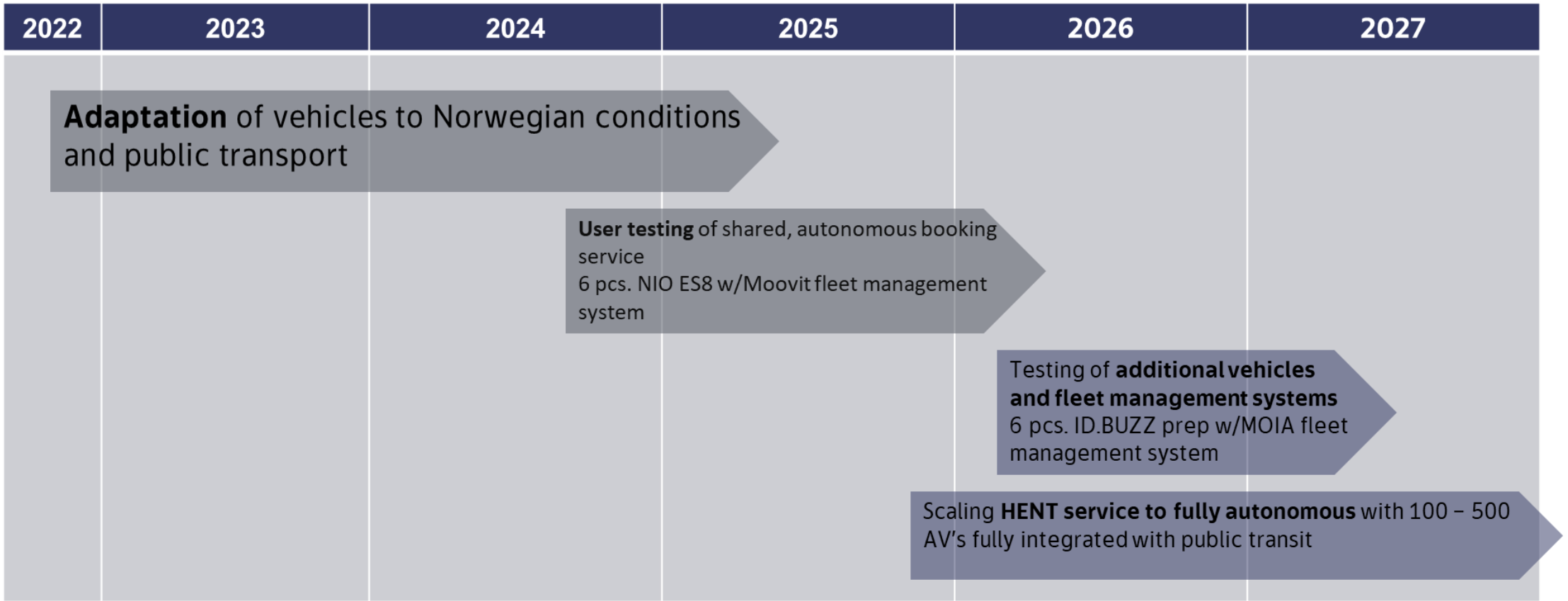
Tidslinje


2022
2023
2024
2025
2026
2027
Adaptation of vehicles to Norwegian conditions and public transport
User testing of shared, autonomous booking service
6 pcs. NIO ES8 w/Moovit fleet management system
Testing of **additional vehicles and fleet management systems**
6 pcs. ID.BUZZ prep w/MOIA fleet management system
Scaling **HENT service to fully autonomous** with 100 – 500 AV's fully integrated with public transit

Industry Briefing

January 12, 2026

Preparing for Shared Autonomous On-Demand Service in the Oslo Region

Ruter#

Key Service Design Criteria and Ambitions

Ridesharing (pooling)

Fundamental to get reduction in kilometres driven, which drives benefits as well as business case

