

**Question for written answer E-001613/2026
to the Commission**
Rule 144
Cynthia Ní Mhurchú (Renew)

Subject: Proposal for a mandatory e-permit for e-scooter and e-bike users

Will the Commission, as a matter of urgency, introduce a mandatory online safety assessment and certification system ('e-permit') for all e-scooter and e-bike users, in view of the clear and growing road safety risks associated with their largely unregulated use?

1. Given that individuals as young as 16 can operate these vehicles on public roads without any formal knowledge of road safety or traffic rules, and despite the fact that the acceleration capabilities of such vehicles are comparable to motorised vehicles that require licences, what immediate steps will the Commission take to address this regulatory gap?
2. Will the Commission commit to implementing measures that ensure user education through a short online road safety assessment, enforce accountability via a permit system, enable the collection of anonymised usage data to better inform infrastructure planning, and decisively reduce the increasing number of accidents involving e-scooters and e-bikes, while maintaining support for these vehicles as a convenient and sustainable mode of transport?

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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(19.6.2026)

While Directive (EU) 2025/2205¹ on driving licences (DLD) does not directly address the competence of e-scooter and e-bike users, nor introduces any dedicated ‘e-permit’ system or assessment system for them, the new DLD will have an impact on those users by reinforcing training and testing requirements for drivers who share the road with micro-mobility users and other vulnerable road users. These measures include updated driver testing content (Article 10(1)(a) and Annex II), enhanced hazard perception training, and new provisions on safe interaction with vulnerable users.

That said, the Commission and Member States cooperate on issues beyond the Directive's scope, including by exchanging best practices on road-safety awareness and education measures on micro-mobility. At present, there are no plans to modify the existing licensing requirements for these micro-mobility devices at EU level².

The Commission recognises the importance of user education and accountability in reducing accidents involving e-scooters and e-bikes, and the revised DLD includes several measures that support these goals, such as updated training content on micro-mobility and a new probationary-period regime for novice drivers. In its report on the implementation of EU road safety policy³ the Commission committed to drawing conclusions on the potential benefits of harmonising technical specifications of personal mobility devices⁴ and preparing guidance to Member States 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 these devices⁵.

¹ <https://eur-lex.europa.eu/eli/dir/2025/2205/oj/eng>.

² If a micromobility device is designed to reach a speed beyond 25 km/h, driving it requires a driving licence (AM).

³ 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/?qid=1770988478200&uri=COM%3A2026%3A77%3AFIN>.

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

⁵ This guidance will expand on the guidance set out in the 2021 SUMP 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.