

3RD CZECHO-SLOVAK SYMPOSIUM ON THE CHALLENGES OF AI FOR ADMINISTRATIVE LAW: A FLEET OF AUTONOMOUS VEHICLES ON THE HORIZON! (PRAGUE, 11 MARCH 2026)

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The rapid development of artificial intelligence (AI) and automation technologies is increasingly impacting the functioning of public administration in European countries. In recent years, considerable attention has been paid not only to the use of AI in administrative decision-making, but also to the broader impact of intelligent and autonomous systems on legal regulation and the administrative law system. One of the most prominent technological trends currently under active discussion is the development of autonomous vehicles, which represent an important step towards the wider integration of AI technologies into everyday social and economic life. In this regard, European states, in particular the Czech Republic and the Slovak Republic, are gradually addressing the legal, ethical and administrative challenges associated with the introduction of such technologies.

Autonomous vehicles, often described as the "fleet on the horizon", raise a wide range of regulatory issues for public authorities. These include, in particular, issues of liability, safety, personal data protection, administrative oversight, and the role of automated systems in management decision-making in transport regulation. Consequently, administrative law must adapt existing legal mechanisms to ensure that the introduction of AI-based mobility systems complies with fundamental legal principles, including transparency, accountability, the protection of human rights, and the safeguarding of the public interest. At the same time, public authorities must strike a balance between supporting technological innovation and ensuring adequate legal safeguards.

These developments are taking place in parallel with broader European initiatives to regulate AI technologies, including the establishment of comprehensive legal frameworks and a greater focus on the principles of safe, ethical and human-centred use of AI. In this context, academics and practitioners are actively exploring how administrative law should respond to new technological realities and what limits should be set on the use of automated systems in the exercise of public authority.

It is in this context that the Department of Administrative Law at the Faculty of Law of Charles University organised the 3rd Czech-Slovak Symposium **"Challenges of Artificial Intelligence for Administrative Law"**, held under the title **"A Fleet of Autonomous Vehicles on the Horizon"**. The event brought together academics and experts from the Czech Republic and the Slovak Republic, as well as invited scholars from Spain and the Netherlands, to discuss the legal implications of the development of autonomous mobility and the broader challenges that AI poses for administrative law. The symposium served as a platform for interdisciplinary dialogue on how administrative law can effectively respond to the rapid technological transformation driven by AI.

The opening address at the symposium was delivered by **JUDr. Lenka Vostrá, PhD**, of the Institute of State and Law at the Academy of Sciences of the Czech Republic. In her speech, she highlighted the growing importance of intelligent transport systems and autonomous technologies in modern transport policy and emphasised the need for appropriate legal regulation of mobility innovations. She drew attention to the fact that the introduction of new technologies in transport requires close cooperation between technical experts, lawyers and public authorities.

The next speaker was **Doc. RNDr. Tomáš Kostecký, CSC.**, a member of the Academic Council of the Academy of Sciences of the Czech Republic. In his address, he briefly outlined the activities of the Academy of Sciences as the country's leading scientific institution, emphasising its role in supporting interdisciplinary research. The speaker noted that he had no direct professional experience in law but spoke primarily as an ordinary user of modern technologies. He expressed his satisfaction that the organisers had chosen an extremely topical theme for the symposium, combining developments in AI, transport and legal regulation. In his view, discussing such issues is important for society as a whole and also promotes scientific dialogue between different fields of knowledge. In conclusion, he wished the participants productive work and a successful event.

Next to speak was **PhDr. Tereza Čížková** from the Ministry of Transport of the Czech Republic. She highlighted the close interconnection between the transport sector and legal regulation, particularly amid the rapid development of innovative technologies. She emphasised that one of the key focuses of the symposium is the discussion of the challenges arising in implementing autonomous transport systems. Particular attention was paid to the concept of regulatory sandboxes, which allow new technologies to be tested in a controlled legal environment and could become an important tool for the effective implementation of innovations in the transport sector.

The symposium was divided into three panels. The first panel of the symposium was held in English and titled **"Regulatory Sandboxes in Europe and Beyond"**. The panel was moderated by **Prof. JUDr. Jakub Handrlíca, LL.M., PhD, DSc.**, of the Faculty of Law at Charles University. In his opening remarks, he thanked all participants for attending the event and outlined the panel's theme, which focused on regulatory sandboxes and their applications across various countries, particularly in the transport sector and the development of autonomous transport systems. He also introduced the first speaker, **Prof. Dr. Sofia Ranchordás** from Tilburg University (Netherlands), highlighting her research in the field of regulatory innovation and experimental administrative law.

