Report from the International Conference "3rd Czecho-Slovak Symposium on Challenges of AI for Administrative Law: A Fleet of Autonomous Vehicles on the Horizon!" 11th March 2026, Villa Lanna, Prague

The deployment of artificial intelligence in public administration has become one of the central themes of European administrative law scholarship. Particular attention has been devoted to the regulatory challenges associated with automated decision-making, the increasing reliance on data-driven governance and the emergence of autonomous systems within public infrastructures and regulated activities. These developments raise fundamental questions concerning the adaptability of existing legal frameworks, the role of public authorities in supervising technological innovation and the continued adequacy of traditional concepts of administrative law.

The growing academic interest has been reflected in a series of Czecho-Slovak symposia dedicated to the challenges of artificial intelligence for administrative law. The first symposium, held in Prague in March 2025, opened the discussion by focusing on the limits of the use of artificial intelligence in administrative decision-making and on the broader implications of automation for public administration.[1] This was followed by the second symposium, held in the Tokaj region in October 2025, which further developed these debates and examined the role of artificial intelligence within contemporary administrative law from a comparative and European perspective.[2] These meetings confirmed the topicality of the issue and established a platform for Czech and Slovak academic dialogue.

Building on this continuity, the 3rd Czecho-Slovak Symposium on the Challenges of Artificial Intelligence for Administrative Law, subtitled "A Fleet of Autonomous Vehicles on the Horizon!", was held on 11 March 2026 at the Conference Centre of the Czech Academy of Sciences in Villa Lanna in Prague. The symposium was organised by the Department of Administrative Law at the Faculty of Law of Charles University, together with the Institute of State and Law of the Czech Academy of Sciences and the Ministry of Transport.

The symposium was opened by **Lenka Vostrá (Institute of State and Law, Czech Academy of Sciences)**, **Associate Professor Tomáš Kostelecký (Czech Academy of Sciences)**, and **Professor Jakub Handrlica (Charles University)**, who welcomed the participants and emphasised the growing importance of scholarly engagement with the regulatory implications of artificial intelligence. In their opening remarks, they emphasised that the rapid development of autonomous systems calls for a closer interaction between legal scholarship, regulatory practice and technological innovation, particularly in areas where traditional legal frameworks are confronted with fundamentally new forms of decision-making and operation.

In contrast to the previous symposia, which addressed artificial intelligence in a broader administrative-law context, the third symposium concentrated on a more specific and practically oriented set of issues. It examined the legal challenges arising from the deployment of autonomous vehicles and the corresponding transformation of regulatory frameworks. The event brought together scholars and practitioners concerned with these developments and enabled a focused discussion of key questions of administrative law, including regulatory experimentation, liability, data governance and public supervision, within a rapidly evolving technological field.

---

[1] SERHIICHUK, Liliia. 1st Czecho-Slovak Symposium on Challenges of AI for Administrative Law: "What We Don't Let Robots Decide?": (Praha, 7 March 2025). (2025). *Bratislava Law Review*, 9(1), 297-300.

[2] HANDRLICA, Jakub, ŠOPKOVÁ, Kristýna. 2nd Czecho-Slovak Symposium on Challenges of AI for Administrative Law: "The Robot: a Good Servant, a Lord Malevil": (Veľká Tŕňa, Tokaj Region, 2–3 October 2025). (2025). *Bratislava Law Review*, 9(2), 343-346.

I. REGULATORY SANDBOXES IN EUROPE AND BEYOND

The first panel of the symposium, devoted to regulatory sandboxes in Europe, was chaired by **Professor Jakub Handrlica (Charles University)**. In the opening presentation, **Professor Sofia Ranchordás (Tilburg University)** examined the promises and potential risks associated with regulatory sandboxes and reflected on their possible future development. She began by explaining the sandbox metaphor, describing it as a bounded regulatory space that allows innovative firms to test new technologies under the supervision of public authorities while maintaining protection for the public outside this experimental perimeter. The speaker emphasised that regulatory experimentation itself is far from a novel idea. Drawing on historical examples, she noted that forms of experimental regulation can already be found in earlier regulatory practices, such as fiscal and industrial policy experiments in early modern France or iterative legislative approaches in nineteenth-century Britain. In this perspective, contemporary regulatory sandboxes represent a modern continuation of a much older tradition of testing regulatory solutions in controlled environments before their broader application.

