

(English version)

**Question for written answer E-000678/26
to the Commission
Rosa Serrano Sierra (S&D)
(17 February 2026)**

Subject: Harmonisation of technical standards for electric scooters to boost safe, affordable and sustainable urban mobility across the EU

Shared e-scooters and e-bikes are a key part of sustainable urban mobility, offering millions of Europeans an affordable, low-emission transport option that helps decongest cities.

However, the lack of EU-level technical standards has fragmented the market, with different countries having different standards to regulate aspects such as speed limits, braking systems and safety requirements. That fragmentation increases compliance costs, limits innovation and restricts the cross-border deployment of services.

A study commissioned by DG MOVE and DG GROW in 2024 recommended developing an EU framework for universal type approval for personal mobility devices, which would simplify operations, improve safety and strengthen the single market. In this regard, the Draghi report identifies the patchwork of national standards on solutions for innovative mobility as an impediment to scaling up clean technologies and creating a truly integrated internal market.

In light of the above:

1. When does the Commission intend to present a proposal for harmonised standards for e-scooters and personal mobility devices that will strengthen European competitiveness and improve people's access to sustainable urban mobility?

Submitted: 17.2.2026

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

As regards purely technical essential health and safety requirements, e-scooters and e-bikes (with an auxiliary electric motor having a maximum continuous rated power of less than or equal to 250 watts), often referred to as Personal Mobility Devices (PMDs), are currently covered by the Machinery Directive 2006/42/EC ⁽¹⁾ with harmonised product safety provisions.

These provisions do however not regulate the safety needs specifically for on-road use of such PMDs, which may explain a fragmented approach throughout Member States.

Indeed, in 2024, a study ⁽²⁾ prepared on behalf of the Commission examined the challenges and opportunities associated with regulating PMDs for on-road use.

More recently, the Commission adopted a mid-term report on the implementation of the EU road safety framework ⁽³⁾ where it committed to drawing conclusions on the potential benefits of harmonising technical specifications of PMDs ⁽⁴⁾.

The Commission also committed to preparing guidance to Member States and regional and local administrations on what issues should be taken into account to ensure the safety of riders and other road users during the use of PMDs; this should expand on the guidance set out in the 2021 Sustainable Urban Mobility Plans Topic Guide on Safe Use of Micromobility ⁽⁵⁾.

⁽¹⁾ Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, <http://data.europa.eu/eli/dir/2006/42/oj>.

⁽²⁾ European Commission: Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, *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://op.europa.eu/en/publication-detail/-/publication/4286a092-a55f-11ef-85f0-01aa75ed71a1>.

⁽³⁾ COM(2026) 77 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52026DC0077>.

⁽⁴⁾ As requested by Transport Ministers at the Transport, Telecom and Energy Council meeting in December 2025.

⁽⁵⁾ https://urban-mobility-observatory.transport.ec.europa.eu/sustainable-urban-mobility-plans/expert-corner-sump-reference-materials_en.