Shaping the standard: Automotive suppliers welcome the UN's landmark autonomous driving rules

The adoption of the United Nations' first-ever regulatory framework for fully Automated Driving Systems (ADS) marks a turning point for automated mobility, moving the technology from experimental validation towards regulated deployment. For automotive suppliers, the framework creates the foundation for bringing sensing, software, validation, cybersecurity, and data management solutions into a globally recognised regulatory environment.

Crucially, the milestone reflects years of intensive technical groundwork by the automotive supply community, spearheaded by **CLEPA**. Operating through the UN's dedicated Working Party on Automated/Autonomous and Connected Vehicles (GRVA) and its informal working groups, CLEPA's technical experts helped engineer an outcome-oriented framework that is strictly technology-neutral and feature-agnostic. Following the adoption of the Working Forum for Harmonisation of Vehicle Regulations (WP.29 adoption) in Geneva, the regulatory text will move towards formal entry into force under the UN framework, with implementation expected around late 2026 or early 2027.

For automotive suppliers, this represents a major step towards the industrialisation of automated driving. The framework provides a clearer pathway for technologies ranging from perception systems and control software to validation tools, cybersecurity solutions, and lifecycle safety evidence. Its technology-neutral and feature/use-case agnostic approach allows suppliers to support different ADS functions and vehicle architectures rather than being tied to a single technical solution.

The regulatory model will have a significant impact across the automotive supply chain, shaping how companies develop, validate, and demonstrate the safety performance of automated driving technologies. By aligning technical expectations globally and reducing fragmentation between type-approval and self-certification approaches, the new framework can support more consistent deployment across European and international markets.

However, industry leaders emphasise that the transition toward commercial rollout will require rigorous pragmatism. Specifically, suppliers on the operational boundary separating ADS and Advanced Driver Assistance Systems (ADAS), as well as on the proportionality of data collection requirements under DSSAD. Mandating excessive or non-essential data retention risks needlessly inflating cloud storage costs, overcomplicating vehicle architectures, and creating severe compliance bottlenecks across the supply chain.