In the second part of the presentation, the speaker examined the current development of regulatory sandboxes in Europe and their practical operation. She distinguished several principal types of regulatory intervention that may occur within sandbox frameworks, including temporary regulatory derogations, compliance assistance, active supervisory oversight and the provision of tailored regulatory guidance to participating firms. Drawing on an ongoing empirical research project analysing dozens of sandbox initiatives across Europe, she presented preliminary findings suggesting that most sandboxes do not primarily rely on exemptions from existing rules but instead function as instruments providing guidance and regulatory support to innovative firms. The presentation concluded by raising several open questions regarding the extent to which current sandbox designs genuinely promote long-term regulatory learning and experimentation, or whether they mainly serve as tools facilitating compliance within existing regulatory frameworks.

Subsequently, **Professor Juli Ponce Solé (University of Barcelona)** addressed the relationship between artificial intelligence and regulatory sandboxes with particular attention to the Spanish experience. He first outlined the national regulatory framework, noting that Spain introduced a financial regulatory sandbox through Act 7/2020 on the digital transformation of the financial system, which established a controlled environment for testing innovative financial services under the supervision of public authorities. Since its launch in 2021, the Spanish sandbox has operated through successive cohorts of projects and has become an important instrument for experimenting with new technological solutions in the financial sector. The speaker further pointed out that the Spanish legislator has gradually expanded the use of regulatory test environments to other areas of economic activity, including energy regulation, scientific research and innovation policy, as well as the broader ecosystem of emerging technology companies.

The presentation subsequently addressed the application of sandbox mechanisms to artificial intelligence and other emerging technologies across different levels of governance. Particular attention was devoted to the Spanish AI regulatory sandbox created to test compliance with the European framework on high-risk artificial intelligence, within which dozens of projects submitted by AI developers have been evaluated across sectors such as biometrics, employment, critical infrastructure, and medical technologies. The speaker also highlighted examples of experimentation at the regional and local levels, illustrating how municipalities have used sandbox frameworks to test AI-driven technologies in urban environments. Among the examples discussed were autonomous robots designed for cleaning beaches and public streets in the city of Valencia, which were tested under municipal sandbox regulations. The presentation concluded with reflections on the diversity of sandbox models in Spain, emphasising both the opportunities for regulatory learning and the potential risks arising from fragmented approaches across different levels of government.

In the following contribution, **Vladimír Sharp (Charles University)** focused on the role of regulatory sandboxes in the context of autonomous vehicles from both European and international perspectives. At the outset, he explained why autonomous vehicles represent a particularly suitable area for regulatory experimentation. Unlike many other technologies, the regulation of automated driving cannot rely solely on traditional legislative approaches that attempt to define legal rules before technologies are deployed in practice. Instead, the development of autonomous driving systems requires real-world testing under controlled legal conditions, which makes regulatory sandboxes a particularly appropriate instrument for regulatory experimentation. In this context, the speaker framed the regulation of autonomous vehicles as a multi-level governance issue, raising the question of whether sandboxing initiatives should be designed primarily at the national level or whether they require coordination at the European or even international level.

The presentation subsequently analysed the broader regulatory architecture governing autonomous vehicles. Particular attention was devoted to international legal frameworks, including the 1968 Vienna Convention on Road Traffic and its subsequent amendments, as well as recent initiatives within the UNECE framework concerning automated and connected vehicles. At the European level, the speaker referred to several relevant regulatory instruments, such as the EU framework for vehicle type approval and safety requirements, as well as more recent initiatives aimed at supporting large-scale experimentation with automated driving technologies. In this regard, he highlighted the European Commission's plans to establish cross-border testing corridors and regulatory sandboxes designed to facilitate the deployment of autonomous vehicles across the internal market. The presentation concluded by reflecting on potential tensions between regulatory experimentation and the objectives of regulatory harmonisation, including risks such as regulatory fragmentation, forum shopping, or distortions of competition.

