ANALYSIS OF REGULATION AND LEGISLATION CONCERNING ESCOOTERS THROUGHOUT THE EUROPEAN UNION

ARIS

HRZZ
Croatian Science Foundation

eSCURB: Electric scooters in urban environments: A study of safety, infrastructure, and mobility dynamics

WP1 A1.1: Legislation and regulation analysis

Project leader from Slovenian partner: Asst. Prof. Tina Cvahte Ojsteršek, Ph.D.
Project leader from Croatian partner: Asst. Prof. Dario Babić, Ph.D.

Project team:

Faculty of Logistics, University of Maribor:
Tina Cvahte Ojsteršek
Darja Topolšek
Simona Šinko
Lazar Pavić
Pija Soršak
Marjan Sternad
Uroš Kramar
Tomaž Kramberger
Martin Fale
Mateja Forte

Faculty of Criminal Justice and Security, University of Maribor:
Igor Areh

Faculty of Transport and Traffic Sciences, University of Zagreb:
Dario Babić
Darko Babić
Mario Fiolić
Shirin Rizehbandi

The project "eSCURB: Electric scooters in urban environments: A study of safety, infrastructure, and mobility dynamics" is financed by the Slovenian Research and Innovation Agency (project code J5-60090) and Croatian Science Foundation (grant agreement No IPS-2024-02-3188) as part of the Lead Agency Multilateral Scheme (Weave) Agreement, an EU-wide initiative for the (co)funding of research projects.

Contents

Ethical Declaration and Authorship Statement

We declare that this report is the result of the collective authorship of the project team. We declare that the report and its research was carried out in accordance with the principles of research, professional, and academic ethics, as well as with the requirements of the project, its funders, and the funding scheme. The project activities and its results were implemented within the framework of, and in compliance with, the project objectives, conditions, and the applicable rules of the funding agencies.

In preparing the project, we ensured the accuracy, traceability, and credibility of the presented data, consistently cited the sources used, and observed applicable legal and ethical standards. Appropriate scientific and professional sources were used in preparing the project report, and these are listed in the respective bibliographies or source lists. In doing so, we consistently respected copyright and the principles of proper source citation.

Generative artificial intelligence was also used as a support tool, exclusively for the following purposes:

- searching for and reviewing general information, especially regarding regulations and frameworks in other countries due to language barriers (tools: ChatGPT and Copilot);
- translating sources and texts from foreign languages and into foreign languages (primarily DeepL and Copilot);
- translating reports between Slovenian, Croatian, and English for reporting and inter-project communication purposes (primarily DeepL and Copilot);
- grammatical and stylistic proofreading of original texts created by the project team (tools: Grammarly and Copilot).

Generative artificial intelligence was not used for independently creating the substantive parts of the research or the project results, but solely as support in processing, understanding, and linguistically optimizing content, as well as for translation between the project languages.

EUROPEAN UNION LEVEL

Introduction and methodological explanations

This report examines the legal framework of the European Union relevant to electric scooters, with a focus on binding EU legislation, non-binding strategic documents and the division of competences between the European Union, Member States and local authorities. The purpose of the report is not to analyse national transport regulations, but to provide a systematic overview of EU legal acts that directly or indirectly affect the placing of electric scooters on the market, their safety, environmental aspects, digital management and regulatory context.

The report is based on an analysis of binding EU legal acts (regulations and directives), the case law of the Court of Justice of the European Union, non-binding political and strategic documents (soft law) and expert reports from EU institutions. Particular emphasis is placed on understanding the legal nature of individual documents and their actual effects on the regulation of electric scooters.

The report uses the consolidated versions of European Union legal acts as published on the EUR-Lex portal, which provides an overview of the current text together with all applicable amendments.

The case law of the Court of Justice of the European Union is used in the report for guidance, i.e. as interpretative support in explaining the legislative context and legislative responses of the EU, but not as an independent regulatory source for electric scooters.

This methodological approach allows for a clear distinction between binding EU rules, policy guidelines and national or local regulatory autonomy, which is key to understanding the EU's role in regulating electric scooters.

Typology of European Union documents and their legal weight

The legal and political framework of the European Union is based on several types of documents, which differ in their legal nature, binding force and function within the EU legal system. In order to properly understand the legislation relating to electric scooters, it is essential to distinguish between binding legal acts, non-binding political documents and other supporting sources, such as case law and standards. This distinction allows for a clear assessment of which documents create legal obligations and which primarily serve a guiding or technical role.

European Union regulations

Regulations are EU legal acts that are fully binding and directly applicable in all Member States. They do not need to be transposed into national law to be valid. Regulations establish uniform rules that apply directly and equally in all Member States, ensuring a high degree of harmonisation.

In the field of electric scooters, regulations play a key role, particularly in regulating product safety, market surveillance and environmental requirements. Examples of regulations covered in this report include Regulation (EU) No 168/2013, Regulation (EU) 2023/988 on general product safety, Regulation (EU) 2019/1020 on market surveillance and Regulation (EU) 2023/1542 on batteries.

European Union directives

Directives are binding in terms of the objectives to be achieved by Member States, but leave it to the Member States to choose the form and means of implementation. Unlike regulations, directives do not take effect directly, but require transposition into national law. Member States have a certain degree of discretion in this regard, which can lead to differences in national regulations.

In the context of electric scooters, directives mainly apply to horizontal areas of technical compliance and environmental protection. These include directives on electromagnetic compatibility, radio equipment, low-voltage equipment, the restriction of hazardous substances and the management of waste electrical and electronic equipment. These directives do not regulate e-scooters as a transport category, but set out objectives that national regulations must take into account when regulating products.

Case law of the Court of Justice of the European Union

The case law of the Court of Justice of the European Union has a binding effect on the interpretation of European Union law. The Court of Justice does not create new legislative rules, but interprets existing EU law and ensures its uniform application in all Member States. The interpretations given by the Court of Justice are binding on national courts and other competent authorities when applying EU law.

In the field of electric scooters, the case law of the Court of Justice of the EU does not have a significant direct impact, as electric scooters are not, as a rule, subject to specific harmonised EU transport legislation. Nevertheless, case law is important indirectly, particularly in interpreting basic concepts such as the concept of a vehicle, product, internal market and the scope of liability and compulsory insurance. Judgments relating to the interpretation of the concept of a motor vehicle or the scope of compulsory insurance have influenced the understanding of the legal limits within which Member States may regulate the use of electric scooters.

In this report, the case law of the Court of Justice of the European Union is used indicatively, meaning that it is not subject to systematic or exhaustive analysis, but serves as interpretative support in explaining the scope and limits of applicable EU law. The judgments of the Court of Justice of the European Union are taken into account to the extent that they have influenced the understanding of key concepts or subsequent legislative changes at EU level. The purpose of such use of case law is not to establish a separate legal regime for electric scooters, but to clarify the legislative context and legislative responses of the European Union.

Non-binding documents and political acts (soft law)

In addition to binding legislation, the EU also adopts numerous non-binding documents such as strategies, white papers, communications, action plans, guidelines and recommendations. These documents do not have direct legal binding force, but they have a significant influence on the formulation of policies, legislative initiatives and practices of Member States.

In the context of electric scooters and micro-mobility more broadly, these documents shape the political and strategic context, particularly in the areas of sustainable mobility, traffic safety and urban planning. Although they do not create direct obligations, they often serve as a reference framework for the development of national strategies and local regulations.

Standards and technical documents

European and international standards, such as EN 17128, are not part of EU law and are not legally binding. Their use is voluntary, but they play an important technical role in practice as they provide common technical references and can facilitate the demonstration of compliance with EU legislation.

In addition to standards, technical reports, analyses and studies prepared by EU institutions and agencies also play an important role. These documents have no legal effect, but they provide a factual and analytical basis for policy-making and contribute to understanding the risks and challenges associated with electric scooters.

Distinguishing between the different types of EU documents and their legal weight is key to correctly interpreting the regulatory framework for electric scooters. Binding legal acts set out mandatory requirements that Member States and economic operators must comply with, while non-binding documents, case law and standards complement this framework with policy, interpretative and technical guidance. This typology provides a methodological starting point for understanding all subsequent chapters of the report.

The legal status of electric scooters in European Union law

The legal status of electric scooters in European Union law is key to understanding the regulatory framework governing their manufacture, placing on the market and use. At EU level, electric scooters are generally not treated as vehicles within the meaning of harmonised transport law, but primarily as products placed on the internal market. This initial classification has a significant impact on the division of competences between the European Union, Member States and local authorities, and determines which issues are subject to binding EU regulation and which remain within national or local competence.

EU type-approval system for vehicles (Regulation (EU) No 168/2013)

The basic legal act of the European Union in the field of motor vehicle harmonisation is Regulation (EU) No 168/2013 on the approval and market surveillance of two- or three-wheel motor vehicles and quadricycles. This Regulation establishes an EU type-approval system for vehicles of category L, which includes mopeds, motorcycles and certain types of light motor vehicles.

The Regulation lays down uniform technical requirements, type-approval procedures and conditions under which vehicles may be placed on the market and put into service in all Member States. Vehicles covered by this system are subject to a high degree of harmonisation, which means that the EU largely determines their technical design, safety requirements and basic conditions for use in traffic, with national legislators having very limited scope to regulate these issues.

Regulation (EU) No 168/2013 is available at:

https://eur-lex.europa.eu/eli/reg/2013/168/oj

Relationship between electric scooters and the type-approval system

Electric scooters do not, as a rule, fall within the scope of Regulation (EU) No 168/2013. The Regulation applies to vehicles of category L, excluding certain types of light personal transport vehicles, in particular vehicles which, by their design and use, do not correspond to the definition of motor vehicles covered by this regime. Electric scooters, which are generally without seats and intended for individual micro-mobility, are therefore not normally subject to EU vehicle type-approval.

As a result, electric scooters are not considered to be 'vehicles' within the meaning of harmonised EU transport law. This means that there is no uniform EU legal framework governing their use in traffic, technical requirements for participation in traffic, mandatory equipment or driving conditions, as is the case for vehicles covered by the L category type-approval system.

This arrangement reflects a conscious decision by the EU legislator not to include certain forms of micromobility in a uniform transport regime at Union level, but to leave their regulation in this area to the Member States.

Implications for the regulation of electric scooters

As electric scooters are not included in the EU type-approval system for vehicles, the European Union does not, as a rule, regulate their use in road traffic. Issues such as maximum speed limits, the obligation to wear a protective helmet, age restrictions for users, permitted areas of use (pavements, cycle paths, carriageways), parking rules and penalties for violations are mainly the responsibility of Member States and, to a certain extent, local authorities.

At EU level, the main relevant restrictions are indirect ones arising from internal market rules and product safety legislation. National and local regulations must not interfere with the rules on placing products on the EU market or create unjustified barriers to the free movement of legally placed electric scooters within the Union. At the same time, this does not limit the right of Member States to adopt their own rules on the use of electric scooters in order to ensure traffic safety, protect public order or regulate public space.

The key finding of this chapter is that the absence of uniform EU traffic legislation for electric scooters does not constitute a legal vacuum, but is the result of a clear division of competences. The European Union treats electric scooters primarily as products on the internal market, while leaving issues relating to their use in traffic and public spaces to national and local regulators. This distinction forms the basis for understanding the subsequent chapters of the report, which focus on EU rules on the marketing of e-scooters, product safety and related horizontal policies.

Binding EU legislation: placing electric scooters on the market

As electric scooters are not generally considered vehicles under harmonised transport law in European Union law, but rather products, the central part of the binding EU regulation relates to their placing on the internal market. The European Union is establishing a legal framework in this area with the aim of ensuring product safety, compliance with technical requirements and effective market surveillance in all Member States, while the use of electric scooters in traffic is not generally subject to harmonised regulation at EU level.

General product safety (Regulation (EU) 2023/988 – GPSR)

The fundamental legal act of the European Union in the field of general product safety is Regulation (EU) 2023/988 on general product safety (GPSR). This Regulation replaces the previous Directive 2001/95/EC and establishes a directly binding horizontal framework for ensuring the safety of consumer products placed on the EU market.

The Regulation stipulates that only safe products may be placed on the market, with safety being assessed in relation to the normal or reasonably foreseeable use of the product. For electric scooters, this means that they must be designed and manufactured in such a way that, under normal use or use that can reasonably be expected ( ), they do not pose a risk to the health and safety of users or third parties.

The GPSR sets out the obligations of economic operators in the supply chain, including manufacturers, importers and distributors. These entities are responsible for ensuring product compliance, monitoring the risks associated with their use and taking appropriate corrective measures when a product is found to be unsafe. The regulation of the obligations of online marketplaces is also of particular importance when electric scooters are placed on the market via digital sales platforms.

Regulation (EU) 2023/988 acts as a basic safety framework, especially when electric scooters aren't covered by specific EU sectoral legislation.

Regulation (EU) 2023/988 is available at:

https://eur-lex.europa.eu/eli/reg/2023/988/oj

Market surveillance and product compliance (Regulation (EU) 2019/1020)

Regulation (EU) 2019/1020 on market surveillance and product compliance establishes an enforcement framework to ensure that products placed on the EU market comply with applicable EU law requirements. The Regulation sets out the powers of national surveillance authorities, surveillance procedures and measures that can be taken in the event of non-compliant or dangerous products.

For electric scooters, this Regulation is particularly relevant in terms of imports from third countries and online sales. Market surveillance authorities are empowered to verify the conformity of products, to request the withdrawal or recall of products and to take other measures aimed at protecting consumers and ensuring the proper functioning of the internal market.

Regulation (EU) 2019/1020 does not itself lay down technical requirements for products, but provides mechanisms for monitoring compliance with the requirements laid down in other binding EU acts, in particular in product safety and technical compliance legislation.

Regulation (EU) 2019/1020 is available at:

https://eur-lex.europa.eu/eli/reg/2019/1020/oj

Technical compliance and CE legislation

In addition to the general rules on product safety, electric scooters may also be subject to specific sectoral EU legal acts governing the technical compliance of certain types of equipment. These acts are not specifically designed for electric scooters, but apply depending on the technical characteristics of the product in question.

Among the most relevant are Directive 2014/30/EU on electromagnetic compatibility, which applies to electrical and electronic devices, and Directive 2014/53/EU on radio equipment, where an electric scooter contains wireless communication modules such as Bluetooth, mobile connectivity or satellite positioning. In certain cases, Directive 2014/35/EU on low-voltage equipment may also be relevant, particularly in relation to electric scooter chargers.

These legal acts establish requirements for technical compliance and CE marking. The CE marking does not constitute a licence or approval by a public authority, but rather a declaration by the manufacturer that the product complies with all applicable EU law requirements. The responsibility for the conformity of the product lies with the manufacturer or other economic operator who places the product on the market.

The role of standards in conformity assessment (EN 17128)

European standards also play an important role in the conformity assessment of electric scooters, in particular standard EN 17128, which refers to Personal Light Electric Vehicles (PLEVs). The standard specifies technical and safety requirements that are often used in practice as a reference for demonstrating compliance with EU legislation.

European standards are not part of EU law and are not legally binding. Their use is voluntary, but in practice they can facilitate the demonstration of compliance with general and sectoral EU requirements. In the case of electric scooters, standards thus complement the binding legal framework and contribute to a uniform level of product safety in the internal market.

Binding EU legislation: batteries, environment and waste

As electric vehicles, electric scooters rely on the use of batteries and electronic components and are therefore closely linked in European Union law to legislation on environmental protection, waste management and the restriction of hazardous substances. In this area, the European Union is establishing a high level of harmonisation that directly binds

manufacturers, importers and other economic operators, regardless of the fact that electric scooters are not included in the harmonised traffic regime for vehicles.

Batteries and their life cycle (Regulation (EU) 2023/1542)

The main legal act of the European Union in the field of batteries is Regulation (EU) 2023/1542 on batteries and waste batteries, which replaces the previous Directive 2006/66/EC. The Regulation establishes a comprehensive and directly binding framework governing the entire life cycle of batteries, from design and placing on the market to collection, treatment and recycling.

This Regulation is particularly relevant for electric scooters due to the use of lithium-ion batteries, which are a key functional, safety and environmental component of these products. The Regulation sets out requirements for the safety, durability, performance, labelling and traceability of batteries. It also introduces obligations regarding the content of recycled materials, the collection of waste batteries and extended producer responsibility for the management of batteries at the end of their life.

The Regulation also imposes obligations on economic operators to provide information to users and supervisory authorities and establishes rules for monitoring and enforcement. For electric scooters, this means that battery packs are not merely a technical component of the product, but a separate regulated element that must comply with specific EU legal requirements.

Regulation (EU) 2023/1542 is available at:

https://eur-lex.europa.eu/eli/reg/2023/1542/oj

Hazardous substances in electrical and electronic equipment (Directive 2011/65/EU – RoHS)

Directive 2011/65/EU on the restriction of the use of certain hazardous substances in electrical and electronic equipment (RoHS) sets restrictions on the use of substances such as lead, mercury, cadmium and certain other hazardous chemicals. The purpose of the Directive is to reduce the environmental and health impacts of electrical and electronic equipment throughout its entire life cycle.

Electric scooters are generally considered to be electrical and electronic equipment within the meaning of this Directive, and therefore their electronic components and battery systems must comply with the restrictions on hazardous substances. As this is a directive, Member States must transpose these requirements into national law, but the objectives and restrictions at EU level are clearly defined.

The RoHS Directive is an important complement to the Battery Regulation, as together they ensure that electric scooters are designed and manufactured in a way that reduces risks to the environment and human health.

Directive 2011/65/EU is available at:

https://eur-lex.europa.eu/eli/dir/2011/65/oj

Waste electrical and electronic equipment (Directive 2012/19/EU – WEEE)

Directive 2012/19/EU on waste electrical and electronic equipment (WEEE) regulates the management of electrical and electronic equipment at the end of its life. The aim of the Directive is to increase the collection, reuse, recycling and environmentally sound disposal of such equipment.

