

Supporting autonomous vehicles and innovation in the EU automotive sector

26.3.2025

Question for written answer E-001267/2025
to the Commission
Rule 144
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The action plan for the automotive sector identifies autonomous vehicles (AVs) as a key technology that is expected to generate a global added value for the sector of EUR 400 billion by 2035. However, while the United States and China have moved forward with AV deployment, in Europe we are lagging behind.

Our automotive industry is at a critical juncture and must embrace advanced technologies to remain globally competitive. AVs represent a key sector where the EU could invest more, as highlighted in the Draghi report, but progress is being hindered by fragmentation in the single market and other constraints. We need to create a single market to support the innovation and deployment of AVs.

In the light of this, can the Commission:

- 1. Clarify the timeline for updating the regulatory framework for AVs, particularly regarding the lifting of the restriction on small series vehicles?
- 2. Lay out the steps for establishing large-scale test beds for AVs and indicate what concrete objectives (in terms of number of vehicles deployed) it will set for these test beds?
- 3. Explain when we can expect the number of AVs on the EU's roads to match the number of those on US roads, currently estimated at 1 000 vehicles with high levels of automation?

Answer given by Executive Vice-President Séjourné on behalf of the European Commission

23.5.2025

Written question

1. The Commission plans to lift the small series scheme for autonomous vehicles progressively. As a first step, still in 2025, the rules for automated valet parking will be extended to large series and by 2026 to the other use cases covered by Regulation (EU) 2022/1426[1]. Meanwhile, the Commission is working to deliver a global harmonised framework for automated driving systems (ADS) in the United Nation context by 2026. Both initiatives will also require the adaptation of other technical rules to fit automated vehicles.

2. With regard to test beds, the Commission will exchange with Member States and industry on the most promising use cases and geographic areas for deployment. The objectives in terms of deployed vehicles will depend on the use-cases selected, but the ambition is to move from current research pilots with few units of prototypes to fleets providing a commercial service.

3. In order to reach large numbers of automated vehicles on EU roads, the barriers on the single market, notably from national traffic rules in the Member States and for cross-border services, need to be overcome.