

(English version)

**Question for written answer E-003423/25
to the Commission
Petra Steger (PFE)
(4 September 2025)**

Subject: Mandatory introduction of ill-conceived vehicle systems under the General Product Safety Regulation

The General Product Safety Regulation has applied to newly registered cars since July 2024, forcing Member States to introduce numerous new assistance and monitoring systems. This regulation is yet another example of excessive centralism in Brussels, which imposes expensive, immature technology on citizens in the European Union, thus curtailing both Member States' sovereignty and people's individual freedom.

Experience on the ground and statements from professional associations reveal serious problems: many of these systems are technically immature, prone to errors and, in serious cases, may even override the driver's control. The 'intelligent speed assistant' (ISA) in particular often works unreliably in practice and is an annoyance for drivers. The mandatory installation of accident data recorders and driver monitoring systems also gives rise to concerns as to data protection and surveillance. Purchase and maintenance costs are also skyrocketing, thus pricing vast swathes of the population out of individual mobility.

1. How does the Commission justify the mandatory introduction of technically immature systems that have been proven to malfunction and thus pose a safety risk?
2. What is the Commission doing to ensure that people's privacy is not invaded by systems such as event data recorders and driver monitors and that no further steps are taken towards permanent digital surveillance?
3. What view does the Commission take of the massive additional costs for vehicle owners resulting from these provisions, and why are Member States not free to decide independently on the use of such systems?

Submitted: 4.9.2025

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(16 October 2025)**

The advanced safety systems, mandated by the General Vehicle Safety Regulation (GSR) ⁽¹⁾ (not the General Product Safety Regulation (GPSR) ⁽²⁾ referred to in the parliamentary question) in all newly produced vehicles from 7 July 2024, were selected on the basis of an in-depth cost-effectiveness analysis of the benefit and feasibility of a range of new technologies ⁽³⁾. The Commission shall assess the effectiveness of these systems by 7 July 2027 and, if appropriate, propose legislative amendments.

The purpose of the safety systems is to support the drivers in performing their driving task and not to replace them. Drivers always remain in full control of the vehicles. Moreover, they have the possibility to switch off the systems in case the input provided is not correct.

The event data recorder (EDR) stores crucial vehicle data over a short timeframe during and after a triggering event (e.g. an airbag deployment). It records only crash-related parameters, and the recorded data is anonymised in line with the General Data Protection Regulation ⁽⁴⁾.

The initial costs for the full set of GPSR measures per vehicle were estimated to range from EUR 516 (car) to EUR 1.013 (truck) ⁽⁵⁾. The ever-increasing production costs and consumer prices of vehicles since mid-2021 are markedly a spill-over effect of other factors such as supply chain disruptions (e.g. chips), high energy costs, the war in Ukraine and an upmarket trend rather than the mandatory application of the GSR measures.

⁽¹⁾ Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users (OJ L 325, 16.12.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

⁽²⁾ Regulation (EU) 2023/988 of the European Parliament and of the Council of 10 May 2023 on general product safety (OJ L 135, 23.5.2023, p.1, ELI: <http://data.europa.eu/eli/reg/2023/988/oj>).

⁽³⁾ In depth cost-effectiveness analysis of the identified measures and features regarding the way forward for EU vehicle safety — Publications Office of the EU — <https://op.europa.eu/en/publication-detail/-/publication/77990533-9144-11e7-b92d-01aa75ed71a1>.

⁽⁴⁾ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1 — <https://eur-lex.europa.eu/legal-content/EN/AUTO/?uri=OJ:L:2016:119:TOC>).

⁽⁵⁾ <https://data.europa.eu/doi/10.2769/497485>.