The panel was concluded by **Veronika Příbaň Žolnerčíková (Institute of State and Law, Czech Academy of Sciences)**, who presented the Czech perspective on regulatory sandboxes, addressing current practice, legislative developments and possible directions for future regulation. She began by noting that although the term regulatory sandbox is relatively recent in Czech legal discourse, similar forms of experimental regulatory regimes have existed in the past, particularly in sectors where innovative technologies required testing in real-world conditions. Regulatory sandboxes were characterised as time-limited frameworks enabling pilot projects and experimentation with emerging technologies in a controlled environment, often involving products or services that are not yet fully compliant with existing regulatory requirements. The speaker emphasised that such mechanisms share several common features, including limited duration, geographically bounded testing environments and the aim of facilitating the gradual deployment of innovative technological solutions.

The presentation subsequently focused on the Czech experience with regulatory sandboxes, particularly in the financial sector. The Czech FinTech regulatory sandbox, which entered its operational phase in 2026, was presented as the first comprehensive governmental initiative designed to support innovation in the digital financial ecosystem. According to the speaker, the programme selected twenty-one projects to test innovative financial services and technological solutions and offers several forms of support, including regulatory consultation, technical testing and business mentoring. The presentation also addressed the legislative framework for regulatory sandboxes in the context of the forthcoming implementation of the Artificial Intelligence Act, which requires Member States to establish at least one regulatory sandbox for testing AI systems. In this regard, the speaker highlighted certain potential inconsistencies within the Czech legislative framework and discussed possible approaches to applying sandbox mechanisms in sectors such as road traffic and autonomous mobility.

II. AUTONOMOUS VEHICLE FLEETS

The second panel, devoted to the topic of autonomous vehicle fleets, was chaired by **Lenka Vostrá (Institute of State and Law, Czech Academy of Sciences)**. **Tereza Čížková (Ministry of Transport)** addressed current legislative developments concerning automated vehicles and the ongoing preparation of legislation for fully automated vehicles. At the outset, she highlighted autonomous mobility as one of the major technological trends shaping the future of transport, with potential benefits including increased road safety, more efficient traffic management, improved accessibility of transport services and the development of smart mobility solutions. In this context, she referred to the Czech strategic policy framework, in particular the national Autonomous Mobility Plan, which includes a series of measures aimed at developing infrastructure, legal regulation, research and innovation in the field of automated transport. The speaker emphasised that a key objective of these initiatives is to create a regulatory environment that would allow both testing and real-world operation of automated vehicles on Czech roads.

The presentation subsequently addressed the concrete legislative steps undertaken in the Czech Republic. Particular attention was devoted to the amendment of the Road Traffic Act and the Act on the Conditions of Operation of Vehicles on Roads, which entered into force on 1st January 2026 and introduced a legal framework enabling the operation of automated vehicles corresponding to Level 3 automation. The speaker explained that the amendment clarifies the legal status and responsibilities of the driver in automated driving mode, including situations in which the driver is temporarily exempt from liability when the vehicle operates autonomously. At the same time, the legislation requires drivers to remain ready to take control of the vehicle when prompted by the system. In the final part of the presentation, the speaker discussed ongoing preparations for a regulatory framework for Level 4 fully automated vehicles, including autonomous shuttles and robotaxis, with the aim of enabling their operation in real traffic conditions in the coming years.

This was followed by **Associate Professor Jozef Andraško (Comenius University in Bratislava)**, who focused on the testing of automated vehicles in road traffic and discussed the current direction of regulation in the Slovak Republic. He introduced the current Slovak legislative framework governing automated vehicles, highlighting in particular the adoption of Act No. 429/2022, which amended several legal acts in order to enable the development and operation of automated vehicles. The speaker explained that this legislation created the legal basis for both experimental testing and the operation of automated driving systems. At the same time, he emphasised that the development of automated mobility raises a number of regulatory challenges, especially in relation to the safety verification of automated driving systems and the need to test such technologies under real traffic conditions.

In the second part of the presentation, the speaker focused on the broader regulatory environment for testing automated vehicles. He noted that testing regimes currently differ significantly across individual states, including differences in administrative procedures, safety requirements and rules governing liability and data use, which complicates cross-border testing and increases regulatory burdens. Particular attention was devoted to emerging international initiatives aimed at harmonising testing methodologies, including the New Assessment/Test Method for Automated Driving (NATM) developed within the UNECE framework. The presentation also described different forms of testing used in the development of automated vehicles, such as simulation-based testing, testing on dedicated tracks and real-world testing on public roads. Finally, the speaker outlined the procedural requirements for obtaining permission to conduct testing in Slovakia, including risk assessment, documentation of prior testing phases and the adoption of appropriate safety and organisational measures.

