

(English version)

Question for written answer E-002817/25
to the Commission
Beatrice Timgren (ECR)
(10 July 2025)

Subject: Access to cutting-edge technology in the European Union

Despite emerging technologies, batteries for phones sold in Europe seem to have a maximum capacity of around 5 000 mAh. Meanwhile, it is not uncommon to see identical handsets in other regions, such as Asia, with battery capacities exceeding 6 000 mAh.

Smartphone manufacturer OnePlus points to European laws and regulations regarding the transportation of single-cell batteries as the cause of this disparity ⁽¹⁾. The manufacturer explains that European laws affect the maximum size of a single battery cell. Manufacturers therefore either have to sell smartphones with smaller battery capacities or opt to manufacture smartphones that use dual-cell batteries.

In the light of the above:

1. Can the Commission confirm whether the battery capacity disparities are, either directly or indirectly, a result of any EU legislation?
2. If the answer to the first question is in the affirmative, how will the Commission ensure the competitiveness of European smartphone manufacturers, which have to adhere to different rules than their non-EU competitors?
3. If the answer to the first question is in the affirmative, how will the Commission ensure that EU citizens have access to modern technology, in the same way that the rest of the world has?

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Answer given by Mr Tzitzikostas on behalf of the European Commission
(1 September 2025)

The rules concerning the carriage of dangerous goods do include some specific provisions on the transport of batteries. In general terms, the rules on the carriage of dangerous goods are established at the level of international organisations namely United Nations Economic Commission for Europe and Intergovernmental Organisation for International Carriage by Rail, and set out in the Agreement concerning the International Carriage of Dangerous Goods by Road ⁽¹⁾, in the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways ⁽²⁾ and the regulation concerning the International Carriage of Dangerous Goods by Rail (RID) ⁽³⁾.

Except in the case of RID, the EU is not itself a contracting party to these agreements, although EU Member States are. In any case, these international instruments are incorporated into EU law as annexes to Directive 2008/68/EC ⁽⁴⁾ on the inland transport of dangerous goods, with the result that these rules are mandatory for national transport operations within the Union as well as transport operations between EU Member States. They also apply to international carriage in a much wider geographical area.

The Commission nevertheless remains open to dialogue with EU manufacturers to further explore this topic.

¹ <https://www.androidauthority.com/oneplus-phones-smaller-batteries-3453725/>.

⁽¹⁾ <https://unece.org/adr-2025-files>.

⁽²⁾ <https://unece.org/transport/dangerous-goods/adn-2025>.

⁽³⁾ https://otif.org/en/?page_id=1105.

⁽⁴⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02008L0068-20250213&qid=1754552606495>, OJ L 260, 30.9.2008, p. 13.