Electric scooters and their key components, in particular electronic systems and batteries, fall within the scope of this Directive. Manufacturers and other responsible parties are required to provide appropriate collection and treatment systems for waste equipment and to comply with reporting and labelling obligations.

As this is a directive, Member States themselves determine the specific implementation mechanisms, but they must achieve the targets set at EU level. This means that national arrangements for the management of waste electric scooters may differ, but they must comply with the basic requirements of the WEEE Directive.

Directive 2012/19/EU is available at:

https://eur-lex.europa.eu/eli/dir/2012/19/oj

The significance of environmental requirements for electric scooters

European Union legislation on batteries, hazardous substances and waste shows that the EU views electric scooters primarily through the prism of sustainability and environmental protection. Although the Union does not regulate their use in traffic, it establishes a binding and detailed framework for the environmental aspects of these products.

For manufacturers and suppliers of electric scooters, this means extensive obligations in the areas of product design, life cycle management, user information and cooperation with supervisory authorities. For Member States and local authorities, this framework provides an external legal constraint within which they can regulate the use of e-scooters without interfering with harmonised EU rules on the environment and the internal market.

Liability and insurance in European Union law

Issues of liability and insurance in relation to the use of electric scooters are among the areas where the limits of harmonisation at European Union level are clearly evident. Although the EU establishes certain rules on product liability and compulsory motor vehicle insurance, electric scooters do not, as a rule, fall entirely within this regime. As a result, Member States have relatively broad discretion in regulating liability and insurance for e-scooters.

Compulsory motor vehicle insurance and its limits

The basic EU legal act in the field of compulsory insurance is Directive 2009/103/EC on civil liability insurance for motor vehicles, as amended by Directive (EU) 2021/2118. The purpose of this Directive is to ensure the protection of victims of traffic accidents and the free movement of vehicles and insurance cover within the European Union.

The Directive applies to motor vehicles within the meaning of EU law, but the 2021 amendments clearly defined the limits of its scope. These amendments were also adopted as a legislative response to the case law of the Court of Justice of the European Union, which in the past had broadened the interpretation of the concept of motor vehicle use. The recitals of the amended Directive clarify that very light electric vehicles that do not meet the criteria for motor vehicles do not automatically fall within the scope of the Directive.

This means that electric scooters are not, as a rule, covered by the mandatory harmonised motor vehicle insurance regime at EU level. At the same time, the Directive expressly allows Member States to introduce compulsory insurance under national law for means of transport that are not covered by the harmonised EU framework. The European Union thus sets the limits of harmonisation in this area, leaving further regulation to the Member States.

Directive 2009/103/EC is available at:

https://eur-lex.europa.eu/eli/dir/2009/103/oj

Directive (EU) 2021/2118 is available at:

https://eur-lex.europa.eu/eli/dir/2021/2118/oj

Liability for defective products

At European Union level, there is a harmonised framework for liability for defective products, which is also relevant for electric scooters. This framework stipulates that the manufacturer or other responsible economic operator is liable for damage caused by a defective product if the legal conditions are met, regardless of fault.

This form of liability relates to safety defects in the product itself, such as design faults, manufacturing faults or insufficient information on safe use. For electric scooters, this means that the manufacturer may be liable in cases where the damage results from a defect in the vehicle, battery or other key component.

The rules on liability for defective products do not regulate the traffic behaviour of users, but complement the general framework for product safety discussed in the previous chapters of the report. Member States implement these rules in national law, with their room for manoeuvre limited by the requirements of EU law.

Division of competences between the EU and Member States

In the area of liability and insurance for electric scooters, the division of competences between the European Union and Member States is clear. The EU sets horizontal and minimum frameworks, particularly with regard to compulsory motor vehicle insurance and liability for defective products, but does not, as a rule, include electric scooters directly in these regimes.

As a result, Member States have broad discretion to regulate the civil liability of electric scooter users, compulsory or voluntary insurance, the liability of sharing scheme operators, and the relationships between users, service providers and third parties . These national rules must comply with the fundamental principles of EU law, in particular the principles of free movement of goods and non-discrimination, but are not subject to detailed harmonisation at Union level.

The importance of regulating liability and insurance for electric scooters

The regulation of liability and insurance is one of the key differences between the regulation of electric scooters and that of conventional motor vehicles. While a comprehensive and uniform system of compulsory insurance has been established at EU level for motor vehicles, the European Union has deliberately left room for national solutions in the case of electric scooters.

For Member States and local communities, this means the possibility of adapting insurance and liability rules to local traffic conditions and the prevalence of electric scooters. For users and service providers, this means that insurance and liability rules may vary significantly between Member States, despite the common framework of the European Union's internal market.

Digital aspects, platforms and data in European Union law

Digital technologies are inextricably linked to the development and use of electric scooters, particularly in the context of shared systems and platform services. Electric scooters are often used in conjunction with mobile applications, digital payment systems and the collection and processing of data on the location, use and condition of vehicles. In this area, the European Union does not establish specific sectoral legislation for electric scooters, but rather a horizontal legal framework that applies to a wide range of digital services and products and directly affects the operation of e-scooter systems.

Personal data protection (Regulation (EU) 2016/679 – GDPR)

The central EU legal act in the field of personal data protection is Regulation (EU) 2016/679 on the protection of individuals with regard to the processing of personal data (General Data Protection Regulation – GDPR). The Regulation is directly binding and applies to all processing of personal data carried out in the context of the activities of controllers or processors in the European Union.

In the case of electric scooters, the GDPR is particularly relevant in cases where location data, vehicle usage data, user identification data and data related to digital payments are processed. Such data is particularly characteristic of electric scooter sharing systems based on the use of mobile applications and centralised digital platforms. Location data may also constitute personal data in cases where an individual is not directly identified, if it allows for their indirect identification.

The Regulation sets out the obligations of controllers regarding the lawfulness, transparency and proportionality of data processing and the rights of data subjects. Providers of services related to electric scooters must ensure an appropriate legal basis for data processing, implement the principle of data minimisation and take appropriate technical and organisational measures to protect personal data.

Regulation (EU) 2016/679 is available at:

https://eur-lex.europa.eu/eli/reg/2016/679/oj

Digital platforms and online marketplaces

In European Union law, the term "online marketplaces" is used for online sales and intermediary platforms. This term is used in EU legislation, in particular in Regulation (EU) 2023/988 on general product safety, and covers digital interfaces through which consumers conclude contracts with third-party suppliers. In this report, the terms ‘online marketplaces’ and ‘online marketplaces’ are used as synonyms.

Digital platforms play an important role in the sale, rental and management of electric scooters. This includes online marketplaces for the sale of e-scooters, sharing apps and other

digital interfaces through which contracts are concluded with users and related services are provided.

At European Union level, these activities are subject to horizontal internal market and consumer protection rules, as well as specific provisions of Regulation (EU) 2023/988 on general product safety, which introduces additional obligations for online marketplaces. These obligations include cooperating with supervisory authorities, taking action in the event of dangerous products, and ensuring the traceability of economic operators placing products on the market.

In this context, digital platforms act as intermediaries rather than traffic regulators. The European Union does not regulate shared electric scooter systems as a specific transport service, but the digital aspects of their operation fall within the general legal framework that affects the responsibilities of service providers and the protection of users and consumers.

Regulation (EU) 2023/988 is available at:

https://eur-lex.europa.eu/eli/reg/2023/988/oj

Data, telemetry and management of sharing systems

Electric scooter sharing systems rely on the extensive collection and processing of data, including vehicle location, battery status, usage patterns and operational parameters of the systems. At European Union level, there is no specific sectoral legislation governing the use of this data exclusively for electric scooters.

The GDPR rules apply to the processing of personal data, while the general principles of EU law on the free movement of data and access to data apply to non-personal data. This framework allows data to be used to manage systems, improve services and support public policies, while protecting the fundamental rights of individuals.

Member States and local authorities may, within their competences, set conditions for the use of data in relation to the management of public space or issue permits for the operation of sharing systems. In doing so, they must comply with binding EU law, in particular on the protection of personal data and the free movement of services.

Division of competences between the EU and Member States in the digital field

In the field of digital aspects of electric scooters, the European Union is primarily establishing a horizontal regulatory framework that applies to a wide range of digital services and platforms. The EU does not regulate in detail the operation of e-scooter sharing platforms or the use of data at local level, but lays down basic rules on data protection, product safety and the functioning of digital markets.

Member States and local communities therefore have an important role to play in regulating the specific conditions for the operation of sharing systems, particularly with regard to permits, the use of public space and cooperation with local authorities. However, these national and local rules must comply with binding EU rules and must not unduly restrict the functioning of digital services in the internal market.

The importance of the EU digital framework for electric scooters

The European Union's digital legal framework has a significant impact on how electric scooters are used, operated and offered on the market, particularly in urban environments. Although the EU does not regulate electric scooters as a transport category, binding rules on data protection and the operation of digital platforms set key restrictions and obligations for service providers.

For providers of sharing systems, this means the need to comply with requirements regarding personal data protection, transparency and the security of digital services. For Member States and local communities, the EU digital framework represents an external legal boundary within which they can develop their own policies and regulatory approaches to the management of electric scooters.

Non-binding documents and the European Union's strategic framework (soft law)

In addition to binding legislation, the European Union also adopts numerous strategic, political and technical documents that do not have direct legal binding force but have a significant impact on the formulation of policies by Member States and local communities. These documents, often referred to as soft law, do not create direct legal obligations, but establish common goals, guidelines and conceptual frameworks that influence the regulation of micromobility, including the use of electric scooters.

European Green Deal

The European Green Deal is the EU's central political and strategic framework for the transition to a climate-neutral economy. It is a political strategy document that does not in itself create legal obligations, but sets long-term goals for reducing greenhouse gas emissions, sustainable use of resources and transforming the transport system.

Although the European Green Deal does not contain specific provisions on electric scooters, it identifies micromobility as a potential contributor to the decarbonisation of transport,

particularly in urban areas. The document thus indirectly supports the development and use of light electric vehicles as part of broader sustainable transport solutions, leaving the specific regulation of their use to Member States and local authorities.

The European Green Deal is available at:

https://eur-lex.europa.eu/legal-content/SL/TXT/?uri=CELEX:52019DC0640

Strategy for sustainable and smart mobility

The European Union's Strategy for Sustainable and Smart Mobility sets out a long-term vision for the development of the EU transport system by 2050. The document highlights the need for greater use of sustainable forms of mobility, the digitalisation of transport and improvements in the safety and efficiency of transport systems.

Within the framework of the strategy, micromobility, including electric scooters, is considered part of the solution for short distances in cities and as a complement to public transport. The strategy emphasises the importance of local measures, adapting traffic rules to urban conditions and experimenting with new forms of mobility, with the regulation of e-scooter use remaining the responsibility of Member States and local authorities.

The Strategy for Sustainable and Smart Mobility is available at:

https://eur-lex.europa.eu/legal-content/SL/TXT/?uri=CELEX:52020DC0789

Sustainable Urban Mobility Plans (SUMP)

Sustainable Urban Mobility Plans (SUMP) represent the EU's methodological and strategic framework for integrated urban transport planning. It is a concept that promotes an integrated approach to mobility management at the local level, with an emphasis on reducing dependence on private cars and promoting sustainable forms of transport.

The SUMP guidelines emphasise the role of active and alternative forms of mobility, including micro-mobility. In this context, electric scooters are considered one of the possible components of urban mobility, the integration of which requires adapted infrastructure, clear rules of use and coordination with other modes of transport. SUMP documents are not legally binding, but they have a significant influence on the design of local policies and projects, often also serving as a reference framework for accessing EU funds.

Information on SUMPs is available at:

https://urban-mobility.ec.europa.eu/sustainable-urban-mobility-plans_en

Expert reports and analyses by EU institutions

The European Commission, the European Environment Agency and other EU institutions regularly produce expert reports, analyses and studies addressing trends in mobility, transport safety and environmental impacts. These reports often include discussions of micromobility and the use of electric scooters.

Although these materials are not legally binding, they perform an important supporting and analytical function. They contribute to understanding the risks, benefits and challenges associated with e-scooters and often serve as a basis for the development of national strategies, local regulations and future legislative initiatives at EU level.

Examples of such documents are available through the portals of the European Commission and the European Environment Agency:

https://transport.ec.europa.eu

https://www.eea.europa.eu

The role of soft law documents in regulating electric scooters

Non-binding European Union documents play an important guiding role in the regulation of electric scooters, particularly at national and local level. Although they do not create direct legal obligations, they shape the political and strategic context in which Member States and municipalities make decisions on regulating the use of e-scooters.

Soft law documents thus contribute to greater substantive harmonisation of approaches within the EU, while maintaining the flexibility needed to adapt to local circumstances. In the field of e-scooter , these documents often fill the gap between binding EU legislation and the practical needs of urban management.

Synthesis: what the EU legal framework means for Member States and municipalities

An analysis of binding and non-binding European Union documents shows that the EU legal framework for electric scooters is based on a clear division of competences between the Union level and the level of Member States and local authorities. As a rule, electric scooters are not treated as vehicles within the meaning of harmonised transport legislation in EU law, but primarily as products placed on the internal market and as part of broader sustainable and digital mobility policies.

Absence of uniform EU transport legislation for electric scooters

At European Union level, there is no comprehensive transport legislation that uniformly regulates the use of electric scooters in road traffic. The exclusion of e-scooters from the type-approval system means that the EU does not set rules on their use in traffic, such as maximum speed, mandatory protective equipment, age restrictions for users, areas of use or parking rules.

This absence of uniform rules does not represent a legal vacuum, but reflects a conscious decision by the EU to leave the regulation of electric scooter use to Member States and local authorities, which can adapt the rules to local traffic, spatial and safety conditions.

Strong EU role in regulating the placing of e-scooters on the market

Although the EU does not regulate the use of e-scooters in traffic, it plays an important and direct role in regulating their placing on the market. Binding EU legislation sets out the obligations of manufacturers, importers and distributors regarding product safety, compliance with technical requirements, market surveillance and environmental aspects, in particular in relation to batteries and waste management.

This part of the EU legal framework ensures a high level of harmonisation and uniform minimum safety standards in the internal market. When regulating the use of e-scooters, Member States must not interfere with this harmonised framework or create unjustified barriers to the free movement of legally marketed products.

National and local competence for traffic use and public space

Issues relating to the use of electric scooters in traffic, user liability, compulsory insurance, use of public space and integration into local transport systems fall almost entirely within the competence of Member States and municipalities. The EU imposes only indirect restrictions in these areas, which stem from the fundamental principles of the internal market, data protection and product safety.

Municipalities therefore play a key role in regulating the practical aspects of e-scooter use, particularly in urban environments, where they face issues of traffic safety, coexistence of different users of public space and management of shared systems. National legislators, on the other hand, set the basic legal framework within which local solutions are implemented.

The EU digital framework as an external legal boundary

The digital aspects of electric scooter use, particularly in sharing systems, are strongly influenced by horizontal EU legislation on personal data protection, the functioning of digital

platforms and product safety. These rules do not regulate the traffic use of e-scooters, but they do set out important obligations for service providers and set external legal boundaries for national and local measures.

For Member States and municipalities, this means that when regulating shared electric scooter systems, they must comply with binding EU rules on data protection, transparency and the functioning of digital services, while retaining scope for adaptation to local needs.

The role of soft law documents in guiding practices

Non-binding EU documents such as strategies, guidelines and expert reports have an important influence on policy-making in the field of micromobility, even though they do not create direct legal obligations. These documents contribute to the substantive alignment of approaches across Member States, promote sustainable and safe forms of mobility, and often serve as a reference framework for planning local transport solutions and accessing EU funding.

Concluding remarks

The European Union's legal framework for electric scooters is based on a clear distinction: the EU regulates e-scooters primarily as products and as part of broader policies on the internal market, environmental protection and the digital space, while leaving their use in traffic and public spaces to Member States and municipalities. This distinction allows for flexibility in designing local solutions, while ensuring uniform minimum standards for safety and the functioning of the internal market.

