

(English version)

**Question for written answer E-001470/26
to the Commission
Stefano Cavedagna (ECR), Denis Nesci (ECR)
(10 April 2026)**

Subject: Consumer safety and market surveillance for personal mobility devices

Millions of personal mobility devices (PMDs), such as e-scooters, are sold across the EU, yet fall outside the scope of vehicle type-approval (Regulation (EU) No 168/2013 ⁽¹⁾). The Machinery Directive ⁽²⁾ governs their placement on the market, but does not address road safety requirements such as braking, lighting, speed limitation or anti-tampering.

A November 2024 TRL/fka study, conducted on behalf of the Commission, documented fraudulent CE certifications and recommended a universal EU PMD approval scheme. In December 2025, 16 Member States called for an EU-wide framework. Meanwhile, the European and Italian markets face a growing influx of electric bicycles that are sold as pedal-assisted cycles but function as unregistered mopeds. These have top speeds of 50-85 km/h, but are not subject to requirements concerning insurance, helmets or licences. Seizures by law enforcement in cities across Italy confirm the systemic scale of the problem.

1. Since there are no harmonised EU technical requirements, what tools do market surveillance authorities possess, under Regulation (EU) 2019/1020 ⁽³⁾, to intercept PMDs sold online that fail to meet road safety standards?
2. Does the Commission consider the Machinery Regulation adequate consumer protection for devices used daily on public roads by millions of Europeans, including minors?
3. Will the Commission include harmonisation on PMD in its 2027 work programme, given the TRL/fka study recommendation and the call made by 16 Member States in the Transport Council?

Submitted: 10.4.2026

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

Under Regulation (EU) 2019/1020 ⁽¹⁾, market surveillance authorities (MSAs) have a range of tools to intercept non-compliant personal mobility devices (PMDs) sold online.

These include powers to do mystery shopping online, to order the removal of online listings, to suspend the release of products at the EU's external borders, and to require the withdrawal or recall of products presenting a risk to health and safety on the basis of a general safety assessment ⁽²⁾ or Regulation (EU) 2023/988 ⁽³⁾.

Furthermore, Member States undertake coordinated enforcement action across the Single Market. However, the absence of harmonised road safety requirements for PMDs limits the effectiveness of these tools in practice.

Although the EU machinery legislation ⁽⁴⁾ is the main safety regulatory act applying to machinery, including mobile machinery such as PMDs, and addressing safety when the machinery is at work, its essential requirements do not cover the safety aspects of that machinery when circulating on public roads.

In 2024, a study ⁽⁵⁾, prepared on behalf of the Commission, examined the challenges and opportunities associated with PMDs. The mid-term report on the implementation of the EU road safety framework ⁽⁶⁾ committed to drawing conclusions on the potential benefits of harmonising technical specifications for on-road use of PMDs ⁽⁷⁾.

¹ Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52, ELI: <http://data.europa.eu/eli/reg/2013/168/oj>).

² Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (OJ L 157, 9.6.2006, p. 24, ELI: <http://data.europa.eu/eli/dir/2006/42/oj>).

³ Regulation (EU) 2019/1020 of the European Parliament and of the Council of 20 June 2019 on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 (OJ L 169, 25.6.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/1020/oj>).

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2019/1020/oj/eng>.

⁽²⁾ Article 16 of Regulation (EU) 2019/1020 provides a residual basis for MSAs to act on general safety grounds.

⁽³⁾ <https://eur-lex.europa.eu/eli/reg/2023/988/oj/eng>.

⁽⁴⁾ Until 19 January 2027, Directive 2006/42/EU (<https://eur-lex.europa.eu/eli/dir/2006/42/oj/eng>), and from 20 January 2027, Regulation (EU) 2023/1230 (<https://eur-lex.europa.eu/eli/reg/2023/1230/oj/eng>).

⁽⁵⁾ 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://data.europa.eu/doi/10.2873/8572224>.

⁽⁶⁾ Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point, COM(2026) 77 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52026DC0077>.

⁽⁷⁾ As requested by Transport Ministers at the Transport, Telecom and Energy Council meeting in December 2025.

The 2024 study also showed that PMD riders' behaviour plays a significant role for safety. Member States have an important role to play in setting out adequate traffic rules and properly enforce them.

The Commission has committed to prepare 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 ⁽⁸⁾.

⁽⁸⁾ This should expand on the guidance set out in the 2021 Sustainable Urban Mobility Plan Topic Guide on Safe Use of Micromobility, https://urban-mobility-observatory.transport.ec.europa.eu/sustainable-urban-mobility-plans/expert-corner-sump-reference-materials_en.