

EN
E-000657/2026
Answer given by Mr Tzitzikostas
on behalf of the European Commission
(27.4.2026)

Personal mobility devices (PMDs) provide an alternative urban mobility means. However, from a road safety perspective they represent new risks, and hence new challenges for authorities.

Directive (EU) 2021/2118¹ gives a revised definition of ‘vehicle’, covering motor vehicles propelled exclusively by mechanical power with a maximum design speed of more than 25 km/h, or with a maximum net weight of more than 25 kg and a maximum design speed of more than 14 km/h. Vehicles meeting these criteria are subject to compulsory motor third-party liability insurance. However, this Directive does not preclude Member States from introducing insurance requirements for any motor equipment used for personal mobility. Accordingly, the introduction by Spain of compulsory insurance for certain light electric vehicles is not, as such, inconsistent with the scope and objectives of the Directive.

As regards safety requirements, PMDs are currently covered by Directive 2006/42/EC² with harmonised product safety provisions that are technology neutral. These provisions do however not regulate the safety needs specifically for on-road use of PMDs, which may explain a fragmented approach throughout Member States.

A Commission study³ in 2024 recommended harmonised rules to address the current fragmentation of on road use of PMDs across the EU. The Commission will reflect and assess any further steps to tackle the issue in the future.

¹ <https://eur-lex.europa.eu/eli/dir/2021/2118/oj/eng>.

² Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery ELI: <http://data.europa.eu/eli/dir/2006/42/oj>.

³ Study on the need for harmonised rules to support the rise of micro mobility and increased road safety for personal mobility devices – Final report (1.0), Publications Office of the European Union, 2024 <https://data.europa.eu/doi/10.2873/8572224>.