Tabular summary of EU documents

Table: Binding EU legal acts (hard law)

Document	Type	What it regulates	Relevance for e-scooters	Link
Regulation (EU) No 168/2013	Regulation	Type-approval and market surveillance of L-category vehicles	Excludes vehicles without a seat; e-scooters are not harmonised vehicles	https://eur-lex.europa.eu/eli/reg/2013/168/oj
Regulation (EU) 2023/988 (GPSR)	Regulation	General product safety, including online marketplaces	Key framework for the safety of e-scooters as products	https://eur-lex.europa.eu/eli/reg/2023/988/oj
Regulation (EU) 2019/1020	Regulation	Market surveillance of products	Conformity monitoring of e-scooters and batteries	https://eur-lex.europa.eu/eli/reg/2019/1020/oj
Directive 2014/30/EU	Directive	Electromagnetic compatibility	Relevant for electronic components of e-scooters	https://eur-lex.europa.eu/eli/dir/2014/30/oj
Directive 2014/35/EU	Directive	Electrical safety (Low Voltage)	Relevant mainly for chargers	https://eur-lex.europa.eu/eli/dir/2014/35/oj
Directive 2014/53/EU	Directive	Radio equipment	Relevant for Bluetooth/GNSS/LTE modules	https://eur-lex.europa.eu/eli/dir/2014/53/oj
Regulation (EU) 2023/1542	Regulation	Batteries and waste batteries	Very high relevance (Li-ion batteries)	https://eur-lex.europa.eu/eli/reg/2023/1542/oj
Directive 2011/65/EU (RoHS)	Directive	Hazardous substances in EEE	Restrictions on materials in e-scooters	https://eur-lex.europa.eu/eli/dir/2011/65/oj
Directive 2012/19/EU (WEEE)	Directive	Waste Electrical and Electronic Equipment	End-of-life e-scooters	https://eur-lex.europa.eu/eli/dir/2012/19/oj
Directive 2009/103/EC	Directive	Compulsory insurance for motor vehicles	E-scooters generally excluded	https://eur-lex.europa.eu/eli/dir/2009/103/oj

Directive (EU) 2021/2118	Directive	Change in insurance regime	Clarifies the exclusion of light vehicles	https://eur-lex.europa.eu/eli/dir/2021/2118/oj
Regulation (EU) 2016/679 (GDPR)	Regulation	Personal data protection	Key for shared e-scooters	https://eur-lex.europa.eu/eli/reg/2016/679/oj

Figure1: Non-binding EU documents (soft law)

Document	Type	Content	Role in e-scooters	Link
European Green Deal	EC Communication	Climate neutrality	Indirectly supports micromobility	https://eur-lex.europa.eu/legal-content/SL/TXT/?uri=CELEX:52019DC0640
Strategy for sustainable and smart mobility	EC Communication	Vision for transport in 2050	E-scooters as part of urban mobility	https://eur-lex.europa.eu/legal-content/SL/TXT/?uri=CELEX:52020DC0789
SUMP guidelines	Methodological framework	Integrated transport planning	Reference framework for municipalities	https://urban-mobility.ec.europa.eu/sustainable-urban-mobility-plans_en

Figure2: EU case law (indicative)

Case law	Significance	Relevance
Case C-162/13 (Vnuk)	Broad interpretation of the concept of motor vehicle	Reason for the amendment to the legislation 2021
Subsequent amendments to the MID	Legislative response	Exclusion of e-scooters confirmed

Figure3: EU expert reports

Institution	Content	Purpose
European Commission	Micro-mobility analyses	Policy support
European Environment Agency	Environmental impacts	Basis for strategies

LEGISLATION ON THE COUNTRY LEVEL

Methodology

The objective was to compare legislation and regulation in all EU member countries in accordance to a unified set of criteria, which will enable us to see how the countries treat e-scooters, what limitations on use and sales there are and who can use them. The initial data collection was done by either contacting traffic safety professionals from the included countries where possible or by searching for relevant legislative sources and similar and then extracting the relevant information. The parametres that were taken into account were:

- What country are you filling out the form for?
- How are e-scooters classified in the national legislation?
- What is the specific legal definition for e-scooters in national traffic laws?
- Do e-scooters and/or e-scooter riders have to be insured? What are the rules regarding their insurance?
- Do e-scooters need to be registered (i.e. have a permit and license plate or similar)? How and what types of e-scooters are registered? With who?
- Is the import or online sale of e-scooters regulated? How is the import or online selling of e-scooters regulated?
- Where are e-scooters allowed to operate (be used)?
- Are there time-based restrictions for e-scooter use? What time-based restrictions for using e-scooters are in place?
- Are there regional/local variations in rules in terms of using or regulating e-scooters? What types of variations in terms of regional or local restrictions are in place for e-scooter usage rules and other?
- Is there a minimum age for riding e-scooters? What is the minimum age for riding e-scooters?
- Is a license or permit required for the e-scooter user?
- Is personal protective equipment mandatory when riding an e-scooter? What type of protective equipment is mandatory, and for who?
- Are there any limits on the weight of e-scooters that can be used? What are the requirements for the weight restrictions of e-scooters?
- Are there any limits on the dimensions of e-scooters that can be used? E.g. a maximum width or lenght, or number of wheels. What are the requirements for the dimension restrictions of e-scooters?
- Are there any restrictions in terms of the maximum speed of e-scooters?
- Are there any limits on power of e-scooters (or their engines) that can be used? What are the requirements for engine power of e-scooters?

- Are any warning devices or sound emissions required (bells, horns)? What warning devices are required?
- What is the maximum legal speed for e-scooters? Does it vary in regard to the location where they are used (e.g. in pedestrian zones vs rural roads)?
- Are there rules about where e-scooters can be parked? What are the parking restrictions for e-scooters?
- Are there national strategies or policy documents about e-scooter use or safety? Can you please paste the links to the relevant strategies or documents?
- Are there education or awareness campaigns for e-scooter users? Please, paste the links to relevant campaigns etc. below.
- Please share any additional comments, unique practices, or lessons learned from your country's experience with e-scooters.

Then, basic data was extracted from the gathered information and joined into the following categories of data, fact checked and connected to sources:

- Classification & legal definition
- Insurance & registration
- Where they can operate
- Time-based restrictions
- Regional/local variations
- Minimum age and exceptions
- Licence requirement
- Personal protection equipment and rider obligations
- Vehicle specs, mandatory equipment
- Parking

The main part of research was performed in February to April 2025. Due to the quickly changing field, the report was updated as needed in January 2026.

Legislation by country

In the following sections, each country is presented in terms of their e-scooter regulations and legislation. All EU countries are included.

Austria

Classification & legal definition

Austria regulates e-scooters primarily through the Austrian Road Traffic Act (StVO 1960), § 88b "Rollerfahren", which covers "elektrisch betriebene Klein- und Miniroller". The paragraph explicitly ties the §88b regime to devices with a maximum permitted power of up to 600 W ("höchste zulässige Leistung") and a design speed of up to 25 km/h ("Bauartgeschwindigkeit") for use on carriageways where cycling is allowed; it also sets a general sidewalk/footway prohibition with a local-ordinance exception. For devices above those limits, Austrian case law and guidance treat them as motor vehicles under KFG (insurance/registration/type approval then apply).

Insurance & registration

For devices that fall under StVO § 88b (≤600 W and ≤25 km/h), Austrian government guidance describes them as a special small-vehicle category operated largely under cyclist rules and does not describe a vehicle registration/number-plate regime for that category. For devices exceeding the §88b thresholds, Austrian supreme administrative case law states they are also motor vehicles under the KFG, meaning the KFG regime (and the obligations that come with that category) becomes relevant.

Where they can operate

Under §88b and official guidance, e-scooters may be used on cycling facilities (Radfahranlagen) and on carriageways where cycling is permitted; they may also be used in pedestrian zones only when the authority allows it, and in Wohnstraßen and Begegnungszonen only at a speed adapted to pedestrian traffic (walking speed).

StVO §88b sets a general prohibition on riding on sidewalks/footways and crosswalks ("Gehsteige, Gehwege und Schutzwege"), with a narrow exception: sidewalks/footways may be used only if the competent authority permits it by local ordinance, and then riders must

keep walking speed (Schrittgeschwindigkeit); Austrian government guidance also notes that Vienna does not allow riding on sidewalks/footways.

Time-based restrictions

There are no national time-of-day restrictions (such as curfews or permitted hours) stated in StVO § 88b itself; restrictions in this area, if any, would typically arise from local traffic regulation or specific event-based rules rather than from §88b.

Regional/local variations (specifically in Vienna)

Vienna has introduced stricter rules for parking/ending rentals of shared (Leih-) e-scooters, including the use of designated marked parking areas; the city states these stricter rental-parking rules have applied since 19 May 2023. Independent public reporting and Vienna cycling guidance describe red-marked bays and a 100-m no-parking zone around them for rentals, and rental scooters must meet extra equipment (e.g., blinkers/number tags). Public safety brochure states private scooters may be parked only on sidewalks ≥ 2.5 m, rentals only on ≥ 4 m sidewalks and designated zones.

Minimum age and exceptions

Austria sets the minimum age at 12 for riding e-scooters in public traffic, with an exception for younger children: those under 12 may ride only under supervision by a person aged 16+, unless they hold a Radfahrausweis (bicycle pass), in which case they may ride without that supervision (with the StVO caveat that special rules apply outside Wohnstraßen).

Licence requirement

For §88b e-scooters, Austrian government guidance treats operation as governed by cyclist-type behaviour rules and does not require a driving licence; the Radfahrausweis functions as the relevant competency proof only for the special case of under-12 riders who want to ride without an adult supervisor.

Personal protection equipment and rider obligations

A helmet is legally required for children up to 12 when riding an e-scooter (consistent with Austria's child helmet rule in this context), while for older riders it is recommended as a safety measure rather than mandated by §88b itself.

Vehicle specs, mandatory equipment

The controlling legal thresholds for the §88b category are a maximum permitted power of 600 W and a design speed of 25 km/h; §88b also requires pedestrian-adapted speeds in pedestrian-priority spaces. §88b does not set a general national weight or dimension limit in its text; where such limits exist, they would be in other regulatory instruments or product standards rather than in §88b itself.

Parking, and education/strategy

§88b requires e-scooters to have an effective brake, reflectors/reflective foils (white front, red rear, yellow sides), and at night/poor visibility a white front light and red rear light; Austrian ministry guidance repeats these core requirements [11]. For parking, the national portal states e-scooters should be parked like bicycles so they do not fall over or obstruct traffic, and an official factsheet gives a practical rule of thumb that sidewalk parking is acceptable only if the sidewalk is at least 2.5 m wide (and pedestrians are not hindered). On education, Austrian ministry/government pages provide rule and safety information for e-scooter users; no dedicated "national e-scooter strategy" document is identified within these core rule pages.

Relevant sources and further reading

https://www.autorevue.at/ratgeber/e-scooter-gesetz-regeln-recht

https://www.bmimi.gv.at/themen/mobilitaet/fuss_radverkehr/sicherheit/escooter.html

https://www.oesterreich.gv.at/de/themen/mobilitaet/Elektro-Scooter%2C-Quads-und-Co/Seite.610110

https://www.polizei.gv.at/wien/files_wien/Scooter_Wien-rollt-sicher_EN_bf.pdf

https://www.polizei.gv.at/wien/files_wien/wienrolltsicher_e-roller_bf.pdf

https://www.ris.bka.gv.at/eli/bgbl/1960/159/P88b/NOR40214087

https://www.ris.bka.gv.at/NormDokument.wxe?Abfrage=Bundesnormen&Gesetzesnummer=10011336&Paragraf=88b

https://www.wien.gv.at/verkehr/scooter-roller-regeln

Belgium

Classification & legal definition

Belgium treats e-scooters as “engins de déplacement motorisés” under the federal traffic code (Royal Decree of 1 December 1975: general regulation on road policing and use of public roads). The official definition (as repeated by the federal police and in the consolidated legal text) describes an engin de déplacement motorisé as a motor vehicle with one or more wheels that, by construction and by the sole power of its motor, cannot exceed 25 km/h on a horizontal road; examples include motorised scooters (e-scooters), electric wheelchairs, and gyropods. Users are generally assimilated to cyclists for traffic-rule purposes (with special handling for persons with reduced mobility in some contexts).

Insurance & registration

For compliant devices that fall under the ≤25 km/h by-construction category, Belgian insurance-sector guidance explains that mandatory motor third-party liability (“RC auto”) applies in principle to motor vehicles on public roads, but that an exception exists for vehicles that autonomously do not exceed 25 km/h, explicitly listing e-scooters among those examples—meaning RC auto is not mandatory for standard, compliant e-scooters in that framework. In practice, safety agencies therefore often recommend checking whether you are covered via family/private liability insurance (RC familiale / vie privée), because while RC auto may be exempt, you can still cause third-party damage.

Where they can operate

Since 1 July 2022, riding an e-scooter on the sidewalk is prohibited (the rule change is explicitly stated in police and road-safety agency communications). The general logic communicated is that e-scooter users follow cyclist-type rules: they should use cycling-appropriate spaces (e.g., cycle facilities or the roadway as applicable under cyclist rules) rather than pedestrian space. In pedestrian zones, whether e-scooters are allowed depends on signage; where permitted, riding must be at walking pace (“à l’allure du pas”).

Time-based restrictions

The core federal communications do not introduce a general national curfew or time-of-day restriction for e-scooters. Where time-based limits exist in practice, they are typically local operational measures (often aimed at shared fleets) rather than a general rule of the federal traffic code.

Regional/local variations

Belgium allows (and Brussels has actively used) stricter local public-space management, especially for shared e-scooters. Brussels Mobility operates a system of designated "drop zones" where shared micromobility vehicles may be parked; these zones are published and maintained as an official dataset and are physically marked in public space. Municipalities within the Brussels region (e.g., Ixelles) also communicate mandatory use of drop zones for shared scooters/bikes as part of local enforcement.

Minimum age and exceptions

Belgium introduced a nationwide minimum age of 16 for riding e-scooters on public roads from 1 July 2022. Police guidance also lists explicit exceptions for younger riders in certain protected environments, including residential zones, meeting zones (zones de rencontre), RAVeL paths, pedestrian zones, and play streets (rues réservées au jeu) (exact scope depends on the type of zone and signage).

Licence requirement

For compliant e-scooters in the "engin de déplacement motorisé" (≤25 km/h by construction) category, official rule summaries treat riders under cyclist-type behaviour rules and do not impose a driving-licence requirement for that category; the reform package focuses on age, where you may ride (no sidewalk), passenger ban, speed, and parking.

Personal protection equipment and rider obligations

Belgian public guidance strongly emphasizes behavioural obligations introduced/clarified with the 2022 reform, especially the ban on carrying passengers (riding two-up is prohibited) and respecting the 25 km/h framework. Helmet use is generally communicated as recommended rather than universally mandatory in these public rule summaries, with additional emphasis on visibility and safe behaviour in mixed traffic.

Vehicle specs, mandatory equipment

The decisive technical limit for public-road use in the e-scooter category is 25 km/h by construction; if a device is faster, it is classified as a moped with all the regulation deriving from it. A bell audible from 20m, brakes, reflectors (white at the front and red at the rear)... And when visibility is reduced to less than 200 meters, it is mandatory to use a white light at the front and a red light at the rear. Claims about wattage limits are not in the official traffic-rule framing.

Parking

At the federal level, the 2022 reform that reclassified e-scooters ("engins de déplacement motorisés") introduced stricter rules on sidewalk use and parking, but the federal legislation itself does not specify a detailed national parking regime for e-scooters. Instead, it gives municipalities authority to impose local measures.

Relevant sources and further reading

https://cms.assuralia.be/sites/default/files/2024-04/assuralia-assurance-auto.pdf

https://opendata.brussels.be/explore/dataset/dropzones-rbc/information/?disjunctive.length&disjunctive.capacity&disjunctive.owner&disjunctive.commune_gemeente

https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/stricter-rules-e-scooters-new-law-brussels-goes-further-belgian-one-2022-07-14_en

https://wallex.wallonie.be/eli/arrete/1975/12/01/1975120109/2024/03/01

https://www.awsr.be/securite-routiere/assurances/

https://www.awsr.be/trottinettes-electriques-de-nouvelles-regles/

https://www.brusselstimes.com/belgium/1710199/several-e-scooter-speedsters-given-driving-bans-and-fines

https://www.ixelles.be/site/162-Dropzones

https://www.police.be/5318/fr/actualites/engins-de-deplacement-motorises-et-notamment-les-trottinettes-electriques-rappel-des

https://www.police.be/5328/actualites/nouvelles-regles-pour-les-trottinettes-electriques

https://www.police.be/shape/fr/actualites/circuler-a-trottinette-electrique

https://www.thebulletin.be/belgium-regulates-e-scooters-designated-parking-one-rider-only-no-users-under-16

Bulgaria

Classification & legal definition

Bulgaria regulates escooters under the Road Traffic Act with major national amendments adopted in July–August 2025 and entering into force September 7, 2025. The reform

introduced mandatory insurance and registration, a nighttime riding ban, and stricter use/parking rules, alongside local municipal measures (Sofia, Varna).

Insurance & registration

Under the amended Art. 80a(1)(6), a rider must have valid mandatory "Civil Liability" motor insurance ("Гражданска отговорност" under the Insurance Code), and Art. 80a(2)(1) explicitly bans using an individual electric vehicle that is not registered under the procedure defined at municipal level. The transition clauses require municipal councils to adopt the implementing ordinance and then owners must register within the specified period after entry into force.

Where they can operate

Riders must use bicycle infrastructure where it exists; if it doesn't, they ride near the right edge of the roadway. Riding is prohibited on (i) roads/streets where the motor-vehicle speed limit is over 50 km/h (unless the street has built cycling infrastructure), (ii) areas signed "No bicycles" (B9), (iii) bus-lane only segments (G13), and (iv) areas intended only for pedestrians.

Time-based restrictions

Bulgaria introduced a national night-time riding ban: Art. 80a(2)(6) prohibits riding an individual electric vehicle "in the dark part of the day" (i.e., at night).

Regional/local variations

The law explicitly delegates important implementation details to municipal ordinances: municipalities may set lower maximum speeds, add additional restrictions, define mandatory parking zones, and determine the terms/procedure for registration. That means city-level rule variation is structurally built into the national framework.

Sofia prohibits use in parks, gardens, squares, sidewalks and pedestrian areas; requires geofenced slow zones (≈ 5 km/h) in restricted areas for shared e-scooters, designates parking bays, and sets operator obligations (remove wrongly parked units within 4 h/6 h). Varna implemented a 25 km/h cap, bans in sidewalks/parks/gardens/squares/playgrounds, software speedlimiting and parking geofencing for shared e-scooters, and fines for users (BGN 50) and companies (BGN 500–2,000).

Minimum age and exceptions

The amended Art. 80a(3) sets a nationwide minimum age of 16 for operating an individual electric vehicle.

Licence requirement

There is no driving licence requirement.

Personal protection equipment and rider obligations

Art. 80a(1)(3) requires the rider to use a protective helmet (no age limitation in that clause). The same article also adds rider-conduct restrictions, including bans on carrying passengers, riding side-by-side, holding onto other vehicles, using a mobile phone/device that distracts attention (with hands-free as the exception), doing stunts (e.g., riding one-handed/without hands, jumps, one-wheel riding), and towing/pushing objects that endanger control.

Vehicle specs, mandatory equipment

At national level, the key technical spec is max 25 km/h; exceeding 25 km/h is explicitly prohibited, and the vehicle must be in proper working order. Although night riding is banned, the law still contains visibility obligations for reduced visibility: Art. 80a(1)(4) requires lights in reduced visibility and reflective vest/reflective elements on visible clothing to ensure detectability.