The first presentation was given by **Prof. Sofia Ranchordás** on the topic **"Regulatory Sandboxes: Promises, Perils, and the Future Ahead"**. In her presentation, she explained regulatory sandboxes using the metaphor of a children's sandbox as a safe space for experimentation, failure, and learning. Although not a new concept, they have gained prominence in FinTech and allow innovative solutions to be tested within a controlled legal environment for a limited period (typically 3–6 months). Most

interventions rely not on formal derogations, but on bespoke guidance, compliance support, and close regulatory engagement.

The speaker noted that such frameworks may include partial exemptions, enhanced supervision, and tailored rules, and emphasised their role in supporting evidence-based regulatory decision-making. Beyond finance, regulatory sandboxes are increasingly applied in urban mobility. For instance, autonomous transport experiments in Turin, including a shuttle transporting students under a special testing regime, demonstrate their practical use in real urban settings.

She also referred to international practices, including initiatives by the Danish Energy Agency, Ofgem, CzechInvest, and the Central Bank of Ireland, as well as Germany's regulatory experimentation concept and Estonia's exploration of autonomous delivery. The presentation concluded by highlighting regulatory sandboxes as an effective tool for fostering innovation and improving legal frameworks.

The second presentation was delivered by **Prof. Juli Ponce Solé** (Faculty of Law, University of Barcelona) on **"Artificial Intelligence and Sandboxes: The Spanish Case"**. He focused on Spain's experience with regulatory sandboxes in AI and autonomous transport, particularly the development of the national legal framework and procedures for participation in experimental programs. He provided examples of innovative projects, including autonomous transport testing in Madrid and regional initiatives in Catalonia and Valencia, such as an AI-based robotic beach-cleaning project.

Particular attention was given to the legal principles governing these experimental regimes—legality, equality, transparency, proportionality, and good administration—supported by references to the Spanish Constitution and Constitutional Court practice. The presentation concluded by emphasising the need to balance technological innovation with transparency, accountability, and the protection of fundamental legal guarantees.

The next presentation was given by **JUDr. Vladimír Sharp, LL.M., PhD** (Faculty of Law, Charles University) on **"Regulatory Sandboxes for Autonomous Vehicles: European and International Perspective"**. He argued that autonomous vehicles and regulatory sandboxes represent a natural combination, as this field requires real-world experimentation under legal supervision.

The speaker noted that traditional regulation assumes rules can be established before technologies are deployed; however, autonomous vehicles challenge this assumption. He examined the interaction between national and EU-level regulation, emphasising the sector's complexity and interdependence. Particular attention was given to the need for experimentation to identify risks and develop effective legal responses, as well as to relevant EU legal acts, including Regulation (EU) 2022/1426. Key regulatory challenges highlighted included testing environments for autonomous driving, competition concerns related to sandboxes, regulatory arbitrage, fragmentation of standards, and the risk of regulatory capture.

In conclusion, the speaker raised the question of whether such experimental regimes should be governed by a unified EU framework or remain largely within the competence of member states.

The final presentation in the panel was delivered by **Mgr. Veronika Příbaň Žolnerčíková, Ph.D.** (Institute of State and Law, Czech Academy of Sciences) on **"The Czech Perspective on Sandboxes: Practice, Legislation and a Proposal for Future Regulation"**. She outlined the current state of regulatory sandboxes in the Czech Republic and the prospects for their legal framework, including the draft Czech AI Act and research sandboxes.

She noted that Czech sandboxes are currently focused mainly on FinTech and energy law, citing FinTech Sandbox I and II, which involve the Czech National Bank. She emphasised that the AI Act framework could also be applied to road transport, but specific conditions should be established either in national legislation or through a clear, legally binding reference to the AI Act.

According to her, future regulation should combine the provisions of the AI Act with national law harmonised with EU standards, while recognising that the AI Act does not cover all aspects of autonomous transport systems. She concluded by stressing the need for a comprehensive legal approach to regulatory experiments that balances support for innovation with appropriate legal safeguards.

The second and third panels of the symposium were held in Czech and Slovak. She was entitled **"A fleet of autonomous vehicles on the horizon!"**. The panel was moderated by **JUDr. Lenka Vostrá, PhD** (Institute of State and Law, Academy of Sciences of the Czech Republic).

The first speaker was **PhDr. Tereza Čížková** (Ministry of Transport of the Czech Republic) with the presentation **"The development of legislation for automated vehicles"**. She outlined the current legal framework in the Czech Republic and emphasised that the deployment of autonomous transport is a strategic priority linked to technological innovation, electromobility, and strengthening Europe's competitiveness. She presented the Strategic Plan for the Development of Automotive Mobility until 2025 (with a perspective to 2030) and noted that many legal definitions are based on EU law and UNECE regulations.

