

**Question for oral answer O-000004/2016  
to the Commission**

Rule 128

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Subject: Autonomous driving

The automotive sector is currently undergoing rapid development. While advanced driver assistance systems have gradually been implemented and optimised over the last 10 years, the next step – partly autonomous driving – is about to be initiated. In 2016 the first car models equipped with partly-autonomous-driving features such as full self-parking, collision avoidance systems and traffic jam assistance will be introduced on the market. The first generation of fully autonomous vehicles is currently being developed by car manufacturers and system engineers with the general aim of introduction from 2030. In view of these rapid developments, the EU transport sector urgently needs to adapt to the new reality. In order to keep pace with market trends and to stay competitive vis-à-vis other regions around the world, the Commission will have to respond swiftly to legal, procedural and safety- and infrastructure-related challenges linked to autonomous driving. The Commission must address the following fundamental questions:

- Given that technology will increasingly take over fundamental responsibilities such as steering the vehicle, has the Commission investigated how existing liability law should be adjusted? More specifically, how does the Vienna Convention on Road Traffic of 1968 need to be amended?
- Given that connectivity among autonomous vehicles and between vehicles and infrastructure will be crucial in order to ensure an unobstructed traffic flow, how does the Commission intend to address issues of data protection and cybersecurity?
- In view of the specific infrastructure needs of autonomous-driving vehicles, has the Commission considered the extent to which autonomous driving could be integrated into the current transport infrastructure of the Member States, and considered where additional strategic investments would be appropriate?
- Given that autonomous-driving vehicles require different testing and inspection procedures, does the Commission intend to adjust the existing legislation for vehicle type approval, such as the United Nations Economic Commission for Europe (UNECE) regulations?
- Given the numerous fundamental issues raised above, has the Commission already started drawing up a strategy for autonomous driving in the EU? Would the Commission agree that, in light of the growing importance of autonomous driving, the early publication of a Green Paper is essential?

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