Press release

# A first for Europe: a delivery vehicle is transporting goods through Bern without a driver behind the wheel

**Dietikon, 20 May 2026. In Switzerland, Europe has reached a new milestone in automated goods transport: for the first time, a highly automated Level 4 delivery vehicle is being operated on public roads without a driver at the wheel – in an urban area and as part of regular logistics operations.**

In the 'Planzer – Dynamic Micro Hub with LOXO' project, the 'Mathilde' vehicle has been in use since autumn 2024 and is now operating in the city of Bern without a driver behind the wheel. Monitoring takes place remotely and is supplemented by a safety driver in the passenger seat as an additional fallback measure. This marks the start of the next phase of the development of automated city logistics in Europe: the transition from a validated pilot operation to a scalable application in everyday urban life.

## Europe's path to highly automated mobility

*'In other parts of the world, such as the US and China, driverless vehicles have long been more visible. Europe, on the other hand, is deliberately taking a different approach: here, the focus is on regulation, validation and safeguarding first – and only then on scaling up. This may give the impression that Europe is not ready yet. But this actually lays the foundation for the safe and sustainable use of autonomous vehicles in public spaces,'* says Lara Amini, co-founder of LOXO. This latest milestone marks the start of this scaling-up phase. The basis for the current development step is the approval granted by the Federal Roads Office (FEDRO), which permits driverless operation within the defined area of application under strict conditions.

*'Switzerland is deliberately taking a gradual, safety-oriented approach to automated driving. Pilot projects such as those run by LOXO and Planzer are making it possible to gain experience in real-world conditions while ensuring that clear requirements regarding security, operation and monitoring are met. FEDRO aims to facilitate innovation – responsibly and with a focus on the benefits for transport, the public and the economy,'* says Jürg Röthlisberger, Director of FEDRO.

## From pilot project to integrated city logistics

What makes this project special is not just the vehicle technology, but also the integration into a real-world urban logistics system. As part of the 'Planzer – Dynamic Micro Hub with LOXO' concept, 'Mathilde' acts as a mobile micro hub, linking the Planzer rail centre at Bern's goods station with multiple transfer points close to the city centre. The family-owned company uses standardised exchange boxes: these are preloaded at the rail centre, transported by 'Mathilde' using a highly automated system and efficiently exchanged at designated transfer points near the city centre. The delivery drivers pick up the exchange boxes directly on site and take over the last leg of the journey, delivering the parcels in their small delivery vehicles in the city centre. The concept enables consolidated shipments, reduces downtime and $CO_2$ emissions, and specifically minimises inner-city traffic.

*'With this step, we are demonstrating that automated vehicles not only work from a technological standpoint, but can also be integrated into real-world logistics processes. This is precisely where the crucial breakthrough lies – and the potential for the future of urban goods mobility*,' says Nils Planzer, CEO & Chair of the Board of Directors at Planzer.

## Shared progress made by Planzer and LOXO

This milestone is the result of the close collaboration between Planzer and LOXO. While Planzer contributes the operational logistics system and the specific application, LOXO provides the technological basis for automated driving.

LOXO is one of the few European suppliers of highly automated vehicle technology and has been developing its systems in line with regulatory requirements since the very beginning. The Swiss company put a highly automated vehicle on public roads back in 2023.

'*Scalability in autonomous driving is not achieved simply by having more vehicles, but through proven system performance and a robust safety architecture*,' says Amin Amini, CEO of LOXO. In recent months, Planzer and LOXO have had to prove under real-world conditions that the technology works reliably even in complex traffic situations and changing weather conditions. The fact that no one now has to sit behind the steering wheel is the result of continuous proof of performance during day-to-day operations.

## The next step has been defined

The long-term goal remains fully driverless operation without a safety driver in the vehicle. Preparations for this are already underway. Mathilde is driving. Europe is on the move.

## Overview of the 5 levels of automated driving

Level 1: assisted

At Level 1, driver-assistance systems support either the longitudinal or lateral control of the vehicle, for example when braking, accelerating or steering. However, responsibility always remains with the driver, who must constantly monitor the system.

Level 2: partially automated

At Level 2, the vehicle can take over both longitudinal and lateral control at the same time. The driver remains responsible, and must constantly monitor traffic and be ready to intervene at any time.

Level 3: conditional automation

At Level 3, the vehicle takes over all driving tasks within defined operating areas, for example on motorways. The driver may temporarily engage in other activities, but must be ready at all times to take control again if required.

Level 4: highly automated

At Level 4, the vehicle drives independently within a defined area of application and manages even complex traffic situations independently. Human intervention is not absolutely necessary, even in an emergency, as the system is capable of restoring a safe state on its own.

Level 5: fully automated

At Level 5, the vehicle takes over all driving tasks completely autonomously. A human driver is no longer required.

Further information on the project can be found at https://loxo.planzer-paket.ch.

For media enquiries, please contact:

Planzer Transport AG
Jan Pfenninger
Head of Marketing & Communications
jpfenninger@planzer.ch
T +41 (0)44 744 62 68

LOXO AG
Lara Amini
Co-Founder and CBO
pr@loxo.ch
T +41 (0)79 328 30 20

## About Planzer

Planzer was established in 1936 as a sole proprietorship and has operated as a family-owned stock company since 1966. With its roots in the Limmat Valley, the logistics company now employs over 6800 people, including more than 400 apprentices, across 84 locations in Switzerland and abroad. Its comprehensive portfolio offers a wide range of services and total solutions well beyond the core business of national cargo transport and warehouse logistics. For some years now, Planzer has not only been serving business clients but also private customers. In these business areas, the family company uses a retro logo for old-style branding. With Planzer Parcel, for example, a parcel service for shipments up to 30 kg.

## About Mathilde

Mathilde Planzer, née Mathilde Rehm, was the wife of Max Planzer, the founder of Planzer Transport AG. Mathilde and Max married in 1934, laying the foundations for today's company. Mathilde played a crucial role in developing the business. She not only helped with the accounts, but also actively delivered goods by handcart or truck, especially during the Second World War, to keep the business running. In 1938, she passed her truck driving test without her husband Max's knowledge, as she no longer wanted to deliver goods by bicycle and trailer. Mathilde was known for her energy and drive and was respectfully referred to as the 'mother of the company' by staff. She took care of employee well-being and was also committed to helping those in need.

## About LOXO

LOXO is a Swiss company specialising in autonomous driving technology and is developing a software-defined digital driver for urban autonomous Level 4 applications. LOXO has been a pioneer of autonomous logistics in Europe since 2021, and has been operating autonomous vehicles on public roads in Switzerland and Germany for more than three years. By combining advanced AI and scalable software architecture, LOXO enables secure and efficient autonomous operations in complex urban environments. Together with strong logistics and industry partners, LOXO is shaping the future of autonomous logistics and sustainable mobility in Europe.

More information is available at www.LOXO.ch.