Operate as one integrated fleet

Competing fleets will not reduce kilometres driven, hence not generate benefits

Integrated with public transit

Key to complement to maintain reduction in kilometres driven

Replacement of private car journeys

If this is just a complementary service, it will not provide key sustainability benefits

Large scale needed

Both to provide reliable private car replacement service and to be attractive investment case

Subsidy free service

Self sustainable service – key to scaling

Her kan dere ser opptaket

Innhold på siden

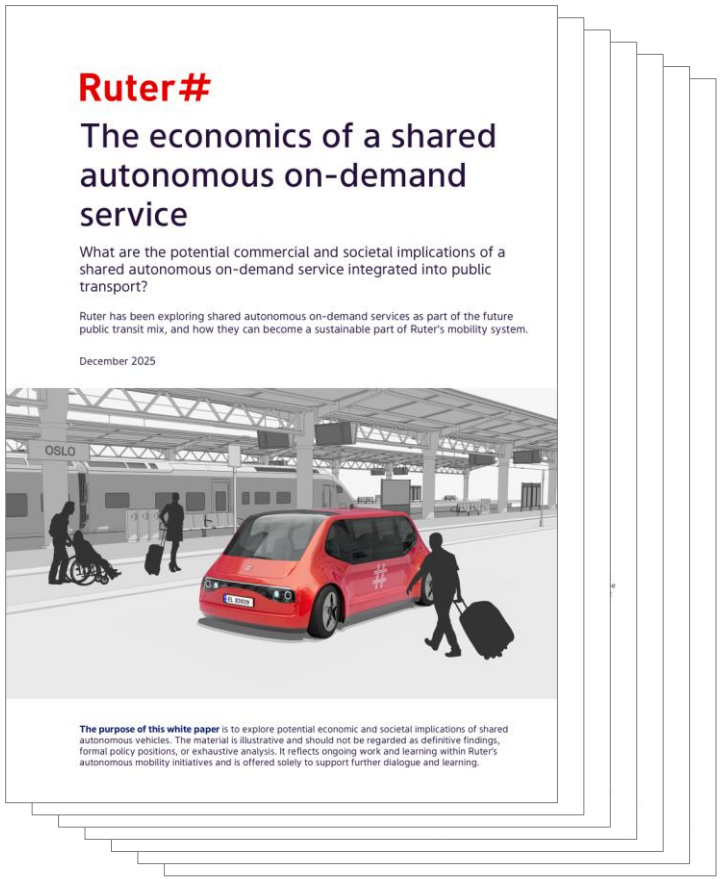
Recording of industry briefing

Watch a recording of the digital industry briefing, that was held on January 12th 2026.

Industry Briefing: Preparing for Shared Autonomous On-Demand Service in the Oslo Region

We have published a white paper:

The Economics of a Shared Autonomous On-Demand Service



Her lagres rapporter

Ruter# Autonomous vehicles

Autonomous vehicles

Since 2019, Ruter has been trialing self-driving vehicles as an integrated part of the Oslo region's public transport services.

