

(English version)

**Question for written answer E-004564/25
to the Commission
Niels Flemming Hansen (PPE)
(17 November 2025)**

Subject: Removing regulatory barriers to the uptake of electric-powered vans

Electric-powered vans with a total permissible laden weight between 3 501 -4 250 kg are subject to rules for small trucks. This places electric-powered vans with similar loading capacities as conventionally powered vans at a regulatory disadvantage because of their higher dead weights, due to their heavier batteries, and risks slowing down the transition to zero-emission vehicles.

Raising the weight threshold for electric-powered vans from 3 500 kg to 4 250 kg and exempting them from the set of regulatory requirements for small trucks would help increase market uptake of electric vehicles, accelerate the green transition of road transport, and reduce administrative burdens on businesses in line with the Commission's simplification agenda.

1. Will the Commission assess the impact of a permanent increase of the weight threshold, from 3 500 kg to 4 250 kg, on the transition of the road transport sector to zero-emission vehicles?
2. Will the Commission consider establishing a regulatory sandbox to gather data and test the effects of such an increase in a controlled environment?
3. Based on the insights gained through such a sandbox model, would the Commission consider a revision of the legal framework applicable to electric-powered vans?

Submitted: 17.11.2025

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(29 January 2026)**

The Commission considered the possible regulatory obstacles to the uptake of electric light commercial vehicles that are heavier compared to their internal combustion counterparts due to the weight of the battery.

As a result, and in line with the Automotive Action Plan, the Commission has proposed in the Automotive Omnibus adopted on 16 December 2025 ⁽¹⁾, to exempt electric vans with maximum permissible mass up to 4.25 tonnes from the requirements to install and use speed limitation devices, and to allow Member States to exempt electric vans from the requirements on driving times and rest periods, and the installation and use of the tachograph.

The proposed simplification measures will reduce the administrative burden and costs, restore the level playing field for electric vans and are fully aligned with the EU environmental and road safety objectives.

This issue has also been recognised and taken into account in the recent revision of the EU Driving Licence Directive ⁽²⁾, whereby a category B licence will be valid, two years after it was issued for the first time, for electric vans up to 4.25 tonnes.

⁽¹⁾ COM(2025)993 and COM(2025)999.

⁽²⁾ Directive (EU) 2025/2205 of the European Parliament and of the Council of 22 October 2025 on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 of the European Parliament and of the Council, and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (OJ L, 2025/2205, 5.11.2025), ELI: <http://data.europa.eu/eli/dir/2025/2205/oj>.