

Question for written answer E-002584/2026
to the Commission
Rule 144
Manuela Ripa (PPE)

Subject: Harmonised charging and battery systems for light means of transport (LMTs)

The use of LMTs, such as e-bikes and e-scooters, is steadily increasing across the EU. However, market fragmentation caused by a multitude of manufacturer-specific charging ports, chargers and battery systems hinders interoperability, imposes unnecessary costs on consumers and generates avoidable electronic waste.

Taking into account Recital 41 of Regulation (EU) 2023/1542¹ concerning batteries and waste batteries (Batteries Regulation), the interoperability of chargers is a key instrument for waste prevention. Recital 41 states that the regulation should require the Commission to assess how harmonised standards can be introduced for common chargers, specifically for LMT batteries.

As no concrete proposals have been submitted so far, we ask the Commission the following questions:

1. Since the entry into force of the Batteries Regulation, what concrete steps has the Commission taken to assess or prepare harmonised charging or battery systems for LMT batteries?
2. Does the Commission intend to introduce EU-wide mandatory standards or interoperability requirements for the charging interfaces of light electric vehicles, and if so, what is the expected timeline?
3. How does the Commission assess the impact of non-interoperable charging and battery systems on e-waste generation, consumer costs, and the development of public charging infrastructure across the EU?

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¹ Regulation (EU) 2023/1542 of the European Parliament and of the Council of 12 July 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC (OJ L 191, 28.7.2023, p. 1, ELI: <http://data.europa.eu/eli/reg/2023/1542/oj>).