In his presentation, **Professor Radim Polčák (Masaryk University)** reflected on the legitimacy of regulatory approaches to autonomous vehicles through the conceptual framework of the "4P",

namely perspective, prediction, pragmatic experience and piffle. His presentation focused primarily on methodological aspects of regulatory reflection in the context of emerging technologies. In this regard, the speaker emphasised the importance of adopting a pragmatic approach to regulation, which takes into account the practical, technological and economic feasibility of regulatory solutions. According to the speaker, regulatory frameworks governing autonomous vehicles must be developed in close connection with empirical knowledge derived from technological development, testing and practical experience.

In the second part of the presentation, the speaker reflected on the relationship between risk-based and evidence-based regulatory approaches in the context of autonomous mobility. He suggested that risk-based regulatory models, which rely on extensive simulations and real-world testing, may represent a suitable method for addressing uncertainties connected with autonomous technologies. At the same time, he pointed out that other regulatory actors, such as insurance institutions, may rely more strongly on evidence-based approaches when evaluating risks associated with autonomous systems. In this perspective, the speaker highlighted the role of testing environments, including regulatory sandboxes, as potential tools for generating empirical knowledge relevant for future regulatory decision-making.

The final presentation in this panel was delivered by **Gabriela Blahoudková (White & Case & Charles University)**, who examined legal aspects of autonomous vehicles from the perspective of their manufacturers. She began by introducing accident statistics aiming to show that 93,5 % of traffic accidents are caused by the human factor. She identified this as a reason why autonomous vehicles could reduce the number of accidents. She continued with an analysis of a well-known accident that happened in Arizona in 2018. It was the first-ever case in which a pedestrian was killed by an autonomous vehicle. The presentation also identified certain shortcomings in the form of insufficient supervision by the state of Arizona based on the National Transportation Safety Board report.

The speaker introduced some moral and ethical dilemmas regarding autonomous vehicles. First, she presented the well-worn trolley problem in the context of autonomous vehicles and then she reflected on a situation in which an autonomous vehicle is deciding between crashing into an obstacle or hitting a pedestrian. After raising such crucial questions, the speaker presented some possible answers. She indicated that from a legal point of view, rules must be set to make autonomous systems drive defensively, to lower speed in areas with high concentration of pedestrians and to protect vulnerable ones. From the point of view of manufacturers, there is a need to decide between a model of hierarchy or no hierarchy. The speaker concluded with two key ideas: there should be a prohibition of discrimination and an autonomous system should decide based on the number of lives that can be saved by its decision.

III. LIABILITY AND DATA IN THE ERA OF MACHINES

The third panel of the symposium, entitled "Liability and Data in the Era of Machines," was chaired by **Associate Professor Olga Pouperová (Palacký University in Olomouc)**. In their joint contribution, **Associate Professor Marianna Novotná and Zuzana Adamová (Trnava University)** addressed civil-law challenges associated with autonomous mobility in situations where vehicles operate without a human driver. This was the only presentation dedicated to civil law. The speakers began by considering the potentially liable actors. In the context of autonomous vehicles, they thought about three categories: the first category comprised manufacturers, developers, programmers and contractors. The second category consists of vehicle operators and users. The third category the autonomous system itself.

Furthermore, the speakers analysed the fault principle as a key aspect of liability. They emphasised predictability and controllability as key aspects of the fault principle. A crucial point in-

troduced by the speakers could be expressed as the more autonomous a system is, the lower the probability of the user's liability. Moreover, the speakers presented some pivotal rules of expected standard of care from the manufacturers' point of view. The presentation concluded with a discussion of the liability concepts applicable to the actors falling within the three different categories. To summarize, every subject involved in the process of manufacturing, developing or using autonomous vehicles can be liable.