Particular attention was given to legislative amendments effective from 1 January 2026, including changes to the Road Traffic Act and the Act on the Operation of Vehicles, which regulate the use of autonomous vehicles. These changes address issues such as the definition of a driver, liability, transfer of control, obligations towards law enforcement, and vehicle registration. She also noted that further legislative updates are planned for 2027, particularly in connection with harmonisation with EU law and the development of Level 4 autonomous driving technologies, and that the Czech Republic is actively cooperating with countries such as France and Germany.

The next presentation was delivered by the **Doc. JUDr. Jozef Andraško, PhD**. (Faculty of Law, Comenius University in Bratislava) on **"Testing Automated Vehicles in Road Traffic: Quo vadis, Slovak Republic?"**. He analysed the current legal framework for automated vehicles in Slovakia, noting that although a 2022 law introduced definitions of different types of automated vehicles, their practical use remains limited. At the same time, several experimental projects are underway, including the testing of the autonomous delivery system mAlka in Bratislava, inspired by the Estonian experience. However, the regulatory framework for testing remains underdeveloped, with challenges such as differences in administrative procedures, limited mutual recognition of test results, and varying requirements for safety, data, and liability.

The speaker emphasised the need for harmonised testing rules in line with international standards (UNECE, NATM, ADS). He also outlined various testing approaches and referred to international initiatives, such as the FAME project, aimed at developing testing infrastructure, as well as ongoing efforts to establish a national testing regime in Slovakia, including legal adjustments related to data protection.

The next presentation was given by **Prof. JUDr. Radim Polčák, PhD** (Faculty of Law, Masaryk University) on the topic **"The Legitimacy of Regulatory Responses to Autonomous Vehicles through the 4Ps: Perspective, Prediction, Pragmatic Experience, Nonsense"**. In his presentation, he examined the legitimacy of legal regulation of autonomous vehicles from a methodological perspective. The speaker emphasised that

the law must keep pace with technology, as a lag in legal regulation can pose significant risks to society.

He also cited examples of how the future of technology was imagined in the past – in particular, images from the 1960s depicting what life was predicted to be like in the year 2000, which differs significantly from today's reality. In his presentation, he drew on international experience, including examples from the US and the Philippines, as well as on the economic aspects of autonomous mobility development, such as investment and business models in this sector.

He paid particular attention to the characteristics of the European approach to regulating innovation, which, in his view, is characterised by a high degree of caution and conservatism due to potential risks. At the same time, he emphasised the importance of using regulatory "sandboxes" to test new technologies and develop effective legal solutions.

The panel's final presentation was delivered by **JUDr. Gabriela Blahoudková, PhD** (White & Case and Faculty of Law, Charles University), on **"The legal aspects of autonomous vehicles from the perspective of manufacturers"**. She focused on issues of road safety and liability, raising the question of whether autonomous vehicles can significantly improve traffic safety.

She referred to real-world testing in Arizona (USA), highlighting concerns about risk assessment, operator supervision, human interaction with automated systems, and shortcomings in regulatory oversight. In this context, she mentioned the MIT Moral Machine project, which explores ethical dilemmas associated with autonomous systems. She also presented the manufacturers' perspective on the legal status of road users and the allocation of liability for the operation of automated systems.

Following the presentations, a discussion took place in which several important legal and ethical issues were raised. Doc. Jozef Andraško drew attention to the issue of protecting human life in the event of road traffic accidents involving autonomous vehicles. JUDr. Ján Matejka, PhD, raised the issue of the ethical aspects of AI in transport. Prof. Radim Polčák drew attention to the potential risks of discrimination arising from the use of algorithmic systems. Meanwhile, Prof. JUDr. Radomír Jakab, PhD, emphasised issues of legal liability and the need for clear regulation of autonomous transport technologies.

The third panel of the symposium was entitled **"Responsibility and Data in the Age of Machines"**. The panel was moderated by **Doc. JUDr. Olga Pouperová, PhD** (Faculty of Law, Palacký University in Olomouc). The discussion during this panel focused on legal issues concerning liability, data protection and the regulation of autonomous transport systems in the context of AI development.

The first presentation was delivered by **Doc. JUDr. Marianna Novotná, PhD, and JUDr. Zuzana Adamová, PhD** (Faculty of Law, Trnava University) on the topic **"Driverless Liability: Civil Law Challenges of Autonomous Mobility"**. They analysed the issues of civil liability for damage caused by autonomous vehicles, focusing on key risk assessment criteria, including risk minimisation, control, and ownership.

Special attention was given to identifying potentially liable subjects, such as the manufacturer, developer, programmer, supplier, operator, and user, as well as the autonomous system itself, which, in some theoretical approaches, is considered a "quasi-electronic person". The speakers also examined the grounds for civil liability, the applicability of the fault-based principle, and liability for damage caused by malfunctions of autonomous systems.