Ruter
December 19, 2025

News Groruddalen pilot Why? How? Pilots Reports Videos and more Contact

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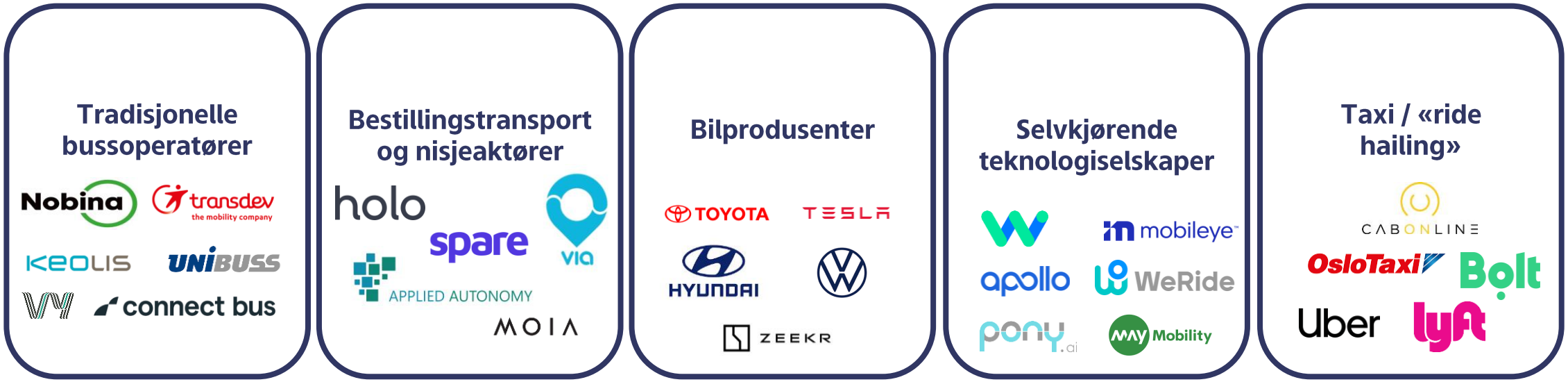
Dialogkonferanse

3. mars 2026

Hvem kan/vil levere delte, selvkjørende tjenester?

Eksempler



Internasjonalt

2026 er året Europa får L4 selvkjørende teknologi

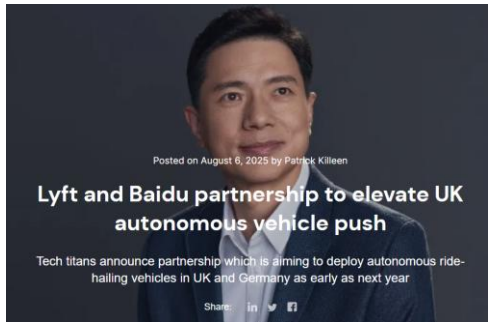
IMAGE CREDITS: WAYVE

TRANSPORTATION

Wayve and Uber plan London robotaxi launch after UK speeds up autonomous vehicle rollout

Rebecca Bellan · 6:47 AM PDT · June 10, 2025

Hello London! Your Waymo ride is arriving



Posted on August 6, 2025 by Patrick Killeen

Lyft and Baidu partnership to elevate UK autonomous vehicle push

Tech titans announce partnership which is aiming to deploy autonomous ride-hailing vehicles in UK and Germany as early as next year

Share:

Baidu 百度

Baidu expands robotaxi push to Switzerland in PostBus deal

By **Reuters**

October 22, 2025 10:14 AM GMT+2 · Updated October 22, 2025

Pony AI begins robotaxi road tests in Luxembourg

Lei Kang • Jul 4, 2025, 11:59 AM GMT+2

- Pony AI has team up with a local partner to deploy multiple robotaxis for testing in Luxembourg.
- Pony AI plans to expand its autonomous driving services to more regions in Luxembourg within the coming months.

Autonomous Driving

Uber and Momenta plan to test robotaxis in Munich in 2026

Ride-hailing service Uber and Momenta, a Chinese specialist in autonomous driving, plan to test Level 4 autonomous driving in Munich starting next year. The goal is to establish a robotaxi service not only in the Bavarian capital, but also in other European cities.