Subsequently, **Ján Matejka (Institute of State and Law, Czech Academy of Sciences)** examined the role of data generated by autonomous fleets as a component of public infrastructure and reflected on the interaction between different legal regimes governing such data. He opened his presentation by emphasising the importance of collecting data as data are essential for controlling and regulating autonomous vehicles. In addition to that, the speaker briefly introduced the Data Act. He pointed out limited access for public authorities to data from autonomous systems, since the public sector may request data only in cases of extraordinary need. In this regard, restrictions on obtaining data become even more strict.

The speaker's main idea concerned the coordination of different legal regimes without the need to establish one overarching regulation. According to the speaker, legislative bodies should focus on keeping different regulations in compliance with each other and minimising contradictions. He particularly mentioned the Data Act, the GDPR, the Data Governance Act and transparent rules. The reason for this approach is straightforward. The same data may be regulated simultaneously by several legal regimes, therefore a consistent and coherent approach is crucial.

In the following presentation, **Professor Radomír Jakab (P. J. Šafárik University of Košice)** analysed the legal position of a remote driver involved in the operation of autonomous vehicles with a focus on evaluating the readiness of Czech and Slovak regulations for remote drivers. The speaker began by analysing the definition of a driver stated in the Vienna Convention on Road Traffic, as well as in Slovak and Czech law. Remote drivers are regulated similarly in both Czech and Slovak law. In both countries drivers do not have any responsibilities until the moment of taking control. However, the speaker highlighted several differences. Slovak law does not require physical presence of a driver in a vehicle in contrast to Czech law. Additionally, Slovak law applies the rules of traffic and duties of drivers during autonomous driving to autonomous systems while Czech law does not. The speaker concluded that on the basis of these rules, Slovak law meets the requirements of automation at Level 4, whereas Czech law meets the requirements of automation Level 3.

Subsequently, the speaker briefly introduced German experimental regulation of remote drivers. He pointed out some specific rules, for instance state permission, allowed area or passing a remote driving course. The speaker concluded with some legal recommendations for Czech and Slovak legislators. His recommendations were partially inspired by German regulation. The speaker called for fully enabling remote driving at Level 4, setting out personal and technical qualifications and defining administrative responsibility.

Associate Professor Tibor Seman (P. J. Šafárik University of Košice) then addressed questions of administrative liability arising from operating autonomous vehicles. He began by observing that autonomous driving weakens the traditional link between the conduct of a natural person and the unlawful consequence, thereby challenging classic concepts of administrative liability. Against this background, he asked whether it is possible to speak of a "digital offender" and identified the driver, operator, manufacturer and software provider as the main potentially liable actors. At the same time, he stressed that the autonomous system itself cannot bear guilt and therefore cannot be treated as an independent offender.

In the second part of his presentation, the speaker argued that the concept of a "digital offender" is ultimately unsustainable and that legislative attention should instead focus on adapting existing traffic-offence rules to autonomous operation. In particular, he proposed clearer statutory definitions of autonomous vehicles, objective liability of the operator during autonomous operation, and

specific administrative offences connected with the vehicle's technical condition, configuration or permitted mode of operation. He also noted a need to distinguish between different levels of automation, especially where a human driver may still be called upon to take over control.

The panel concluded with a contribution by **Maria Hořavová (Charles University)**, who focused on the allocation of risks and insurance arrangements related to fleets of autonomous vehicles in the Czech Republic and selected European Union countries. The speaker briefly introduced current functioning of third-party insurance in the Czech Republic. Then she raised questions concerning responsibility for autonomous vehicles with higher levels of automation. A crucial challenge seems to be an increase in the number of potentially responsible subjects as developers, manufacturers and contractors enter the legal framework.

The speaker outlined three possible models for the future of third-party insurance in the context of autonomous mobility. These ranged from preserving the current model, through special compensation funds, to a complete shift towards insurance integrated into the operation or use of the autonomous vehicle. According to the speaker, the insurance system will change: new subjects, centralisation, the transition from individual contracts to collective agreements and reduction of insurance claims. The speaker presented a few possible sources of inspiration highlighting primarily the United Kingdom Automated Vehicles Act as the most detailed and developed insurance system that reflects autonomous vehicles. In conclusion, the speaker maintained that compulsory motor-liability insurance will remain in place, but its legal framework and market functioning will require targeted adjustments, especially in response to the growing number of actors involved and the changing structure of insurance risk. The symposium concluded with closing remarks delivered by **Professor Jakub Handrlica (Charles University)**.