Parking

Parking is tightly restricted in the national rule itself: Art. 80a(2)(15) bans parking in parks/gardens/squares, children's/sports, green areas, pedestrian-only areas, sidewalks, entrances to metro stations/buildings, surface-transport stops, pedestrian passages, and in front of disability access ramps—except in designated places. Separately, municipalities must define mandatory parking zones and related conditions via ordinance.

Relevant sources and further reading

https://burgasmedia.com/news/elektroskuteri-i-trotinetki-v-balgariya-kakvo-promeni-zakonat-i-kakvi-sa-realnite-rezultati-do-noemvri-2025?lang=en

https://dv.parliament.bg/DVWeb/showMaterialDV.jsp?idMat=236331

https://gplawbg.com/en/stricter-rules-for-e-scooters-the-new-requirements-on-the-road/

https://plevnapatriot.com/news/51740/metropolitan-chairman-introduces-new-rules-for-movement-of-electric-scooters-in-sofia/

https://sofiaglobe.com/2025/07/23/bulgarias-parliament-approves-amendments-to-road-traffic-act/

https://www.bta.bg/en/news/bulgaria/931532-parliament-mandates-insurance-registration-for-electric-scooters-and-bans-night

https://www.novinite.com/articles/224419/In+Varna%3A+New+Rules+For+Scooter+Riders

Croatia

Classification & legal definition

Croatia regulates e-scooters under the Zakon o sigurnosti prometa na cestama (ZSPC) by introducing the special vehicle category "osobno prijevozno sredstvo (OPS)" via the 2022 amendments (NN 85/2022), in force from 30 July 2022. The statutory definition sets cumulative criteria: the vehicle is not classified in another vehicle category under special regulations, has no seat, has engine displacement ≤ 25 cm³ or (for electric) continuous motor power ≤ 0.6 kW, and cannot exceed 25 km/h on a flat road (i.e., max design/construction speed ≤ 25 km/h). The definition explicitly lists examples such as self-balancing vehicles, motor/electric unicycles and motor/electric scooters.

Insurance & registration

Croatia does not require liability insurance for escooters / OPS, and does not require registration.

Where they can operate

OPS riders must primarily use bicycle lanes/paths; Sidewalks can only be used at reduced speed and yielding to pedestrians, the same for pedestrian pathways. When crossing the road, if the cycle path is not marked across the carriageway, riders must stop and push the OPS across the marked pedestrian crossing or across the road.

Time-based restrictions

Croatia's OPS framework does not introduce a general national curfew/night-time riding ban.

Regional/local variations

None specifically.

Minimum age and exceptions

The minimum age to operate an OPS in traffic is 14 years, as stated in official MUP guidance; police and HAK communications also warn parents that OPS are not toys and stress parental responsibility when children under the age threshold are involved.

Licence requirement

No license required.

Personal protection equipment and rider obligations

Helmet use is mandatory for OPS riders (police enforcement materials list fines for non-wearing), and OPS are limited to one person (no passengers), which is also repeatedly emphasised in HAK and police communications. Police guidance further highlights rider-conduct constraints (e.g., safe behaviour, correct crossings, compliance with designated surfaces) as the core enforcement focus.

Visibility equipment consisting of a reflective vest or reflective clothing at night or reduced visibility, and Front white light and rear red light are required.

Vehicle specs, mandatory equipment

The OPS definition fixes the main technical envelope at ≤25 km/h design speed and ≤0.6 kW continuous power for electric OPS. For operation at night or in reduced visibility, police guidance states OPS must have appropriate lights and riders must use reflective vest/reflective clothing, with explicit penalties listed for “no lights at night” and “in reduced visibility.”

Parking

HAK guidance explicitly notes OPS should not be left unattended on traffic areas for vehicles/pedestrians except at specially arranged and marked places, and police pages list penalties for leaving an OPS unattended contrary to the rules.

Relevant sources and further reading

https://istarska-policija.gov.hr/istaknute-teme/savjeti/sigurno-sudjelovanja-vozaca-romobila-u-prometu/35053

https://krapinsko-zagorska-policija.gov.hr/vijesti-85/koristite-osobna-prijevozna-sredstva-na-siguran-nacin-postujuci-zakonske-odredbe/9014

https://mup.gov.hr/umodisunovapravila-upoznajte-nove-izmjene-i-dopune-zakona-o-sigurnosti-prometa-na-cestama/288945

https://npscp.hr/npscp/slovo-zakona-tko-gdje-i-kada-smije-upravljati-elektri%C4%8Dnim-romobilom

https://revijahak.hr/2025/07/15/elektricni-romobili-koja-su-sve-pravila-u-hrvatskoj-i-kakve-su-kazne-ako-ih-se-ne-pridrzavate/

https://www.aman-alliance.org/Home/ContentDetail/93906

https://www.bug.hr/propisi/prihvacena-nova-pravila-za-elektricne-romobile-evo-gdje-ih-se-i-kako-smije-28220

https://www.zakon.hr/c/zakon/53029/nn-85-2022-%2822.7.2022.%29%2C-zakon-o-izmjenama-i-dopunama-zakona-o-sigurnosti-prometa-na-cestama

https://www.zakon.hr/z/78/zakon-o-sigurnosti-prometa-na-cestama

Cyprus

Classification & legal definition

Cyprus regulates escooters as personal mobility devices (PMDs), defined separately from bicycles and motorcycles under legislation adopted in July 2022.

Insurance & registration

Under the current framework, registration and compulsory insurance are not in place as a general requirement.

Where they can operate

E-scooters/PMDs are allowed on: (i) roads with speed limits up to 30 km/h, (ii) cycle lanes and cycle tracks, and (iii) shared cyclist–pedestrian areas that extend existing cycle routes. Use in

squares and pedestrian streets is permitted only with local authority approval, appropriate signage. Riding on pavements/sidewalks and on roads over 30 km/h is prohibited and a major enforcement issue.

Time-based restrictions

Cyprus does not have a national night-time riding ban comparable to Bulgaria in the sources above; instead, the framework relies on visibility and equipment obligations (e.g., helmet/reflective requirements and lights) and enforcement through fines.

Regional/local variations

Municipal approval is required for escooters in pedestrian squares/streets; rules vary widely. Access to squares/pedestrian streets requires local approval/signage. Only Nicosia and Geroskipou municipalities maintain proper oversight, indicating widespread control failures across the island.

Minimum age and exceptions

The minimum age is 14 years. Owners/custodians (and parents/guardians) can face liability if they fail to prevent use by children under 14.

Licence requirement

No licence is required to operate an escooter.

Personal protection equipment and rider obligations

Helmet use is mandatory at all times, and a fluorescent vest is required at night. Safety equipment requirements include functioning brakes, front white or yellow lights, rear red lights, a bell or horn, and tyres in good condition.

Vehicle specs, mandatory equipment

The national maximum speed is 20 km/h for PMDs, and a lower cap is in place for squares/pedestrian streets (commonly 10 km/h). Required equipment includes working brakes, front and rear lights, and a bell, with visibility measures (reflective clothing/vest) in the dark.

There are no specific weight or dimension limits defined.

Parking

There are strict fines for improper parking (e.g., obstructing cycle paths or streets), and municipalities may designate or restrict parking zones.

Relevant sources and further reading

https://ciba-cy.org/the-bill-of-the-ministry-of-transport-communications-and-works-for-a-law-on-the-regulation-of-the-traffic-of-bicycles-and-other-personal-mobility-devices-e-scooters-passes/

https://in-cyprus.philenews.com/local/cyprus-authorities-electric-scooter-road-safety-measures/

https://kglaestates.com/laws/electric-scooter-road-rules-in-cyprus-speed-limits-and-helmet-law/

https://www.vrikislegal.com/amendments-to-the-law-for-use-of-roads-by-pedestrians-personal-mobility-devices-and-bicycles

Czech Republic

Classification & legal definition

In the Czech Republic, e-scooters are regulated primarily under Act No. 361/2000 Sb., on Road Traffic, with binding interpretative guidance issued by the Ministry of Transport (Ministerstvo dopravy). An e-scooter is not classified as a motor vehicle if it retains the character of a kick scooter (can be propelled without the motor), has a maximum design speed of 25 km/h, and an auxiliary electric motor with power up to 1 kW. When these conditions are met, the e-scooter is treated as a bicycle for traffic-law purposes. Devices exceeding 25 km/h or 1 kW fall under motor-vehicle categories subject to EU Regulation 168/2013.

Insurance & registration

E-scooters that meet the bicycle-equivalent criteria (≤25 km/h and ≤1 kW) are not subject to vehicle registration and do not require technical type approval. Under Czech legislation implementing the EU Motor Insurance Directive, mandatory liability insurance applies from

1 April 2024 to e-scooters that either (a) exceed 25 km/h, or (b) have a mass over 25 kg and a speed over 14 km/h. Compliant bicycle-equivalent e-scooters remain outside the compulsory insurance regime. Penalties for riding uninsured include fines and possible reimbursement claims by insurers after accidents. Registration is not required for ≤25 km/h / ≤1 kW scooters.

Where they can operate

E-scooters classified as bicycles may be used on cycle paths, cycle lanes, and mixed pedestrian–cyclist paths. Where no cycling infrastructure exists, they may be used on the carriageway, riding as close as practicable to the right-hand edge. Use on motorways and expressways is prohibited. Riding on sidewalks is generally forbidden, except for children under 10 years of age, who are treated as pedestrians.

Time-based restrictions

There are no national time-of-day restrictions (such as night-time bans) specific to e-scooters.

Regional/local variations

Local regulation is particularly significant in Prague. The city has adopted policies targeting shared e-scooter schemes: from 2025, shared scooters are excluded from public parking contracts, and from January 2026, a citywide ban on shared e-scooter rental operations has been approved by the municipal council. These measures apply to rental fleets, not to privately owned e-scooters.

Minimum age and exceptions

Czech law does not prescribe a special nationwide minimum age for e-scooters treated as bicycles. General bicycle rules apply: children under 10 years of age may ride on sidewalks, where they are considered pedestrians. If riding on the roadway, children under 10 must be supervised by a person aged 15 years or older.

Licence requirement

No driving licence is required for e-scooters that fall within the bicycle-equivalent category (≤25 km/h and ≤1 kW). Licensing obligations apply only if the device is reclassified as a motor vehicle.

Personal protection equipment and rider obligations

Helmet rules follow the bicycle regime: wearing a helmet is mandatory for riders under 18 years of age and recommended for adults. Riders must comply with cyclist behavioural rules, including riding alone (no passengers) and respecting designated cycling infrastructure.

Vehicle specs, mandatory equipment

To remain in the bicycle-equivalent category, an e-scooter must have a maximum design speed of 25 km/h and motor power not exceeding 1 kW. Mandatory equipment corresponds to bicycle equipment: effective brakes, front and rear reflectors, white front light and red rear light at night or in reduced visibility, and an acoustic warning device (bell).

Parking

There are no specific national parking rules for e-scooters beyond general bicycle parking obligations. At local level, especially in Prague, strict enforcement applies to shared e-scooters left outside designated areas, including removal and fines.

Relevant sources and further reading

https://czechdaily.cz/new-regulations-for-e-scooters-in-the-czech-republic/

https://md.gov.cz/Media/Na-pravou-miru/Elektricka-vozitka-Pravidla-a-regulace

https://www.alza.cz/elektrokolobezky-pravidla

https://www.expats.cz/czech-news/article/prague-announces-ban-on-e-scooters-what-happens-next

https://www.independent.co.uk/bulletin/news/prague-electric-scooter-ban-czech-republic-b2848994.html

https://www.zakonyprolidi.cz/translation/cs/2000-361?langid=1033

Denmark

Classification & legal definition

In Denmark, e-scooters are regulated under the Danish Road Traffic Act (Færdselsloven) as small, motorised vehicles that follow bicycle-equivalent traffic rules when they meet the

statutory technical criteria. To be lawful for road use, an e-scooter must be CE-marked, must not exceed a maximum design speed of 20 km/h, and must be equipped with prescribed safety features. When these requirements are met, e-scooters are treated in traffic largely as bicycles rather than as mopeds or motorcycles.

Insurance & registration

Denmark does not currently have an explicit statutory government text online that unambiguously mandates third-party liability insurance for e-scooters under the Road Traffic Act; official Danish insurance law focuses on registered motor vehicles (e.g., cars and mopeds). Registration is not required.

Where they can operate

E-scooters in Denmark must use cycle paths and cycle lanes wherever these exist; where no cycling infrastructure is present, they must be used on the carriageway in accordance with standard bicycle traffic rules. Riding on sidewalks/pavements is prohibited. In shared pedestrian areas where riding is permitted, operators and riders must travel at a low speed and give way to pedestrians.

Time-based restrictions

Denmark has no national time-of-day restrictions (such as a night-time riding ban) for e-scooters. Operation at night is regulated through lighting and visibility obligations rather than curfews. Municipalities may, however, impose operational restrictions on shared fleets through local agreements.

Regional/local variations

Copenhagen initially banned shared e-scooter parking in the city centre in 2020 due to safety and clutter concerns, then later allowed rental scooters back onto the streets under strict conditions, including restricted areas and designated parking zones. Operators can't pick up or drop off scooters in certain densely populated districts (e.g., parts of the inner city and bridge quarters), and improperly parked scooters can incur fines or removal.

Minimum age and exceptions

The minimum age for riding an e-scooter in Denmark is 15 years. Children under 15 are not permitted to ride e-scooters in public traffic, except in limited private or closed environments.

This age rule aligns e-scooters with the lower age threshold applied to mopeds and other small motorised vehicles.

Licence requirement

No driving licence is required to operate an e-scooter that complies with Danish legal criteria (≤20 km/h and CE-marked). Licensing requirements apply only if a device is reclassified into a higher motor-vehicle category due to non-compliance.

Personal protection equipment and rider obligations

Since 2022, wearing a protective helmet is mandatory for all e-scooter riders in Denmark. Riders must obey bicycle-traffic rules, including prohibitions on carrying passengers and on riding under the influence of alcohol or drugs (offences are sanctioned in a manner comparable to drink-driving in motor vehicles).

Vehicle specs, mandatory equipment

To be lawful, an e-scooter must have a maximum design speed of 20 km/h, be CE-marked, and be equipped with:

- Mandatory white or yellow front light and red rear light permanently on 24 hours a day. Both must be seen at 300 m
- Mandatory reflectors: white on the front, one red on the back, and one yellow or white on both sides of the scooter
- Minimum age: 15 years.
- Maximum weight of 25 kg; maximum length of 2 m and a maximum width of 0.70 m
- Mandatory CE marking

There is no explicit wattage limit in the legislation; compliance is based on speed and EU conformity.

Parking

National law requires e-scooters to be parked in a way that does not obstruct pedestrians, cyclists, or access points. Many cities, particularly Copenhagen, have introduced designated parking bays and fines for incorrect parking of shared e-scooters.

Relevant sources and further reading

https://denmark.net/electric-scooter-rules-denmark/

https://lifeindenmark.borger.dk/travel-and-transport/motor-vehicles/compulsory-liability-insurance-for-motor-vehicles

https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/e-scooters-allowed-back-copenhagen-although-restrictions-2021-11-01_en

https://www.retsinformation.dk/eli/lta/2021/1710

https://www.sikkertrafik.dk/rad-og-viden/sma-el-koretojer/el-lobehjul

https://www.themayor.eu/en/a/view/e-scooters-return-to-copenhagen-but-with-significant-restrictions-9134

Estonia

Classification & legal definition

Estonia recognises e-scooters as “personal light electric vehicles” (kergliikur) designed to carry one person without a seat, with a maximum design speed of 25 km/h and motor power up to 1 kW. These vehicles are subject to rules similar to bicycles under Estonian traffic law (Transpordiamet guidance).

Insurance & registration

PLEVs are not registered in the Estonian traffic register and are not treated as motor vehicles for registration purposes. Consequently, the Traffic Act framework does not impose mandatory motor-vehicle liability insurance on PLEVs; compulsory insurance applies to motor vehicles that are subject to registration, which PLEVs are not.

Where they can operate

PLEVs may be used on cycle paths, cycle lanes, and shared pedestrian–cycle paths. Where such infrastructure does not exist, they may be used on the right side of the carriageway. Use on pavements/footpaths is permitted only under cyclist-type rules and must not endanger pedestrians; when near pedestrians, riders must reduce speed to walking pace.

Time-based restrictions

There are no national time-of-day restrictions (such as a night-time ban) for PLEVs. Operation in darkness or reduced visibility is regulated through lighting and visibility equipment requirements, not curfews.

Regional/local variations

Municipalities may regulate the use of shared PLEVs in public space, particularly with respect to parking zones and speed management. Tallinn has introduced designated parking areas for shared e-scooters and bicycles and has adopted rules obliging operators to manage parking and compliance through geofencing and relocation.

Minimum age and exceptions

Estonian traffic rules apply age-based conditions derived from cyclist regulations rather than a single explicit "PLEV minimum age" in the Traffic Act. Children under 8 years of age may not ride on the carriageway. Children aged 8–15 may ride in traffic under cyclist rules (including the requirement to hold the right to ride a bicycle where applicable) under adult supervision if they do not have a cycling permit, and from 10 – 15 they can ride unsupervised with a cycling permit, while from 16 years of age full cyclist-type rules apply.

Licence requirement

No driving licence is required to operate a compliant PLEV (≤25 km/h, ≤1 kW). For children under 16, the requirement to hold the right to ride a bicycle applies when using the carriageway, in line with cyclist rules.

Personal protection equipment and rider obligations

Helmet use is mandatory for riders under 16 years of age when riding on the roadway and recommended for other riders. Riders must always give way to pedestrians, must not endanger other road users, and must comply with cyclist behavioural rules when using cycle infrastructure or the carriageway.

