

**Question for written answer E-004709/2025
to the Commission**
Rule 144
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Subject: How the EU is letting Europe fall behind and affecting public safety by putting off authorisation for autonomous driving

Several car manufacturers are developing autonomous driving systems in order to cut the number of road accidents. While such systems are in regular use in the US (for both individuals and transport services), the EU continues to block the roll-out of autonomous driving with its slow, inflexible market that is totally disconnected from global technological advances.

Tesla has said that its FSD¹ has already safely covered over a million kilometres in Europe, which confirms how safe and reliable it is². Other manufacturers have demonstrated similar safety levels.

EU regulations³, however, and their reliance on UN rules⁴, are blocking the European public's access to technologies that could save lives and keep Europe at the forefront of the sector.

In light of the above:

1. Does the Commission acknowledge that the current regulatory framework and reliance on outdated UN rules is a barrier to EU citizens' access to autonomous driving systems?
2. When will the Commission propose an update to legislation or a new regulatory framework to speed up authorisation of these technologies?
3. Does the Commission accept that this delay in regulations damages competitiveness and puts Europe behind countries that already have autonomous driving systems?

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¹ Full self-driving

² According to Tesla's own data, the FSD system is seven times safer than manually driven Tesla vehicles with active safety (https://www.tesla.com/en_eu/fsd).

³ Regulation (EU) 2019/2144 (<https://eur-lex.europa.eu/eli/reg/2019/2144/oj/spa>)

⁴ UN Regulation No 171 – Uniform provisions concerning the approval of vehicles with regard to Driver Control Assistance Systems (DCAS) [2024/2689]