CONCLUSION

The third Czecho-Slovak symposium confirmed that artificial intelligence, and in particular its application in autonomous mobility, represents a highly dynamic and demanding field for contemporary administrative law. The speakers demonstrated that the regulation of autonomous systems requires not only sector-specific legal solutions but also a broader reconsideration of fundamental legal concepts, including responsibility, liability, regulatory design and the relationship between innovation and public oversight.

The event brought together scholars and practitioners interested in the legal challenges associated with artificial intelligence and autonomous mobility and provided a platform for the exchange of views on regulatory and legal developments in this rapidly evolving field. A significant contribution of the symposium lay in the sharing of national experiences, particularly in relation to regulatory sandboxes and testing regimes. The comparative perspective highlighted that, should Czech legislators seek to introduce sandbox mechanisms in the field of autonomous vehicles, valuable inspiration may be drawn from foreign approaches, including the Spanish experience discussed during the symposium. At the same time, the Slovak legislative framework, in particular Act No. 429/2022, was repeatedly identified as a relevant point of reference for the further development of national regulation.

The symposium also brought forward several concrete conclusions relevant for future legislative development. It became evident that Czech law will need to further adapt to higher levels of automation, particularly with regard to remote driving and the evolving role of the human operator. At the same time, the discussions pointed to the need to reconsider traditional liability models, as the increasing autonomy of technological systems weakens the direct link between human conduct and legal responsibility. This development is further complicated by the growing number of actors involved, including manufacturers, developers and operators, which requires more nuanced

approaches to the allocation of liability. Closely related challenges arise in the field of insurance, where existing models will need to be adjusted in order to reflect the changing structure of risks associated with autonomous systems. Another important theme concerned the role of data as a key element of autonomous systems. The presentations highlighted that data generated by such systems are subject to multiple overlapping legal regimes, including data protection, data governance and sector-specific regulation. The need for coordination among these regimes was identified as essential for ensuring both effective regulation and the continued development of innovative technologies.

At the same time, the symposium reaffirmed the importance of Czecho-Slovak academic cooperation in this field. Following the first and second symposia, the third meeting represents a further step in a continuous series of scholarly discussions devoted to the challenges of artificial intelligence for administrative law.[3] This continuity enables a gradual development of the debate and situates the present symposium within an ongoing series of scholarly discussions.[4] The symposium provided a forum for the systematic exchange of views on legal, institutional and strategic aspects of artificial intelligence in the context of autonomous systems. The discussions confirmed that the regulation of autonomous vehicles represents a significant and complex challenge for legislators, regulators and scholars alike. While the symposium contributed to clarifying a number of important issues, it also demonstrated that many questions remain open and will require continued academic reflection as well as further legislative and regulatory development.

Acknowledgement is due to White & Case for its long-term support of the symposium, to the organisers, namely the Department of Administrative Law at the Faculty of Law of Charles University, together with the Institute of State and Law of the Czech Academy of Sciences and the Ministry of Transport, for the excellent organisation of the event, and to the journal *The Lawyer Quarterly*, in which selected written versions of the contributions will be published in a special issue of TLQ, following a review process.

Lucie Vonásková*, Petr Novák**

[3] KLIMENTOVÁ, Eliška, VONÁSKOVÁ, Lucie. 1. česko-slovenské sympozium o výzvách umělé inteligence pro správní právo „Co roboty rozhodovat nenecháme?“. *Správní právo* 2/2025, 152-154

[4] KLIMENTOVÁ, Eliška, VONÁSKOVÁ, Lucie. 2. česko-slovenské sympozium o výzvách umělé inteligence pro správní právo: „Robot – dobrý sluha, zlý pán“. *Správní právo* 8/2025, 679-681

* Lucie Vonásková, Department of Administrative Law and Administrative Science, Faculty of Law, Charles University in Prague, Prague, Czech Republic. E-mail: lucka.vonaskova@email.cz. ORCID: https://orcid.org/0009-0001-1473-1985.

** Petr Novák, Department of Administrative Law and Administrative Science, Faculty of Law, Charles University in Prague, Prague, Czech Republic. E-mail: petr.novak271@student.cuni.cz. ORCID: https://orcid.org/0009-0009-2304-5942.