



Tampere launches Finland's first commercially operated automated bus route as part of the metaCCAZE project

Press release

Tampere, Finland – On 17 November 2025, the metaCCAZE project partners, the City of Tampere, REMOTED, and Tampere University, launched Finland's first commercially operated automated bus route. The service, provided by Nysse (Tampere region public transport authority), uses an OHMIO LIFT vehicle, equipped with advanced LiDAR and camera systems. Operating as line 301 between the Lintuhytti residential area and the Hervantajärvi tram stop, this route is not only Finland's first commercial automated bus line but may also be a first in the Nordics. The project represents a significant step toward climate-neutral, connected, and automated urban mobility.

As part of the metaCCAZE project, Tampere has served as a living lab for testing and developing automated public transport. Since January 2024, partners have worked closely with local stakeholders and citizens to select and prepare the route now in operation. The City of Tampere manages infrastructure such as bus stops and Nysse manages ticketing and real-time information systems. In addition to the vehicle operation, REMOTED is responsible for developing remote control and charging solutions, while Tampere University leads co-design, surveys, and monitoring activities.

A fully integrated part of public transport that runs every day

The OHMIO LIFT vehicle, recently acquired by REMOTED, is equipped with advanced LiDAR and camera systems, offers seating for 12 passengers, and is certified as an M2 category vehicle under EU regulations. The automated bus runs daily using the standard Nysse fare system, with timetables and route information available in the Nysse journey planner. When the automated bus is charging or under maintenance, a conventional minibus ensures service continuity. Service hours are 06:00–23:00 on weekdays and approximately 09:00–22:00 on weekends, with a short charging break around midday.

From safety driver to remote supervision

Initially, a safety driver will remain onboard. By spring 2026, the service aims to transition to fully driverless operation, monitored remotely by REMOTED from a dedicated control centre. Additional LiDAR and camera systems will enable Level 4 automation, allowing remote control and true autonomous driving without human intervention. The vehicle also features advanced battery technology designed for harsh Finnish winters.

Testing phase and acceptability and economic assessment

The testing phase will run for one year, with the option to extend for two more. Alongside technical evaluation, the project will assess economic viability and public acceptance. A passenger survey will soon be launched to gather feedback and improve the service.

More about metaCCAZE Trailblazer City, Tampere

Tampere plays a leading role in metaCCAZE by pioneering automated mobility. The goal is to move safety operators from inside vehicles to remote centres, enabling monitoring of multiple AI-driven vehicles for greater efficiency and reduced costs. Three additional automated vehicles will join the fleet soon.

More about metaCCAZE

The metaCCAZE project, co-funded by the European Union, aims to revolutionise mobility in European cities, serving both passengers and freight, with innovative electric, automated, and connected solutions designed to make transport smarter, net zero, and more efficient for all. In the vibrant streets of four trailblazer cities – Amsterdam, Munich, Limassol, and Tampere – metaCCAZE tests and demonstrates cutting-edge technologies that support shared zero-emission mobility solutions for people and goods, contributing to climate neutrality. Successful technologies and activities will be shared and implemented to six follower cities – Athens, Krakow, Gozo, Milan, Miskolc, and Poissy, Yvelines (Paris region).

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