WeRide to launch pilot project with Robotax Robobus in Switzerland

Gabriella From Gasgoo | January 15 , 2025 14:21 BJT

SHARE TWEET SHARE

EU needs more focus on self-driving to catch up with rivals, says Bolt CEO

By **Philip Blenkinsop**

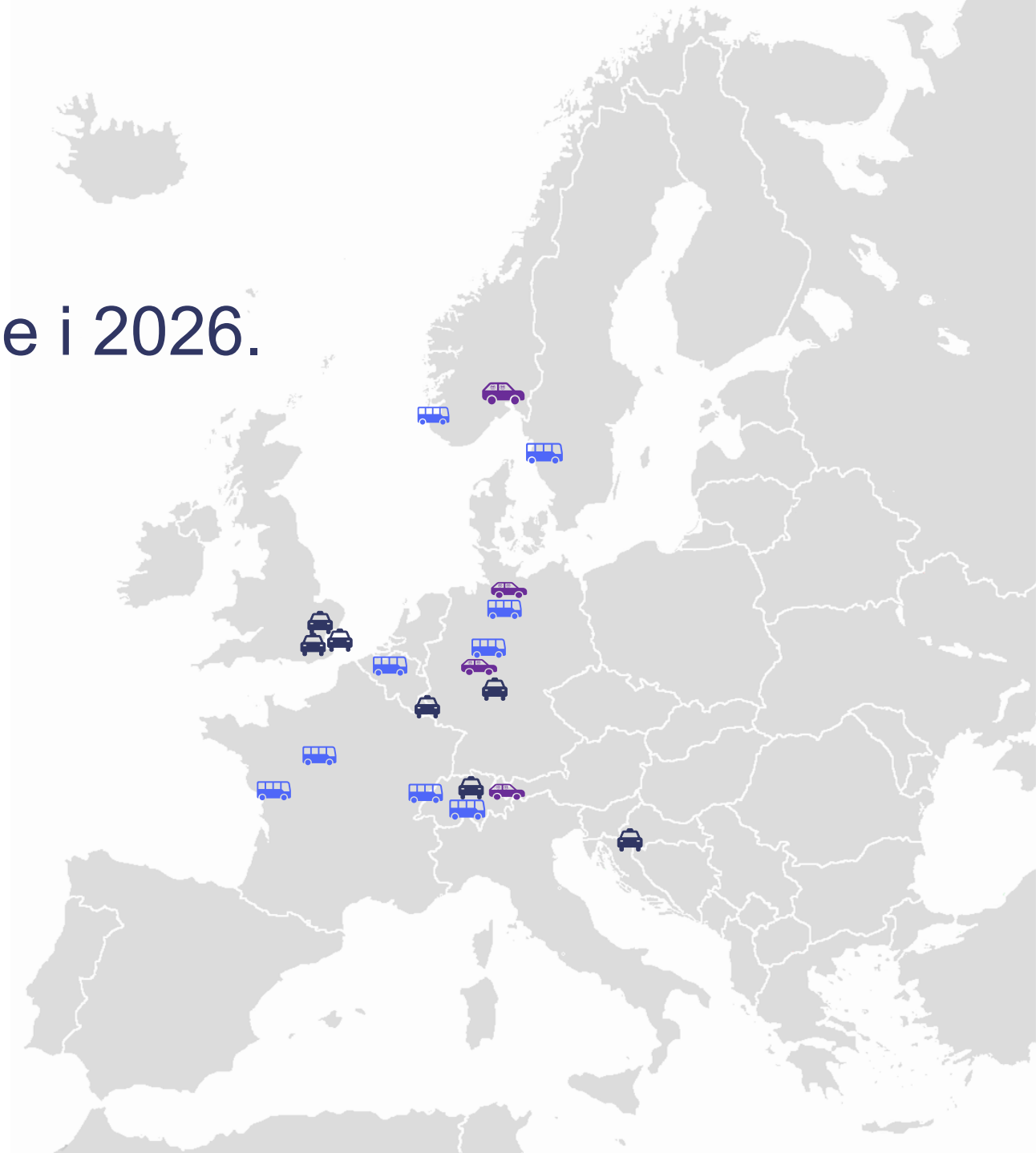
October 17, 2025 1:47 PM GMT+2 · Updated October 17, 2025

#

Robotaxi vil komme til Europe i 2026.

WeRide mobileye nuro pony.ai lyft

Baidu 百度 | apollo WAYVE momenta Uber



Robobus and roboshuttles

Pooled integrated with public transport (SAV)

Robotaxi