Vehicle specs, mandatory equipment

A PLEV must have a maximum design speed of 25 km/h and motor power not exceeding 1 kW (except self-balancing devices). Mandatory equipment includes a white front light, a red

rear light, side reflectors, and an audible warning device (bell). Lights must be used in darkness or reduced visibility. No explicit weight or dimension rules are in place. There is a 25 km/h speed limit and a maximum 1 kW power limit.

Parking

National rules require PLEVs to be parked so that pedestrian movement is not obstructed; guidance specifies that sufficient clearance must remain on pavements and shared paths. In Tallinn, designated parking zones for shared e-scooters are mandatory and enforced.

Relevant sources and further reading

https://auto.geenius.ee/rubriik/elektriautod/tallinn-soovib-piirata-teiste-omavalitsuste-elektriautode-tasuta-parkimist-kesklinnas/

https://www.riigiteataja.ee/en/eli/525032019002/consolide

https://www.tallinn.ee/en/news/new-parking-areas-added-shared-e-scooters-and-bicycles

https://www.tallinn.ee/en/news/tallinn-regulate-use-rental-e-scooters-mopeds-and-bicycles

https://www.transpordiamet.ee/en/node/180

https://www.transpordiamet.ee/kergliikur

https://www.transpordiamet.ee/uudised/suvekuudel-poorab-transpordiamet-koos-elektritoukerataste-rendiettevotete-bolti-ja-tuulega

Finland

Classification & legal definition

In Finland, e-scooters fall under the “light electric vehicle” (kevyt sähköajoneuvo) category in the Road Traffic Act as amended in 2025. Light electric vehicles include electric scooters and similar micromobility devices with a maximum design speed of 25 km/h and generally ≤1 kW motor power; when operated under these limits they are subject to the same traffic rules as bicycles. Vehicles with a top speed exceeding 25 km/h or heavier/faster vehicles are treated as motor vehicles and must comply with higher vehicle law requirements. Devices with a maximum design speed not exceeding 15 km/h are classified as pedestrian-assistive devices (jalankulkua avustavat laitteet) under Finnish traffic law and are subject to pedestrian rules.

Insurance & registration

Finnish transport insurance guidance makes motor liability insurance mandatory for light electric vehicles that weigh over 25 kg or exceed 25 km/h, as with other motor vehicles. E-scooters that are within the light electric vehicle category and under those thresholds are not generally subject to mandatory motor liability insurance or registration plates. Escooters >25 kg or >25 km/h must be insured under Finland's motor liability rules.

Where they can operate

E-scooter riders must use cycle paths or cycle lanes where available and otherwise ride on the roadway in accordance with bicycle rules; riding on sidewalks/pavements is not permitted. Pedestrians are prioritized and speed must be adjusted accordingly.

Time-based restrictions

There are no national time-based riding bans. Municipalities may impose local restrictions on operating hours, especially for shared scooter fleets; for example, Tampere restricts shared e-scooter speeds to 15 km/h at night (11 pm–5 am) and implements local nighttime conditions.

Regional/local variations

From 1 August 2025, municipalities will implement micromobility licensing for rental e-scooter operators, allowing cities to set local rules on speed caps, parking zones, usage areas, and operating hours. Cities like Helsinki, Tampere, and others are expected to adopt such regulations tailored to local traffic conditions. Cities may set:

- Speed caps
- Parking zones
- Usage areas
- Operating hour controls

Minimum age and exceptions

Under the 2025 Road Traffic Act amendments, the rider of a light electric vehicle (e-scooter) must be at least 15 years old. It is prohibited to hand over a light electric vehicle to a person under this age, and violations may incur a penalty. This rule applies to both private and shared devices, aligning e-scooter age limits with that of mopeds. There is no age limit for pedestrianassistive ≤15 km/h devices, but they are rare.

Licence requirement

No driving licence is required to operate an e-scooter within the light electric vehicle category (≤25 km/h and ≤25 kg). Finland does not mandate a driver licence for PLEVs/e-scooters treated as bicycles under the Road Traffic Act.

Personal protection equipment and rider obligations

Finland does not legally mandate helmet use for e-scooters, but helmet wearing is strongly recommended in the latest reforms and safety campaigns. Riders must also comply with bicycle behavioural rules, cannot carry passengers unless the vehicle is designed for it, and must not ride under the influence of alcohol — the 0.5 g/l BAC limit that applies to cars also applies to e-scooters.

Vehicle specs, mandatory equipment

To be a light electric vehicle under Finnish law, an e-scooter must have a maximum design speed of 25 km/h. Mandatory equipment for night/reduced visibility includes a white front light, red rear light, reflectors, and an audible warning device (bell), carrying the same requirements that apply to bicycles.

Parking

Nationally, e-scooters must be parked so as not to obstruct pedestrians or other traffic, under general traffic law. Municipalities may impose designated parking areas for shared e-scooters (for example in Helsinki city centre).

Relevant sources and further reading

https://poliisi.fi/en/-/entry-into-force-of-micromobility-legislation-will-bring-changes-to-traffic-surveillance-and-sanctions

https://traficom.fi/fi/sahkoiset-liikkumisvalineet

https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/finland-plans-empower-municipalities-regulate-micromobility-2025-04-02_en

https://valtioneuvosto.fi/en/-/1410829/the-government-proposes-legislation-on-micromobility-to-improve-traffic-safety

https://www.hel.fi/en/urban-environment-and-traffic/electric-scooters-frequently-asked-questions

https://www.liikenneturva.fi/en/campaigns/ride-right/

https://www.lvk.fi/en/obligation-to-insure/frequently-asked-questions/light-electric-mobility-devices

https://www.tampere.fi/en/transport-streets-and-maintenance/cycling-and-walking/city-bikes-and-e-scooters/e-scooters

https://yle.fi/a/74-20164527

France

Classification & legal definition

France regulates e-scooters within the legal category EDPM (Engins de Déplacement Personnel Motorisés), introduced into the Code de la route by Décret n°2019-1082 du 23 octobre 2019 and subsequently amended (notably in 2023). EDPM include electric scooters, self-balancing devices (gyropodes), monowheels and hoverboards. An EDPM is a motorised personal device without a seat whose design speed is greater than 6 km/h and not more than 25 km/h; devices outside this speed band fall into other vehicle categories.

Insurance & registration

EDPM are treated as motor vehicles for civil liability purposes, which makes third-party liability insurance mandatory for use in public traffic; the obligation rests with the owner. France does not require a registration plate or vehicle registration for devices that remain within the EDPM category (≤25 km/h). If a device exceeds 25 km/h, it is reclassified as a cyclomoteur (moped) and becomes subject to registration, insurance, helmet and licence requirements applicable to that category.

Where they can operate

In urban areas (agglomération), EDPM must use cycle paths where they exist; if none are available, they may use roads with a speed limit of 50 km/h or less. On sidewalks, riding is prohibited; the device may only be pushed by hand. Outside urban areas, circulation is restricted to greenways (voies vertes) and cycle paths.

Time-based restrictions

No time based restrictions nationally.

Regional/local variations

Municipal authorities may impose local parking restrictions and may regulate the presence of EDPM in sensitive zones; local helmet rules and parking rules vary across communes. These do not alter the national EDPM category but do shape local enforcement. The most known French restriction is the ban of rental e-sooters in Paris, and e.g. Carcassonne has a ban on e-scooters in the pedestrian areas and reduced speed in the whole city center.

Minimum age

The current Code de la route language (as updated by the 2019 decree) and public-service guidance state that a person must be at least 14 years old to use an EDPM.

Licence requirement

No driving licence is required to operate an EDPM that complies with the ≤ 25 km/h classification; the user need not hold a licence in the way required for motorised two-wheelers or automobiles. Exceeding the speed threshold can lead to reclassification as a moped/cyclomoteur, which carries licence requirements.

Personal protection equipment and rider obligations

While national law does not impose a universal helmet requirement for all EDPM riders, reflective equipment must be worn during hours of darkness or in low visibility, and EDPM must be equipped with front and rear lights, effective brakes and an audible warning device (bell). Some cities have mandatory helmets in place (Nice, Vence, Bourg-lès-Valence).

Vehicle specs, mandatory equipment

To qualify as an EDPM, the device must:

- be designed for a maximum speed of 25 km/h,
- have front and rear lights,
- have reflective devices and an audible warning device, and
    - have an effective braking system.

These requirements help define the EDPM category and distinguish it from other vehicle classes.

The defining threshold for EDPM classification is a maximum design speed of 25 km/h; devices must be designed and restricted to this limit to benefit from the EDPM regime. National law focuses on speed rather than numerical power limits.

Parking

Parking of EDPM on sidewalks is permitted provided that pedestrian flows are not obstructed. Local authorities may adopt ordinances restricting sidewalk parking where necessary to protect mobility and public space quality.

Relevant sources and further reading

https://cities-today.com/how-the-e-scooter-ban-has-changed-mobility-in-paris/

https://minier-avocat-carpentras.fr/reglementation-trottinettes-electriques/

https://www.connexionfrance.com/news/more-french-cities-clamp-down-on-electric-scooters/755131

https://www.construction21.org/france/articles/h/la-nouvelle-reglementation-pour-les-engins-de-deplacements-personnels-motorises-edpm.html

https://www.ecologie.gouv.fr/politiques-publiques/trottinettes-electriques-edpm-reglementation-vigueur

https://www.envoituresimone.com/code-de-la-route/cours/autres-usagers/usagers-vulnerables/engin-deplacement-personnel-motorise/trottinettes

https://www.legifrance.gouv.fr/codes/id/LEGIARTI000039277970/2026-01-30

https://www.securite-routiere.gouv.fr/reglementation-liee-aux-modes-de-deplacements/reglementation-des-edpm

https://www.service-public.gouv.fr/particuliers/vosdroits/F308

Germany

Classification & legal definition

Germany regulates e-scooters under a dedicated national regime in the Elektrokleinstfahrzeuge-Verordnung (eKFV), in force since 15 June 2019. E-scooters fall under the legal category of Elektrokleinstfahrzeuge (small electric vehicles). These are electrically powered vehicles designed for one person, without a seat (except for self-balancing variants),

with a design speed of more than 6 km/h and not more than 20 km/h, and equipped with handlebars. Only vehicles that obtain general type approval (Allgemeine Betriebserlaubnis) may be used in public traffic.

Insurance & registration

Use of an e-scooter that has a speed of >6 km/h in public traffic requires motor vehicle liability insurance. Proof of insurance is provided by a Versicherungskennzeichen (insurance sticker) affixed to the vehicle; no classic number plate or entry in the vehicle register is required. Operating an e-scooter without valid insurance constitutes an offence under compulsory insurance law.

Where e-scooters may operate

Under the StVO (German Road Traffic Regulations) as applied through the eKFV:

- E-scooters must use cycle paths or lanes where they exist;
- in the absence of such infrastructure, they may use the roadway (carriageway);
- sidewalks and pedestrian zones are generally prohibited for riding (unless specific signage allows e-scooters);
- e-scooters are also prohibited on motorways and vehicle lanes where bicycles are banned.

Time-based restrictions

There are no national time-of-day riding restrictions (e.g., curfews) in the eKFV.

Regional / local variations

The eKFV provides a national framework that applies throughout Germany; municipalities cannot alter the core eKFV technical rules. Local authorities may, however, regulate parking zones, no-ride areas and municipal traffic plans (such as designated parking for scooters or local traffic calming), within the scope of the Road Traffic Regulations. E.g. Erlangen has a specific agreement with shared e-scooter providers, and Munich and uremberg mostly regulate parking of shared e-scooters

Minimum age and exceptions

E-scooters may be used by persons aged 14 years and over in public traffic. No driving permit or licence is required at this age under the eKFV.

Licence requirement

No driving licence is required to operate an e-scooter that complies with eKFV technical and approval criteria. Devices that fall outside this category (e.g., speed >20 km/h or lacking approval) would be treated as other motor vehicles subject to different requirements.

Personal protection equipment and rider obligations

The eKFV does not impose a helmet requirement; however, both official safety guidance and road users' associations strongly recommend helmets for all riders. Reflective clothing and visibility devices are advised, especially at night.

Vehicle specs, mandatory equipment

E-scooters approved under the eKFV must be equipped with:

- two independent braking systems;
- front and rear lights (which may be removable);
- reflex reflectors;
- a bell or audible warning device;
- a vehicle identification number and manufacturer's plate as part of the approval.

These equipment requirements are established through the eKFV approval standards.

The defining technical threshold for an e-scooter under German law is a maximum design speed of 20 km/h. Vehicles capable of exceeding this speed cannot receive approval and therefore may not be used as e-scooters on public roads. The regulation also incorporates power criteria (e.g., ≤500 W for standard scooters and higher for self-balancing devices) as part of the eKFV technical definition. The weight limit is set at 55 kg, and the maximum dimensions are length of 2000 mm, width 700 mm and height 1400 mm.

Parking

The national framework does not decree a uniform parking regime for e-scooters; general road-traffic and local public space rules determine how and where e-scooters may be parked.

In many German cities, designated parking areas and local fines exist to prevent obstruction of pedestrians and other road users.

Relevant sources and further reading

https://erlangen.de/en/aktuelles/e-scooter

https://finber.de/en/e-scooter/#abe

https://thegermanyeye.com/munich-and-nuremberg-implementing-stricter-regulations-for-e-scooters-5732

https://www.bmv.de/SharedDocs/EN/Articles/StV/Roadtraffic/light-electric-vehicles-faq.html

https://www.gesetze-im-internet.de/ekfv/BJNR075610019.html

https://www.newsworm.de/news/germany-tightens-e-scooter-rules-with-higher-fines-and-safety-measures

https://www.verbraucherzentrale.de/wissen/energie/emobilitaet/escooter-diese-regeln-gelten-fuer-elektrotretroller-35716

Greece

Classification & legal definition

In Greece, e-scooters fall under the legal category “Light Personal Electric Vehicles” (Ελαφρύ προσωπικό ηλεκτρικό όχημα, Ε.Π.Η.Ο.) in the Greek Road Traffic Code (Κώδικας Οδικής Κυκλοφορίας) as codified in Law 5209/2025 (Government Gazette/FEK A’ 100/13.06.2025). The definition covers vehicles propelled by an electric motor that are outside the scope of EU type-approval frameworks (Regulations (EU) 2018/858 and 168/2013 and Directives 2009/48/EC and 2007/46/EC) and explicitly lists e-scooters (πατίνια / e-scooters) among the included devices. The Road Traffic Code also splits E.P.H.O. into two sub-categories by design speed: devices up to 6 km/h are treated as pedestrians, while devices over 6 km/h up to 25 km/h are treated as bicycles, with an obligation to follow bicycle signalling/marking and equipment requirements unless a specific rule provides otherwise.

Insurance & registration

Under the Road Traffic Code classification, E.P.H.O. are not treated as “motor vehicles” for the Code’s core “motor vehicle” concept (they are explicitly excluded from the definition of “motor vehicle”), which is one of the reasons they are generally not handled like cars/mopeds

for licensing/registration within the traffic-code framework. Separately, Greece has transposed the EU Motor Insurance Directive amendment framework via Law 5113/2024 (FEK A' 96/21.06.2024), and at EU level Directive (EU) 2021/2118 defines when certain "vehicles" must carry compulsory third-party motor liability insurance, using thresholds such as design speed >25 km/h or net weight >25 kg combined with design speed >14 km/h. In practice, most typical shared/private e-scooters designed to max out at 25 km/h will generally fall below the ">25 km/h" threshold, but heavier/faster personal mobility devices can fall inside the compulsory insurance scope depending on their technical characteristics.

Where they can operate

Because E.P.H.O. with design speed 6–25 km/h are treated as bicycles, their lawful space of operation follows bicycle rules unless a special provision applies. The Code requires that where a road provides a dedicated bicycle/moped lane, riders of bicycles and E.P.H.O. (in the 6–25 km/h class) must use it and are not allowed to ride in the rest of the carriageway. The Code also allows E.P.H.O. use in bicycle-priority facilities (e.g., bicycle roads/paths), while regulating interaction with pedestrians: whenever riding is permitted in spaces where pedestrians circulate, E.P.H.O. riders must move at pedestrian-compatible speed, must not harass pedestrians, and must yield priority; if they create an obstacle or danger to pedestrians, they must dismount and walk the device. Using them on roads where speeds are over 50 km/h is prohibited.

Time-based restrictions

There is no general national curfew or hour-of-day riding ban in the Road Traffic Code, but there are night-related obligations. E.P.H.O. riders are required to use the prescribed lighting/reflectors when riding at night (unless a limited exemption applies for disability mobility devices that do not travel at night), and riders must also wear reflective clothing or reflective equipment at night (the rule is explicit for E.P.H.O. riders and also appears in a specific provision addressing riders who perform delivery/transport work).

Regional/local variations

Municipalities can impose operational and parking management measures for shared micromobility, and Athens has published a municipal framework for shared e-scooters that includes designated parking locations/zones and location-based restrictions (i.e., municipal rules that go beyond the national baseline on where parking is allowed and how operators must manage fleets).

In Athens, the local government has gone beyond the national framework and adopted a comprehensive municipal regulatory regime specifically for Light Personal Electric Vehicles (E.P.H.O., which include e-scooters) that supplements Greece's Road Traffic Code. This regime was formalised by the Municipal Council of the City of Athens in late 2025 and is now being implemented by the Municipality's departments and the Municipal Police. E-scooters are prohibited on sidewalks citywide, forcing riders to dismount and walk the device where pedestrian space would otherwise be shared with foot traffic. Additionally, historic and high-pedestrian-use zones — including the area around the Acropolis, the streets of Ermou and Aiolou, public gardens, and major archaeological settings — are subject to a full ban on both riding and parking. In certain compact pedestrianized areas such as Psirri and Kerameikos pedestrian streets, a walking-pace speed limit (≈6 km/h) is applied, aligning with the city's priority to protect pedestrian safety and accessibility. Athens has established a designation and zoning system: there are 1,574 dedicated parking spaces for shared e-scooters across 124 "mass-parking" zones spread throughout the municipal communities, and these spaces must be used by rental operators. Citizens parking their own scooters must ensure that a 1.5-metre corridor is left unobstructed for pedestrians and that scooters are not left near ramps, crossings, entrances, or within 20 metres of archaeological sites to protect public access and heritage settings. For operators of scooter rental fleets, the city management plan includes a formal application and allocation process, where each company is allocated a maximum number of spaces per zone, and fleet monitoring is conducted in real time via software tools in cooperation with municipal services.

