

(English version)

**Question for written answer E-000837/26
to the Commission
Elena Kountoura (The Left)
(27 February 2026)**

Subject: Need for a single European safety, certification and accountability framework for autonomous driving (levels 4-5)

High-level and fully autonomous driving (levels 4-5), where no driver is expected to control the operational functions, is developing rapidly and the transition to a fully autonomous (driverless) road environment is creating new needs in terms of road safety ⁽¹⁾, system reliability and harmonisation of testing and certification procedures.

Despite the existing EU framework ⁽²⁾, significant gaps remain in terms of type approval, real-world testing, infrastructure interoperability, cybersecurity, post-market surveillance, remote software updates and the liability framework for autonomous vehicles.

The European Parliament has called for ⁽³⁾ a single European framework with common real-world testing standards, uniform requirements for autonomous systems, interoperable marking, signalling and digital mapping specifications, strong cybersecurity rules and a clear liability framework to ensure the protection of citizens.

In view of the above:

1. How will the Commission ensure that the rapid development of fully autonomous technologies will be accompanied by strict and uniform European safety standards?
2. What actions will the Commission take to establish a harmonised European framework to fill the gaps in the approval procedures for fully automated driving systems (levels 4-5), as well as in the certification of autonomous vehicles, with common, mandatory testing procedures in real-world conditions?
3. How will the Commission ensure that the operation of autonomous vehicles without a driver in control of operational functions will have a clear, specifically regulated framework of liability for the protection of citizens?

Submitted: 27.2.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(24 April 2026)**

The Commission continues updating the EU regulatory framework for autonomous vehicles, guided by the Automotive Action Plan ⁽¹⁾.

A key aspect is the harmonisation of technical rules for automated driving systems under the United Nations framework for vehicle regulations, ensuring strict and uniform safety standards for these vehicles.

A new UN Regulation for automated driving systems is expected to be adopted in June 2026 and to be integrated in the EU type-approval framework subsequently.

It will be accompanied by interpretations and guidance for consistent global implementation, including real-world testing procedures and a broadened scope of mandatory monitoring and reporting of in-service safety performance, as introduced by Implementing Regulation (EU) 2022/1426 ⁽²⁾, enhancing market surveillance. Rules on cybersecurity ⁽³⁾ and over-the-air updates ⁽⁴⁾ complement the new technical requirements for automated driving systems.

¹ The development of unmanned vehicles can significantly contribute to improving road safety. However, since these vehicles will coexist on the same roads as conventional vehicles, as well as with pedestrians and cyclists, it is essential to establish appropriate safety measures and harmonise road traffic rules at EU level.

² In particular Regulation (EU) 2019/2144 and Implementing Regulation (EU) 2022/1426, Regulation (EU) 2018/858 on the approval of vehicles and Regulation (EU) 2024/1689 on artificial intelligence.

³ In its resolution on autonomous driving in European transport and in its resolution on the EU road safety policy framework 2021-2030, the European Parliament called on the Commission to propose a new harmonised regulatory framework for automated cars, in order to ensure, through comprehensive testing, that they operate in a safe manner for their drivers and other road users, in particular as regards their interaction with conventional vehicles and vulnerable road users.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52025DC0095>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32022R1426>.

⁽³⁾ UN Regulation 155, <https://unece.org/transport/documents/2021/03/standards/un-regulation-no-155-cyber-security-and-cyber-security>.

⁽⁴⁾ UN Regulation 156, <https://unece.org/transport/documents/2021/03/standards/un-regulation-no-156-software-update-and-software-update>.

The Product Liability Directive ⁽⁵⁾ addresses new technology developments, holding manufacturers accountable for defective products. Member States must transpose the directive into national laws by December 2026.

Even though road safety liability rules remain under the responsibility of individual Member States and differ across countries, the Commission is collaborating with Member States in the context of large-scale cross-border testbeds for automated vehicles to support the harmonisation of accident liability approaches for autonomous vehicles.

⁽⁵⁾ https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=OJ:L_202402853.