

(English version)

**Question for written answer E-001231/26
to the Commission
Merja Kyllönen (The Left)
(24 March 2026)**

Subject: Flexibility of use and road safety of lane-keeping assistance

The automatic activation of lane-keeping assistance in vehicles complies with EU legislation. In practice, however, these systems can cause significant safety risks, particularly in winter conditions and for professional drivers: the vehicle may suddenly turn the steering wheel on a slippery road, which frightens the driver and can result in sliding or accidents. Professional drivers end up constantly switching the system off and on again, which causes practical problems and increases risks at work.

1. Can the Commission clarify whether enough research has been done on the safety of lane-keeping assistance in demanding driving conditions, and is it considering adapting the rules so that a driver would have the chance to take the lane-keeping assistance system permanently out of use or at least restrict its automatic activation depending on the conditions?
2. How does the Commission intend to ensure that automatic safety systems in vehicles support the practical experience of drivers and improve road safety in all conditions?

Submitted: 24.3.2026

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

Regulation (EU) 2021/646 ⁽¹⁾ does not permit the permanent deactivation of the emergency lane-keeping system (ELKS), regardless of the driving conditions or the driver's professional status.

Therefore, even in winter conditions or for professional drivers, permanent deactivation is explicitly prohibited. While the regulation sets minimum safety requirements, it allows manufacturers to optimise system performance.

The development of ELKS implementing regulation was informed by the impact assessment for Regulation (EU) 2019/2144 ⁽²⁾, which evaluated the potential safety benefits of ELKS, including its effectiveness in reducing lane-departure collisions, while also considering potential drawbacks such as annoyance caused by unnecessary system interventions.

The findings of this assessment underscored the importance of designing ELKS in a way that maximises safety benefits while minimising intrusiveness.

The drafting of Regulation (EU) 2021/646 involved extensive consultation with representatives from automotive manufacturers, road safety organisations and type approval authorities.

These stakeholders provided critical input on the technical specifications of the regulation, ensuring that the requirements for ELKS were both effective and practical, guaranteeing that it leads to practical improvements in road safety.

Furthermore, an evaluation of the General Safety Regulation ⁽³⁾ is foreseen for July 2027, to evaluate the effectiveness of safety measures (including ELKS).

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/SR/TXT/?uri=CELEX:32021R0646>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52018SC0190>.

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