Minimum age and exceptions

Minimum age is set nationally in the Road Traffic Code: riders must be at least 12 years old for the ≤6 km/h E.P.H.O. class and at least 15 years old for the 6–25 km/h class. Exceptions are built into the broader E.P.H.O. definition and related safety provisions for certain mobility devices used by persons with disabilities (e.g., disability mobility chairs/scooters/handbikes), which are treated differently for some obligations (notably certain equipment/helmet rules).

Licence requirement

A standard driving licence is not established as a prerequisite for ordinary E.P.H.O. use in the Road Traffic Code framework, which is consistent with the Code's legal approach of treating most E.P.H.O. (6–25 km/h) as bicycles and explicitly excluding E.P.H.O. from the definition of "motor vehicle" in the Code.

Personal protection equipment and rider obligations

Helmet use is regulated nationally: riders of E.P.H.O. (covering the enumerated categories under the E.P.H.O. definition, with exceptions for disability mobility devices) must wear an approved protective helmet, properly fastened. The Code also imposes rider-conduct obligations that apply directly to E.P.H.O., including keeping control of the handlebar (where present), restrictions on being towed, towing/pushing objects, riding two-abreast, and using phones or certain headphones while moving; it also prohibits carrying passengers on E.P.H.O. and regulates hand-signalling when the vehicle lacks direction indicators.

Vehicle specs, mandatory equipment

Nationally, E.P.H.O. are capped at 25 km/h maximum permitted speed, and they are also barred from operating on roads where the maximum permitted speed for motor vehicles exceeds 50 km/h. In terms of mandatory equipment, the Code applies bicycle-style visibility requirements to E.P.H.O.: they must have a white/yellow front light, a red rear light and rear reflector, and at least one side reflector on each side (with limited exemptions for disability mobility devices that do not ride at night). These requirements are consistent with the Code's overall approach of treating the main E.P.H.O. class as bicycle-like for signalling/marking and safety equipment unless a special rule says otherwise.

Parking

Parking is governed by the general Road Traffic Code parking framework, with additional municipal powers that become especially important for shared e-scooter fleets.

Relevant sources and further reading

https://pavlakis-moschos.gr/en/rules-and-regulations-for-light-personal-electric-vehicles-l-p-e-v-in-greece-e-scooters-etc/

https://tornosnews.gr/en/transport/54426-athens-new-traffic-and-parking-regulations-for-scooters.html

https://www.cityofathens.gr/dimos-athinaion-neos-kanonismos-kykloforias-stathmeysis-ta-elafra-prosopika-ilektrika-ochimata-e-p-o/

https://www.elinyae.gr/sites/default/files/2025-06/100%CE%B2_2025.pdf

https://www.pothen.gr/pothen-main/main/docs/fek_a_96_2024.pdf

Hungary

Classification & legal definition

Hungary still does not have a dedicated, explicit traffic-law vehicle category for stand-on e-scooters in the current KRESZ, and this legal gap is widely acknowledged in practice; instead, the first binding "classification-like" rules affecting e-scooters in Hungary have entered through motor third-party liability insurance (MTPL) law, not through KRESZ itself. In particular, the Act on compulsory motor vehicle liability insurance (2009. évi LXII. törvény) defines what counts as a "motor vehicle" for MTPL purposes using design speed and net weight thresholds, which is the operative legal hook bringing certain e-scooters into the MTPL scope.

Insurance & registration

Hungary has a binding, in-force MTPL insurance requirement for certain micromobility devices (including some e-scooters) based on the MTPL-law definition of "motor vehicle". Under the consolidated wording of the MTPL act, a mechanically-powered, non-rail vehicle is treated as a "motor vehicle" (and therefore brought into MTPL scope) if its maximum design speed exceeds 25 km/h, or if its net weight exceeds 25 kg and its maximum design speed exceeds 14 km/h. This is the legal basis widely used for determining which e-scooters must be insured in practice. Public insurer-association and insurer guidance in Hungary aligns with that framework and highlights the practical start date for compliance discussed in 2024 communications.. No registration scheme exists for escooters.

Where they can operate

Because current KRESZ does not comprehensively define e-scooter operating rules as a dedicated vehicle class, practical guidance often describes "gap conditions" and uncertainty, while the binding, enforceable hook has been MTPL classification (insurance) rather than detailed national roadway placement rules. A widely-cited EU-level insurance federation factsheet summarises the situation as no specific age rules, notes scooters being forbidden on pavements, and emphasises that above the relevant thresholds the device is considered a vehicle for MTPL purposes.

Time-based restrictions

There are no national time-of-day restrictions for e-scooters in Hungarian law; any such restrictions would arise only from local traffic measures.

Regional/local variations (Budapest)

Budapest has implemented designated micromobility parking concepts ("microMobility Points" / "Mobi points") aimed at reducing sidewalk obstruction by shared micromobility devices, with official communications describing these as structured parking solutions for bikes and scooters.

Minimum age and exceptions

No clear, nationally uniform statutory minimum age for e-scooter riding is consistently identified under the current "gap" conditions; secondary summaries often describe the absence of specific age rules and focus instead on general traffic and insurance issues.

Licence requirement

Under current conditions, there is no uniformly codified "e-scooter licence requirement" comparable to mopeds, because the device class is not fully stabilised in KRESZ as a distinct vehicle type; summaries typically treat licensing as not specifically required for the general case (while acknowledging uncertainty and future reforms).

Personal protection equipment and rider obligations

No nationwide, scooter-specific helmet rule is consistently identified as a binding national obligation under the current "gap" regime in the sources above, although general road safety rules (e.g., alcohol/drug prohibitions) apply as part of general traffic law.

Vehicle specs, mandatory equipment

Hungary's clearest binding technical thresholds for e-scooters currently appear via MTPL-law classification: 25 km/h design speed, and 25 kg net weight combined with 14 km/h design speed, for determining whether the device is treated as a "motor vehicle" for compulsory insurance purposes. No nationally uniform, scooter-specific equipment list (lights, bell, reflectors, etc.) is clearly defined in a single authoritative KRESZ provision for e-scooters

under the current regime; most detailed equipment obligations are expected to be clarified through the forthcoming KRESZ reform package (not yet in force).

Parking

Hungary does not have a single national "e-scooter strategy" document comparable to some micromobility strategies elsewhere; instead, policy has evolved through (1) MTPL insurance-law expansion for certain devices, and (2) the announced development of new KRESZ rules. At city level, Budapest has pursued micromobility-point approaches to manage parking and reduce obstruction.

Relevant sources and further reading

https://bkk.hu/en/news/2021/07/pilot-micromobility-points.6602/

https://dailynewshungary.com/electric-scooter-regulations-chaos-travel/

https://mabisz.hu/ujabb-jarmuvekre-kell-majd-kgfb-t-kotni

https://njt.hu/jogszabaly/2009-62-00-00

https://www.insuranceeurope.eu/downloads/fact-sheet-e-scooters-hungary-english/fact-sheet_e-scooters-Hungary_ENG.pdf

https://www.portfolio.hu/en/economy/20250911/hungary-mulls-special-rules-for-e-scooters-785450

https://xpatloop.com/channels/2022/04/fines-proposed-for-electric-scooters-in-budapest.html

Italy

Classification & legal definition

Italy regulates e-scooters as "monopattini a propulsione prevalentemente elettrica" within the national micromobility framework set out in Law 27 December 2019, no. 160 (Art. 1, commi 75 et seq.), as subsequently amended, including by Law 25 November 2024, no. 177 (in force from 14 December 2024). Within the commi 75 framework, the scooter category is defined through mandatory characteristics, including absence of a seat and continuous nominal power not exceeding 0.50 kW, and the regime includes explicit rules on circulation, speed limits, age, and equipment.

Insurance & registration

Following the 2024 reform, circulation is expressly linked to having the required insurance coverage (the law text integrates the insurance obligation into the commi 75 framework by making circulation without the required coverage unlawful).

Italy does not introduce a classic "vehicle registration/immatricolazione" regime for scooters, but it does require an identification contrassegno, which is designed to make vehicles identifiable for compliance/enforcement purposes. Italy requires scooters to be identifiable via a contrassegno identificativo. The MIT "Decreto Capo Dipartimento n. 210 of 27 June 2025" sets the criteria and operational rules for the contrassegno (including how it is formed/assigned and applied). A subsequent Gazzetta Ufficiale publication (MIT act) determines the price and the modalities of issuance/request/release for the contrassegni. The sticker identifies the scooter, links it to its insurance and allows police to check compliance.

Under MIT Decree no. 210/2025, the contrassegno must:

- be adhesive and non-removable
- be reflective
- measure 5 × 6 cm
- display an alphanumeric code
- use only letters B–Z and digits 2–9 (to avoid confusion with O/0, I/1, etc.)
- be produced by the Istituto Poligrafico e Zecca dello Stato (IPZS)

Where they can operate

Under the amended commi 75 rules, scooters may circulate only on urban roads with a posted speed limit not exceeding 50 km/h, riding in other areas is forbidden, even e.g. outside built up areas. Sidewalk riding is treated as an offence under the same framework (the commi 75 enforcement tables used by municipal police practice explicitly list "circolava … sul marciapiede" as a sanctioned violation, reflecting the statutory prohibition logic). They are also prohibited on bike paths.

The speed limit is 20 km/h on roads and 6 km/h in pedestrian areas.

Time-based restrictions

No national time-of-day riding restrictions (curfews/permitted hours) are stated.

Minimum age and exceptions

Italy sets a minimum age of 14 years for riding e-scooters in public circulation.

Licence requirement

No special license is required.

Personal protection equipment and rider obligations

The 2024 reform explicitly extends the helmet obligation to all scooter riders, by amending the relevant comma wording from “under 18” to “i conducenti dei monopattini”, and the helmet must be conforming to harmonised technical standards UNI EN 1078 or UNI EN 1080.

Vehicle specs, mandatory equipment

Key statutory technical features in the commi 75 framework include no seat and continuous nominal power ≤0.50 kW, and the framework also requires elements such as acoustic warning device, front and rear lights and a speed regulator (configured to the applicable limits). Italy sets scooter speed limits to 6 km/h in pedestrian areas and 20 km/h in other permitted circulation cases.

There are no legal weight limit for classification.

Parking

Parking is banned on sidewalks Italy’s approach is primarily embedded in Codice della Strada / commi 75 reforms and the MIT contrassegno implementation, rather than a standalone national micromobility strategy document.

Relevant sources and further reading

https://platum.com/e-motion-mag/micromobilita-elettrica/codice-della-strada-tutte-le-regole-per-i-monopattini-elettrici/

https://prefettura.interno.gov.it/sites/default/files/93/2024-12/2024.12.20-legge-177-2024-modifiche-al-codice-della-strada.pdf

https://www.circolazione-stradale.it/Normativa/Anno-2019/Legge-20191227_160

https://www.circolazione-stradale.it/Portals/0/Allegati/Normativa_2024/20241224_38625_Scheda2.pdf?ver=AGQDU8Xeqn49BMD7bVbqNQ%3D%3D

https://www.dueruote.it/speciali/urban-mobility/2025/07/03/monopattini-elettrici-decreto-ufficiale-per-targa-e-assicurazione-tutte-le-novita-2025/

https://www.gazzettaufficiale.it/atto/serie_generale/caricaArticolo?art.codiceRedazionale=24G00199&art.dataPubblicazioneGazzetta=2024-11-29&art.flagTipoArticolo=0&art.idArticolo=14&art.idGruppo=4&art.idSottoArticolo=1&art.idSottoArticolo1=10&art.progressivo=0&art.versione=1

https://www.gazzettaufficiale.it/eli/id/2024/11/29/24G00199/SG

https://www.gazzettaufficiale.it/eli/id/2025/11/13/25A06086/sg?

https://www.migliormonopattinoelettrico.it/normativa-monopattini-elettrici/

https://www.mit.gov.it/nfsmitgov/files/media/normativa/2025-07/Decreto%20Capo%20Dipartimento%20n.%20210%20del%2027-06-2025.pdf

Ireland

Classification & legal definition

Ireland regulates e-scooters under the Road Traffic and Roads Act 2023 and the Road Traffic Act 2024, which created the legal category “Powered Personal Transporter” (PPT). Legal use of PPTs commenced on 20 May 2024 following the relevant commencement orders and S.I. No. 199/2024 (Road Traffic (Powered Personal Transporters) Regulations 2024).

A compliant PPT must meet specific technical criteria: maximum continuous motor power ≤ 400 W, maximum weight ≤ 25 kg (including battery), maximum design speed ≤ 20 km/h, no seat, and minimum wheel diameter ≥ 200 mm.

Insurance & registration

PPT e-scooters that comply with the statutory technical limits are not classified as mechanically propelled vehicles for the purposes of motor insurance law and therefore do not require compulsory motor insurance. They are also not subject to motor tax or vehicle registration, and no driving licence is required for compliant PPTs.

Where they can operate

Compliant PPTs may be used on local, regional and national roads, and may use cycle lanes and bus lanes. Riders must obey standard traffic rules, including driving on the left.

They are prohibited from:

- footpaths (pavements),
- pedestrianised areas,
- motorways,
- public transport services (buses, rail and tram services operated under the National Transport Authority).

Time-based restrictions

There are no national time-of-day restrictions (curfews or permitted hours) for PPTs in Irish law; any such limits would arise only from local traffic management measures).

Regional/local variations

At present, the national PPT rules apply uniformly across Ireland, and no separate municipal PPT regimes have been established; local authorities apply the national framework through traffic management and enforcement powers.

Minimum age and exceptions

The minimum age for riding a PPT e-scooter in public is 16 years. Gardaí have the power to seize e-scooters used by riders under this age.

Licence requirement

No driving licence or learner permit is required to operate a compliant PPT e-scooter.

Personal protection equipment and rider obligations

There is no statutory helmet requirement, but helmet use is strongly recommended by the Government and the Road Safety Authority (RSA). High-visibility clothing is also advised. PPTs must be equipped with front and rear lights, brakes, reflectors, and a bell or audible warning device. Riders are subject to general road-traffic rules, including prohibitions on mobile-

phone use while riding and on carrying passengers or goods, and dangerous riding may result in fines or seizure.

Vehicle specs, mandatory equipment

A legal PPT must:

- weigh no more than 25 kg (including battery),
- have wheel diameter ≥ 200 mm,
- display a manufacturer plate indicating power, weight and design speed,
- be CE-marked,
- be fitted with front and rear lights and reflectors, brakes and a bell,
- have no seat.

The maximum permitted speed for PPTs is 20 km/h on all public roads. The maximum continuous rated motor power is 400 W.

Parking

National rules prohibit parking in loading bays, accessible parking bays, and EV charging bays, and require that PPTs must not obstruct pedestrians or other road users.

Relevant sources and further reading

https://www.citizensinformation.ie/en/travel-and-recreation/e-scooters-e-bikes-and-e-mopeds/e-scooters/

https://www.gov.ie/en/department-of-transport/publications/e-scooters/#technical-requirements

https://www.gov.ie/en/publication/51b8c-powered-personal-transporters-e-scooters/

https://www.irishstatutebook.ie/eli/2024/si/199/made/en/print

https://www.rsa.ie/road-safety/road-users/e-scooters

Latvia

Classification & legal definition

Latvia's Road Traffic Law recognises electric scooters as a distinct vehicle type when certain technical criteria are met, and they must be registered before participating in traffic. According to the Ceļu satiksmes drošības direkcija (CSDD) registration page, to be recognised as an electric scooter for registration purposes the vehicle must have total electric motor power not exceeding 1000 W, a maximum design speed not exceeding 25 km/h, no pedals, be intended for one person, and have handlebars or a steering mechanism mechanically connected to the deck.

Insurance requirement

As of 1 July 2025, electric scooters in Latvia must carry compulsory motor third-party liability insurance (OCTA). This requirement was introduced through amendments to the Sauszemes transportlīdzekļu īpašnieku civiltiesiskās atbildības obligātās apdrošināšanas likums to include electric scooters within the scope of vehicles requiring compulsory insurance. Private individuals who fail to insure their electric scooter against third-party liability are fully liable for damages they cause.

Since 1 April 2024, electric scooters must be registered with the CSDD before they may participate in road traffic. Upon registration, a state registration sticker is issued that must be affixed to the scooter. This applies to all scooters, including self-built or modified units. Registration became mandatory after spring 2024, and unregistered scooters are prohibited from use on public roads.

Where scooters may be used

Registered electric scooters may be used on roads open to public traffic, including urban streets, cycle lanes, mixed zones, and residential streets.

General traffic rules apply and riders must obey local signage and municipal traffic plans.

Sidewalk riding is generally prohibited, except where permitted at low speed under specific local rules. Municipalities can designate zones or adjust speed limits and shared-scooter access.

Time-based restrictions

There are no national time-of-day restrictions for electric scooter operation in Latvia; national traffic law sets uniform participation rules.

Local / municipal variations

Municipalities in Latvia have authority to:

- set lower speed limits in specific zones;
- define no-parking or restricted parking areas;
- regulate shared scooter services including geofencing and operational zones.

Local municipal police and authorities manage such measures within their jurisdictions.