The next speaker was **JUDr. Ján Matejka, PhD** (Institute of State and Law of the Czech Academy of Sciences), with presentation **"Data from Autonomous Fleets as Part**

of Public Infrastructure: Symbiosis or Antagonism of Legal Regimes?". He focused on the legal aspects of using data generated by autonomous transport systems and the challenges of personal data protection in this context, citing practical incidents such as Cruise's robotaxi operations in San Francisco and the 2018 autonomous vehicle accident in Arizona. He emphasised that the effective functioning of autonomous systems depends on proper data governance. Different categories of data were outlined, including personal, non-personal operational, mixed, and specially protected data. He also highlighted key areas relevant to governance: mobility, road safety, crisis management, planning, and environmental policy.

The speaker presented a "map" of applicable legal regimes, including the GDPR, Data Act, Data Governance Act, and transparency laws. Particular attention was paid to the Data Act (effective from 12 September 2025), noting its sector-specific nature and limitations in public-sector application. He stressed institutional mechanisms for data access and underlined that even in crisis situations, access to personal data cannot be generalised—priority should be given to non-personal data, strong safeguards, and the principle that access to data does not imply freedom to use it further.

The next presentation was delivered by **Prof. JUDr. Radomír Jakab, PhD.** (Faculty of Law, Pavol Jozef Šafárik University in Košice) on the topic **"The Legal Status of Remote Drivers in the Operation of Autonomous Vehicles"**. He examined the legal status of the remote driver responsible for supervising autonomous vehicles, the levels of automation, and the provisions of the 1968 Vienna Convention on Road Traffic (in particular, Article 34bis).

He also analysed Slovak legislation (Act No. 429/2022), which requires the presence of a driver or operator and defines their obligations. A comparative analysis of legal approaches in Slovakia, the Czech Republic, and Germany was presented, followed by recommendations: to legally enable remote control of Level 4 autonomous vehicles, establish personal, professional, qualification, and medical requirements for remote drivers, define operators' obligations, and introduce administrative liability for both drivers and operators. Special attention was given to the technical and legal requirements for remotely operated vehicles and the individuals performing such control.

The next presentation was given by **Doc. JUDr. Tibor Seman, PhD.** (Faculty of Law, Pavol Jozef Šafárik University in Košice) on the topic **"A digital criminal? – Administrative Liability in the Operation of Autonomous Vehicles"**. He addressed the concept of a "digital offender" and examined whether an autonomous system can be considered a subject of an administrative offence.

The speaker referred to real-world use of autonomous vehicles (notably Waymo and Tesla in the United States) and outlined the range of potentially liable actors. Particular attention was paid to tort liability, risks of cyberattacks, and typical accident scenarios involving autonomous and human-driven vehicles. Depending on the circumstances, liability may lie with the human driver, the operator, or be shared between them.

He emphasised that autonomous systems are expected to demonstrate greater caution, including the ability to anticipate human error. Ethical dilemmas (such as the "choice of victim") were also discussed, highlighting the need for clear legal regulation of decision-making algorithms and safeguards against cyber threats.

The panel's final presentation was delivered by **JUDr. Maria Hořavová** (Faculty of Law, Charles University) on the topic **"Pre-contractual Risk Allocation and Insurance for Fleets of Autonomous Vehicles in the Czech Republic and Selected EU Countries"**. She examined insurance issues related to autonomous vehicles and the allocation of risks

among relevant stakeholders, including the application of existing compulsory motor insurance in accident scenarios involving autonomous cars.

She also outlined possible future models of liability insurance, such as maintaining the current system with adjustments to insured parties, creating special compensation funds, introducing state guarantees, or integrating insurance into vehicle-as-a-service models. Drawing on examples from countries such as the UK, France, Germany, the Netherlands, the USA, Japan, Singapore, and China, she concluded that compulsory insurance will remain but will need to adapt to evolving technological and legal realities.

After the presentations concluded, a final discussion was held in which participants addressed key issues in the legal regulation of autonomous transport systems, including liability, ethics, data protection, and insurance. The organisers thanked the participants, partners, and sponsors, and specifically acknowledged the support of the Czech Academy of Sciences. It was announced that, based on the presented papers, scholarly articles are being prepared for publication in journals such as *The Bratislava Law Review*, *The Lawyer Quarterly*, *AUC Iuridica*, and *Právní obzor*. The next, fourth meeting of the symposium is scheduled for 2027 in Košice, Slovakia.

The relevance of the discussed topics is confirmed by contemporary scholarly literature. As Ryan Calo notes, autonomous systems pose fundamentally new challenges for the law, as they blur traditional notions of control, responsibility, and predictability of behaviour.¹ In this context, the development of legal regulation for autonomous vehicles requires not only adapting existing mechanisms but also creating new approaches to liability, data governance, and safety in the digital environment.

¹ Ryan Calo, 'Robotics and the Lessons of Cyberlaw' (2015) 103 *California Law Review* 513, 563.