Minimum age

Electric scooters are allowed from age 14. Riders aged 14–17 must hold a valid bicycle licence or any category of driving licence; riders aged 18 and older require no licence.

Licence / permit

Riders aged 14–17 must hold a bicycle licence or any valid driving licence category. Once a rider reaches 18 years of age, no licence is required to operate an electric scooter.

Personal protection equipment and rider obligations

Latvia introduced a mandatory helmet requirement for electric scooter riders under 17. Riders aged 17 and over are not legally required to wear a helmet, though reflective gear and safe equipment (lights, etc.) are recommended.

Vehicle specs, mandatory equipment

Electric scooters must have a total motor power of no more than 1000 W. If a scooter originally exceeds 25 km/h, a speed limiter verification at CSDD may be required before registration.

Under CSDD classification:

- scooters must have handlebars or steering connected mechanically to the footrest;

- a seat is permitted only if less than 54 cm high (otherwise different classification may apply).
- Maximum design speed: 25 km/h (for compliance as a road-legal scooter).
- Weight/power condition: total motor power ≤ 1000 W; if speed could exceed 25 km/h, CSDD testing/limitation is required.

Electric scooters must be equipped with front and rear lights, reflectors, and effective brakes. Reflectors and audible warning devices (bell) are commonly recommended or required under local regulatory practice and safety guidance, alongside visibility gear for young riders.

Parking rules

Municipalities may:

- designate parking bays for scooters;
- enforce fines or tow-aways for improper parking;
- monitor shared scooter fleets for compliance.

Relevant sources and further reading

https://eng.lsm.lv/article/economy/transport/08.03.2024-registration-of-electric-scooters-mandatory-as-of-april-1-in-latvia.a545933/

https://eng.lsm.lv/topic/electric-scooters/

https://likumi.lv/ta/id/87547-sauszemes-transportlidzeklu-ipasnieku-civiltiesiskas-atbildibas-obligatas-apdrosinasanas-likums

https://thegaze.media/news/scooters-in-latvia-require-registration-and-drivers-must-hold-licences

https://www.csdd.lv/en/bicycle-and-electric-scooter-registration/general-information

https://www.csdd.lv/en/bicycle-and-electric-scooter-registration/bicycle-registration-in-e-csdd-or-mobile-application

https://www.csdd.lv/en/bicycle-and-electric-scooter-registration/general-information

https://www.mdpi.com/1648-9144/60/4/540

https://www.saeima.lv/en/news/saeima-news/29684-electric-scooters-to-be-regulated-allowed-from-the-age-of-14

Lithuania

Classification & legal definition

Lithuania regulates e-scooters within the national category of electric micromobility devices (elektrinės mikrojudumo priemonės), introduced through amendments to the Road Traffic Rules (Kelių eismo taisyklės, KET) and the Law on Safe Traffic on Roads (Saugaus eismo automobilių keliais įstatymas). These amendments entered into force on 1 January 2024, following a government decision adopted in 2023. Electric micromobility devices include electric scooters, electric skateboards, balance wheels and similar devices intended for personal transport and not classified as bicycles or mopeds.

Under the Law on Safe Traffic on Roads, an electric micromobility device is (in substance) a single-person electrically powered vehicle whose maximum useful power is not more than 1 kW, maximum design speed not more than 25 km/h, and where a seat (if installed) has a reference-point height not exceeding 540 mm; disability wheelchairs are explicitly excluded from this category.

Insurance & registration

For compliant electric micromobility devices (≤1 kW and ≤25 km/h), Lithuanian rules treat them as a micromobility category under KET / safe-traffic law, and compulsory insurance or registration is not present. However, if a device is similar in construction but exceeds 1 kW and/or 25 km/h, it is not considered an electric micromobility device and may participate in public traffic only if the procedures mandatory for motor vehicles are completed, including conformity assessment, registration, mandatory technical inspection, and mandatory civil liability insurance.

Where they can operate

From 1 January 2024 micromobility riding is allowed primarily on cycle paths, shared pedestrian–cycle paths, or cycle lanes, and where these do not exist, an appropriate roadside/shoulder. Riding on the sidewalk or carriageway is allowed only when the above infrastructure is not available. It is prohibited to ride on motorways and expressways, crossing the roadway while riding on pedestrian crossings (i.e., you must dismount/act as a pedestrian), carrying passengers, and other unsafe conduct rules.

Time-based restrictions

No national "curfew" or permitted-hours rule is stated in the core 2024 micromobility changes; restrictions are expressed through infrastructure choice, speed limits, equipment, and behaviour obligations.

Regional/local variations

Lithuania's 2024 changes are national (KET + safe-traffic law). The KET provisions referenced in the government and police materials are framed as nationwide rules.

Minimum age and exceptions

Lithuanian police guidance states micromobility use in public traffic is allowed for persons 16+, and persons 14+ only if they have completed a designated training course and hold a school-issued certificate. In a residential courtyard, age is not limited, but riders under 10 must be supervised by an adult.

Licence requirement

No driving licence is required for compliant micromobility devices; for 14–15-year-olds, the competence requirement is the training course + school certificate (not a motor-vehicle licence).

Personal protection equipment and rider obligations

Riders under 18 must wear and fasten a helmet when riding on a road. For riders 18+, a helmet is recommended when riding on a road generally, and mandatory when riding on the carriageway. Visibility rules include requirements for lighting and/or high-visibility vest conditions, especially for riding in darkness/low visibility and when on the carriageway.

Lithuania has also announced (government level) that from January 2026 helmets become mandatory for all micromobility riders, removing age/location exceptions; this is explicitly presented as a future change in official releases and reporting.

Vehicle specs, mandatory equipment

Micromobility riding is allowed only with a device that has:

- an effective brake,
- a sound signal,

- a white front light and red rear light,
- and orange reflectors on both sides.

Two key speed limits are stated in official government communication and police guidance:

- Maximum riding speed: 20 km/h.
- When passing very close to a pedestrian (e.g., on a shared path/sidewalk context), speed must not exceed 7 km/h.

No specific weight, dimension or power rules are specified.

Parking rules

Parking rules are not specified nationally for micromobility; standard vehicle obstruction rules apply.

Relevant sources and further reading

https://e-tar.lt/portal/lt/legalAct/b3b7ccc010bb11ee9f7ec2ffce8b47bc

https://madeinvilnius.lt/en/news/Lithuanian-news/new-requirements-for-electric-scooter-drivers-from-January-1/

https://policija.lrv.lt/media/viesa/saugykla/2024/4/yoEc7W4Wsws.pdf

https://taurage.policija.lrv.lt/lt/naujienos/vairuoji-mikrojudumo-priemone-isitikink-kad-zinai-taisykles-ir-vaziuoji-saugiai/

https://www.lmnsc.lt/uplfiles4/Mokini%C5%B3%20saugaus%20va%C5%BEiavimo%20dvira%C4%8Diu%20ir%20elektrine%20mikrojudumo%20priemone%20mokymo%20kursas.pdf

https://www.lrs.lt/sip/portal.show?p_r=35403&p_k=2&p_t=285233

https://www.lrt.lt/en/news-in-english/19/2791345/new-helmet-rules-aim-to-curb-electric-scooter-injuries-in-lithuania

Luxembourg

Classification & legal definition

Luxembourg regulates e-scooters mainly under “micro-véhicule électrique” (micro electric vehicle) in the Code de la route framework. It explicitly defines a micro-véhicule électrique as a small road vehicle (≥1 wheel), with or without a seat, designed for one person, propelled

exclusively by an electric motor with maximum continuous rated power ≤ 1000 W, and with a design speed > 6 km/h and ≤ 25 km/h.

Luxembourg also distinguishes Engin de déplacement personnel (EDP) (pedestrian-type devices, incl. children's devices) where max design speed ≤ 6 km/h, and vehicles outside the MVE thresholds (e.g., higher speed categories) which fall into other vehicle classes (e.g., cyclomoteur) with different obligations (helmet, declaration/registration, etc.).

Insurance & registration

For micro-véhicules électriques used within the MVE category (≤25 km/h), Luxembourg's official Transport portal states: no motor-vehicle civil liability insurance and no licence plate/identification plate are required.

If the device is reclassified into another category (e.g., high-performance devices that fall under moped/cyclomoteur rules), inappropriate modifications can shift the category and trigger different obligations (including insurance, driving licence, helmet depending on category). Vehicles >25 km/h fall under moped-type requirements (registration/insurance/licence).

Where they can operate

When riding an MVE, the riding rules are the same as for cycling, and cycle paths must be used when available. Under 10, children may ride on the sidewalk/areas for pedestrians, giving priority to pedestrians. From age 13 it is mandatory to ride on infrastructure intended for cycles (cycle paths/lanes) and otherwise on the carriageway.

Time-based restrictions

No national time-of-day curfew appears in the official Luxembourg rule summaries.

Regional / local variations

National rules are uniform.

Minimum age and exceptions

Luxembourg varies the age requirements by age and where it is allowed to use escooters. 10+ children are allowed to ride an MVE. 13+ children must use cycling infrastructure /

otherwise the carriageway (so sidewalk use is no longer the default). Children <10 may ride on sidewalks/pedestrian areas while giving priority to pedestrians.

Licence requirement

For MVEs (≤25 km/h category), no driving-licence is requirered; riders are treated as cyclists.

Personal protection equipment and rider obligations

Helmets are strongly recommended but not mandatory. Lighting must be on day and night for MVEs. No passengers, no towing / dragging another vehicle are allowed. A front white light and a rear red light, both at ~40 cm height, and side reflectors are mandatory.

Vehicle specs, mandatory equipment

The mandatory equipment is:

- audible warning (bell),
- braking system,
- white steady front light,
- red steady rear light (with a visibility/height condition: rear red must be visible at ≥40 cm in specified visibility conditions; can be replaced by an equivalent worn device),
- maximum length 1.50 m,
- speed limited to 25 km/h.

The design speed is limited to >6 km/h and ≤25 km/h for MVE. The maximum continuous rated power can be no higher than ≤ 1000 W.

Parking

Not specified in the national micromobility guidance; general obstruction rules apply.

Relevant sources and further reading

https://gouvernement.lu/dam-assets/documents/actualites/2021/02-fevrier/26-respect-my-space/Depliant-Micro-mobilite.pdf

https://legislation.mt/eli/sl/65.26/eng/pdf

https://paperjam.lu/article/voici-ou-peuvent-rouler-trotti

https://police.public.lu/fr/legislation/code-de-la-route/mobilite-douce.html

https://today.rtl.lu/news/luxembourg/fines-issued-as-police-monitor-urban-mobility-vehicles-in-luxembourg-city-2341564

https://transports.public.lu/fr/se-deplacer/micro-mobilite/micro-vehicule-electrique.html

https://www.foyer.lu/fr/blog/trottinettes-electriques-et-hoverboards-une-nouvelle-categorie-dans-le-code-de-la-route/

Malta

Malta regulates e-scooters primarily as "e-kickscooters" within a dedicated micromobility framework under the Micromobility Regulations (S.L. 499.67), supported by technical conformity checks that reference the Low-Powered Vehicles and Pedal Cycles Regulations (S.L. 65.26). Transport Malta's official registration page describes an e-kickscooter as a scooter manufactured to be used with an auxiliary electric motor producing a travelling speed of not more than 20 km/h, and explains that before registration the vehicle must be inspected to confirm compliance with the relevant provisions of S.L. 65.26.

Insurance & registration

Malta applies a registration-and-insurance model. Applicants must provide third-party risks insurance when registering an e-kickscooter, and the registration is subject to an administrative fee of €10. Owners must be in possession of the relevant identification documentation and that the vehicle is issued a plate/licence disc arrangement through the licensing process. Each e-scooter gets a registration number in the form of a sticker attached to the e-scooter.

Where they can operate

E-scooters are allowed on pavements and pedestrian zones (≤ 10 km/h), but cannot be ridden on arterial or distributor roads (main roads) except on safe-cycle routes, and cannot be ridden in tunnels or underpasses.

Transport Malta's official registration page also includes an explicit section "Roads where use of e-Kickscooters is forbidden" (with an official map/graphic), reinforcing that Malta uses a defined "no-go roads" concept rather than only general functional road classes.

Time-based restrictions

No national "curfew" for riding appears in Malta.

Regional/local variations

The rules themselves are national (S.L. 499.67), but special rules relate to shared escooters, which are currently banned.

Minimum age and exceptions

The age limit is a minimum of 16 years, and they must satisfy the Authority of knowledge of the Road Code through a theory test.

Licence requirement

Eligibility for e-scooter use is linked to licensing competency: riders must posses an AM category driving license, including a passed theory test certificate and an application process while under 18 years. For riders over 18, an A or B category driver's license is needed.

Personal protection equipment and rider obligations

Helmet use is not mandatory for e-kickscooters operating within the micromobility category. A high-visibility vest is mandatory between sunset and sunrise. Riders remain subject to general road-traffic obligations and to enforcement powers linked to the registration and licensing system.

Vehicle specs, mandatory equipment

E-kickscooters must be stand-up vehicles equipped with handlebars and must satisfy technical conformity checks under S.L. 65.26. Mandatory equipment includes a front headlamp, rear tail lamp, and an audible warning device (bell or horn). Visibility requirements apply during hours of darkness. The speed limit that they operate on is 20 km/h on roads and 10 km/h on pavements, cycle paths.

Parking, and national policy context

Parking is permitted on pavements and pedestrian areas provided that pedestrian movement and access for persons with reduced mobility are not obstructed. Where racks

are available, these must be used. On roads, diagonal parking adjacent to the pavement is permitted, but occupation of standard vehicle parking spaces is not.

Relevant sources and further reading

https://insuranceeurope.eu/downloads/fact-sheet-e-scooters-malta-english/fact-sheet_e-scooters-Malta_ENG.pdf

https://legislation.mt/eli/sl/65.26/eng/pdf

https://www.independent.com.mt/articles/2025-12-08/local-news/NGO-Rota-open-to-rental-e-scooters-returning-to-Malta-under-clear-rules-and-proper-infrastructure-6736285475

https://www.transport.gov.mt/land/vehicles/registering-and-licensing-a-motor-vehicle/registering-and-licensing-an-e-kickscooter-4345

Netherlands

Classification & Legal Definition

In the Netherlands, the legal situation for electric scooters (in Dutch law these are referred to as “elektrische step” or e-step and regulated as bijzondere bromfiets when approved) has shifted significantly in 2025. Historically, e-scooters (e-steps) were not permitted on public roads because they did not fit established vehicle categories. Under Dutch law, e-scooters are treated as a type of “bijzondere bromfiets” (special moped) — a national vehicle category distinct from regular mopeds or bicycles — but only if they have been formally approved by the national vehicle authority (RDW). Only RDW-approved models are allowed to be used on public roads. Any e-step that is not on the RDW’s approved list remains illegal to ride on public roads.

Dutch law classifies e-steps that are approved for road use as bijzondere bromfietsen. These are electrically powered vehicles with a maximum design speed of 25 km/h that do not require European type approval but must meet safety requirements set by national rules before they can be used on Dutch public roads. Only vehicles that have received RDW approval and are included in the RDW’s list of special mopeds may be operated legally.

Insurance & Registration

Since 1 July 2025, a registration (kenteken) and third-party liability insurance (WA-verzekering) are mandatory for e-scooters that are approved as bijzondere bromfietsen and are used on

public roads. New RDW-approved e-scooters must have a license plate from the point of purchase, while existing approved vehicles that were on the road before 1 July 2025 have a transition period until 1 July 2026 to obtain a plate. Without this registration, riders are not permitted to use the vehicle on public roads. As of January 31st 2026, only a few types of escooters are approved[1]

Where They May Operate

Approved e-scooters classified as bijzondere bromfietsen must obey the standard circulation rules for mopeds and similar vehicles. In general, this means riding on cycle paths or combined cycle/moped paths where present and on the roadway where there is no cycle path. They are not allowed on pavements (sidewalks) or on motorways/expressways. Always keep as far to the right as practicable.

Time-Based Restrictions

There are no national time-of-day restrictions (such as night curfews) specifically for e-scooters. Riders must comply with normal traffic lighting requirements when riding in darkness or poor visibility.

Regional / Municipal Variations

Municipal traffic authorities in cities like Amsterdam and Utrecht frequently impose additional rules for mopeds and similar slow vehicles. In these cities, motor scooters and light mopeds often must use the roadway rather than cycle paths, which also applies to RDW-approved e-scooters.

Minimum Age and Exceptions

The minimum age for riding an approved e-step on public roads is 16 years.

Licence Requirement

There is no Dutch driving licence requirement.

[1] https://www.rdw.nl/paginas/kenteken-aanvragen-voor-uw-bijzondere-bromfiets/e-steps

Personal Protection Equipment & Rider Obligations

Unlike normal mopeds, Dutch official pages about bijzondere bromfietsen do not impose a helmet requirement for riders of approved e-steps — this is confirmed on the government Segway/bijzondere bromfiets page. However, riders must still follow general traffic rules (no alcohol, no handheld phones while driving, and obey signs). Reflectors and lights are required, as those vehicle safety requirements come from RDW approval conditions.

Vehicle Specs & Mandatory Equipment

Approved e-steps must not exceed 25 km/h and must satisfy RDW safety criteria (for example, lighting, reflectors, brakes, and a VIN). Because approval is required for public road use, only models meeting those safety and technical standards can be registered and licensed. Most commercially available e-steps remain unapproved and thus illegal to use on public roads.

Parking Rules

Parking is not specifically regulated at the national level for bijzondere bromfietsen beyond general vehicle and traffic laws — approved e-steps must be parked in accordance with local parking regulations and in places where motorised vehicles (including mopeds) are allowed. Municipal councils can set specific parking rules or zones for micromobility vehicles.

Relevant sources and further reading

https://mijn.bovag.nl/actueel/nieuws/kentekenplicht-vanaf-1-juli-voor-bijzondere-bromfietsen-zoals-e-steps

https://nltimes.nl/2025/04/24/netherlands-allow-e-scooters-public-roads-new-registration-mandate

https://www.expatcentremaastrichtregion.nl/recent/news/rules-electric-scooters-e-scooters

https://www.rdw.nl/paginas/kenteken-aanvragen-voor-uw-bijzondere-bromfiets/e-steps

https://www.rijksoverheid.nl/actueel/nieuws/2025/04/24/per-1-juli-introductie-kenteken-voor-bijzondere-bromfiets-zoals-e-step

https://www.rijksoverheid.nl/onderwerpen/voertuigen-op-de-weg/bijzondere-bromfiets

https://www.rijksoverheid.nl/onderwerpen/voertuigen-op-de-weg/bijzondere-bromfiets/elektrische-step

Poland

Classification & legal definition

Poland regulates e-scooters under the legal category „hulajnoga elektryczna" (electric scooter), which was introduced into national law by amendments to the Road Traffic Act (Prawo o ruchu drogowym) that entered into force on 20 May 2021. An electric scooter is defined as a two-axle vehicle powered electrically, equipped with a handlebar, without a seat and without pedals, intended exclusively for transport of a person standing on it. It is legally classified as a vehicle, but it is not classified as a motor vehicle. Polish law also distinguishes this category from „urządzenie transportu osobistego (UTO)", which covers other electric personal transport devices such as self-balancing boards, and from „urządzenie wspomagające ruch (UWR)", which refers to muscle-powered devices such as roller skates or skateboards.

Insurance & registration

Polish law does not require mandatory third-party liability insurance (OC) for electric scooters. Insurance may be purchased voluntarily but is not imposed by statute. Electric scooters are also not subject to registration and do not receive licence plates, because they are not treated as motor vehicles under the Road Traffic Act.

Where they can operate

Electric scooters must primarily use bicycle infrastructure (droga dla rowerów) where such infrastructure is available. If there is no bicycle path, riders may use the roadway only where the maximum permitted speed is 30 km/h or less. If neither a bicycle path nor such a roadway is available, an electric scooter may be used on the sidewalk, but only at walking speed, and with absolute priority given to pedestrians. Riders must adjust speed to pedestrian movement and may not endanger or obstruct pedestrians.

Time-based restrictions

There are no national time-of-day or night-time restrictions specific to electric scooters in Polish law. Use is permitted at all times provided that general lighting and visibility requirements are complied with.

Regional / local variations

Local authorities may regulate the organisation of traffic and parking for electric scooters through traffic management measures. In practice, many cities have introduced designated parking zones and additional restrictions for shared scooters, particularly in central pedestrian areas. These measures operate within the national legal framework and do not alter the national definition or technical requirements for electric scooters.

In Warsaw, electric scooters are subject to additional local restrictions on parking and use beyond national law, introduced to protect pedestrian space and manage shared fleets. The city requires that scooters be parked only in a way that does not obstruct pedestrian movement, entrances, crossings, or access for people with disabilities, and it has created designated parking zones for shared e-scooters in many parts of the city. Improperly parked scooters may be removed at the owner's or operator's expense, and users can be fined for blocking pavements or public access. Warsaw has also introduced slow-speed and no-parking zones in high-pedestrian-traffic areas (such as parts of the city centre), implemented through traffic organisation measures and operator geofencing rather than changes to national law. These rules apply mainly to shared scooters but are enforced under the city's general traffic and public-space management powers.

In Kraków, local authorities have responded to the rapid increase in electric scooter use by introducing city-specific operational and parking limits aimed at improving safety and public order. National rules on e-scooters — which prioritise riding on bike paths, allow use of roadways with a speed limit of 30 km/h if no bike path exists, and permit sidewalk use only in exceptional circumstances at walking speed — are supplemented locally by measures focused on where scooters may be parked and how riding is managed in high-pedestrian areas. Kraków has established designated scooter parking rules whereby riders must leave scooters either in designated zones or, where none exist, parallel to the curb while leaving at least 1.5 m of clear space for pedestrians to pass; failure to do so can result in removal or fines for obstructing pedestrian flow (the city emphasises unobstructed sidewalks and crossings). Moreover, within the city centre — especially in the Old Town and historic districts — Kraków has enforced stricter parking arrangements and operator obligations since 2023, with shared scooter operators made responsible for the proper placement and removal of improperly parked scooters. These local rules are implemented under the city's general traffic and public space management powers and work alongside national traffic law to balance micromobility use with pedestrian priority and urban accessibility.

Minimum age and exceptions

Riders aged 10 to 17 years may use an electric scooter only if they hold a bicycle card (karta rowerowa) or a valid driving licence in categories AM, A1, B1 or T. Persons aged 18 years or

older may ride an electric scooter without any licence. Children under 10 years of age may use an electric scooter only in residential zones and only under the supervision of an adult.

Licence requirement

A licence or bicycle card is required only for riders aged 10–18 years. Adults are not required to hold any licence to operate an electric scooter.

Personal protection equipment and rider obligations

Polish national law does not impose a mandatory helmet requirement for electric scooter riders, either for minors or for adults. Riders must comply with general traffic rules, including the prohibition on using a handheld mobile phone while riding and the obligation to give way to pedestrians where required. Electric scooters must be used in accordance with lighting rules after dark or in reduced visibility.

Vehicle specs, mandatory equipment

Electric scooters in Poland are limited to a maximum design speed of 20 km/h. The law also sets technical constraints: a maximum width of 0.9 m, a maximum length of 1.4 m, and a maximum weight of 30 kg. There is no statutory motor power (wattage) limit; compliance is based on speed and physical dimensions rather than power output. Required equipment includes an effective braking system, a white front light, a red rear light, reflectors, and an audible warning device (bell or horn).

Parking

Electric scooters must be parked so that they do not obstruct pedestrian traffic, entrances, or crossings. Municipal authorities may designate specific scooter parking areas, and improperly parked scooters may be removed under general traffic enforcement rules.

Relevant sources and further reading

https://cities-today.com/krakow-adopts-rental-solution-for-e-scooter-parking/

https://isap.sejm.gov.pl/isap.nsf/DocDetails.xsp?id=WDU20210000529

https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20210000720/O/D20210720.pdf

https://krakow.pl/aktualnosci/271234%2C26%2Ckomunikat%2Cuzytkowniku_hulajnog__parkuj_odpowiedzialnie__jedz_bezpiecznie_.html

https://naprawa-hulajnogi.pl/nowe-przepisy-dotyczace-hulajnog-elektrycznych/

https://sip.lex.pl/akty-prawne/dzu-dziennik-ustaw/prawo-o-ruchu-drogowym-16798732/art-33-a

https://swiatoze.pl/hulajnoga-elektryczna-a-prawo-co-wolno-a-czego-unikac-poradnik-2025/

https://www.gov.pl/web/gitd/nowe-przepisy-dotyczace-hulajnog-elektrycznych-i-urzadzen-transportu-osobistego

https://www.wyborkierowcow.pl/elektryczne-hulajnogi-aktualne-przepisy-i-ograniczenia-mocy-i-predkosci/

https://zdm.waw.pl/aktualnosci/nowe-przepisy-dla-e-hulajnog-pilnujemy-poprawnego-parkowania/

Portugal

Classification & legal definition

In Portugal, most stand-up e-scooters (trotinetas com motor elétrico) are regulated through the Código da Estrada by being "equated to velocipedes" (i.e., treated like bicycles for the purposes of the traffic code) only when they meet the technical thresholds set in Article 112(3)(b): they must be equipped with a motor with maximum continuous power of 0.25 kW (250 W) and have a maximum design speed of 25 km/h. The same article gives a legal definition of "trotineta" as a vehicle with two wheels in series, a platform where the rider supports their feet, ridden standing, and steered by a handlebar rising to around waist height.

Insurance & registration

Portugal introduced a new mandatory third-party liability insurance layer through Decreto-Lei n.º 26/2025, but it is conditional and does not automatically cover every e-scooter. Under the scope rule added by that decree-law, the compulsory insurance regime applies to a "vehicle a motor" with either a design speed above 25 km/h, or a net weight above 25 kg combined with a design speed above 14 km/h. In practice, many everyday consumer e-scooters that are limited to 25 km/h and are not exceptionally heavy may fall outside those thresholds, while faster and/or heavier devices can fall inside and therefore require compulsory insurance. Portugal's traffic-code framework does not create a general national

registration/number-plate requirement specifically for trotinetas that are being treated as velocipedes under Article 112(3)(b); the key legal dividing line in the Código da Estrada is the technical compliance with the 0.25 kW / 25 km/h thresholds, not a registration system.

Where they can operate

Where an e-scooter qualifies for the velocipede-equivalent treatment under Article 112(3)(b), it follows the general circulation logic that applies to bycicles: it is a vehicle circulating in the carriageway environment rather than a pedestrian device. Sidewalk/pavement circulation is generally restricted, because the Código da Estrada states that vehicles may only circulate on sidewalks where access to buildings requires it (subject to local exceptions), while allowing a limited specific exception for children on velocipedes (see "Minimum age").

Time-based restrictions

Portugal's national rules do not create a dedicated national curfew or time-of-day riding ban for e-scooters treated as velocipedes.

Regional/local variations

Portugal explicitly anticipates a role for local rules in pedestrian-side areas: Article 17 allows exceptions to sidewalk/berm circulation "as provided in local regulation," which is the legal grounds that municipalities can use for local circulation management in specific places. This means municipalities can, in defined circumstances, set local traffic organisation rules that affect where certain movements occur, even though the national classification of trotinetas under Article 112 remains the baseline.

Minimum age and exceptions

Portugal does not set a dedicated minimum age specifically for riding trotinetas in the definition/classification provisions of Article 112. However, the Código da Estrada contains an age-based exception for sidewalk riding that matters in practice: velocipedes ridden by children up to 10 years old may circulate on sidewalks provided they do not endanger or disturb pedestrians.

Licence requirement

Portugal's reform that entered into force in January 2021 explicitly states that the driving of velocipedes and vehicles equated to them does not require a driving licence ("habilitação

legal para conduzir"). This is important because trotinetas that meet Article 112(3)(b) are equated to velocipedes, so they fall within this "no driving licence required" approach.

Personal protection equipment and rider obligations

Portuguese law does not impose a helmet obligation on riders of velocípedes, and e-scooters that meet the Article 112 thresholds are legally equated to velocípedes. The helmet requirement in the Código da Estrada applies to motorcycles and mopeds, not to bicycles/velocípedes. Since qualifying e-scooters fall into the velocípede category, there is no national helmet mandate for them. Municipalities may recommend helmets, but they cannot impose a general helmet obligation without a specific national legal basis.

Vehicle specs, mandatory equipment

The Portuguese traffic-code framework is explicit about the boundary of what counts as a "velocipede-equivalent" e-scooter: the key technical limits are 0.25 kW maximum continuous power and 25 km/h maximum speed. For trotinetas and similar electric devices that do not meet those limits, Article 112(5) states that their circulation regime and technical characteristics must be fixed by decreto regulamentar. However, that basic decree has never been issued. This creates a long-running regulatory gap: the law anticipates a special category for more powerful or faster e-scooters, but the detailed rules that would make their use legal have not been adopted. Crucially, Article 112(6)–(7) then provides enforcement consequences: riding an electric device above 250 W or above 25 km/h outside a defined regime is an offence and may lead to a fine and seizure of the vehicle. So although stronger scooters are "foreseen" by the law, they are not positively authorised for road use. In legal terms, they are implicitly prohibited from circulation until the missing regulatory decree exists.

Parking

Portugal does not set a special national "e-scooter parking code" in Article 112; instead, parking is governed by the general parking provisions of the Código da Estrada and by local traffic organisation where applicable. Qualifying trotinetas (treated as velocipedes) are expected to be parked as vehicles in a manner that does not create prohibited obstruction, with municipalities able to impose additional local rules in specific areas through traffic organisation and local regulation.

Relevant sources and further reading

https://diariodarepublica.pt/dr/detalhe/decreto-lei/102-b-2020-150757538

https://diariodarepublica.pt/dr/detalhe/decreto-lei/26-2025-911648872

https://diariodarepublica.pt/dr/legislacao-consolidada/lei/2013-116041830-116041968

https://e24.pt/trotinetes-e-scooters-eletricas-sem-seguro-20-de-junho/

https://www.jn.pt/nacional/artigo/trotinetas-acima-dos-25-kmh-sao-ilegais-mas-ha-quem-defenda-que-estao-obrigadas-a-ter-seguro/17753078

https://www.segurancarodoviaria.pt/codigo-da-estrada/titulo-iv-dos-veiculos/cap%C3%ADtulo-i-classificacao-dos-veiculos/artigo-112o-velocipedes

Romania

Classification & legal definition

In Romania, an electric scooter is expressly defined in the national road traffic framework (O.U.G. nr. 195/2002, “Codul rutier”). The law defines “trotineta electrică” as a two- or three-wheeled vehicle with handlebars, intended for transport of a single person, without a seat (or with a low seat meeting a specified reference height), equipped with an electric motor, and with a constructive maximum speed greater than 6 km/h but not exceeding 25 km/h.

Insurance & registration

For registration/number plates, the road traffic law expressly excludes electric scooters from the general requirement to be registered/recorded for circulation on public roads (they appear as an exception alongside bicycles). For insurance (RCA), Romania introduced a significant change via Law nr. 181/2025, which amended the RCA law (Law nr. 132/2017) by expanding the definition of “vehicle” (for insurance purposes) to include any self-propelled land vehicle not running on rails that either has a constructive max speed > 25 km/h or has mass > 25 kg and constructive max speed > 14 km/h. In practice, this means that only e-scooters (or similar micromobility devices) exceeding those thresholds are pulled into the mandatory RCA insurance scope via the insurance-law definition; typical consumer e-scooters limited to ≤ 25 km/h and under 25 kg generally fall outside that insurance trigger.

Where they can operate

Romanian road rules prioritize cycle infrastructure. If a road has a designated bicycle track, both bicycles and electric scooters must be driven only on that track. If there is no bicycle

track, electric scooter circulation is permitted only on road sections where the maximum permitted speed for vehicles is 50 km/h. This is the core national rule shaping where scooters may operate. In terms of sidewalks, Romanian police guidance summarizes the applicable rule-set in the implementing regulation as restricting/forbidding riding on sidewalks in ordinary conditions (and highlights additional prohibited behaviours), reinforcing that scooters are treated as traffic participants expected to use bike facilities/roadway as allowed rather than pedestrian space.

Time-based restrictions

Romania's national framework does not set a general time-of-day curfew for riding. Instead, it imposes night/low-visibility equipment requirements (lights/reflectors) and prohibits circulation at night without required lighting and reflective devices in working condition.

Regional/local variations

At national level, the "where you may ride" rule (bike lane first; otherwise only roads with 50 km/h limit) applies uniformly. However, major cities can introduce administrative rules for shared e-scooter operations (especially for rental/self-service fleets) on public domain, including operational conditions and management requirements. For example, Bucharest has issued a dedicated regulatory document for rented self-service e-scooters on the municipal public domain, illustrating how local authorities may add operational constraints on top of national traffic rules (typically around fleet operation, permitted public-domain use, and management obligations).

Minimum age and exceptions

Romania sets a clear minimum age in the road traffic law: a person must be at least 14 years old to ride an electric scooter (or bicycle) on public roads.

Licence requirement

Romanian law does not create a licensing requirement specifically for operating an electric scooter (as defined for ≤25 km/h constructive max speed). The road traffic rules focus on minimum age, permitted infrastructure/roads, and equipment/behaviour obligations rather than a driving-licence category for standard e-scooters.

Personal protection equipment and rider obligations

Helmet use is conditionally mandatory: a protective helmet is required for riders of bicycles and electric scooters under 16 years of age when traveling on the carriageway. This is an important nuance—Romania's helmet mandate is not a blanket requirement for all riders at all times; it is age- and location-linked. Rider obligations also include core conduct limits such as the prohibition on carrying passengers on electric scooters, which is explicitly stated in the road traffic law.

Vehicle specs, mandatory equipment

Romania's national traffic-law definition effectively caps standard e-scooters used as "trotineta electrică" at ≤25 km/h constructive maximum speed (and >6 km/h).

In addition, the implementing rules require that a bicycle or electric scooter used on public roads be equipped with minimum technical/safety features. The official Romanian traffic regulation source lists requirements including an effective braking device, a functional steering system, an audible warning system, and (for night/low visibility) front white/yellow light and rear red light plus visible reflective elements.

Separately, the road traffic law also requires bicycles/mopeds/e-scooters to have lighting and reflective-fluorescent devices and forbids night circulation without them in working condition.

Parking

Romania's national scooter-specific rules focus more on circulation than on a dedicated, scooter-only parking regime; in practice, parking is generally governed through general stopping/standing/parking rules and local public-domain management, especially for shared fleets. Where municipalities regulate shared e-scooters, those local acts can impose operational/parking-related requirements as part of the permission to use public domain (for example, Bucharest's public-domain regulation for rented self-service scooters).

Relevant sources and further reading

https://doc.pmb.ro/institutii/primaria/directii/cabinet_vp1/Regulament_trotinete_electrice_16iunie2022.pdf

https://legislatie.just.ro/Public/DetaliiDocument/74028

https://legislatie.just.ro/Public/DetaliiDocumentAfis/304157

https://sj.politiaromana.ro/ro/comunicate/recomandari-si-prevederi-legislative-cu-privire-la-circulatia-pe-drumurile-publice

https://troco.ro/ro/blog/rca-trotineta-bicicleta

https://www.asistentjuridic-ai.ro/blog/reguli-esentiale-pentru-utilizarea-trotinetelor-electrice-in-romania-2026-01-27/

https://www.avocatnet.ro/articol_71197/Ce-trebuie-s%C4%83-%C8%99tii-in-2026-pentru-a-te-deplasa-legal-cu-trotineta-electric%C4%83.html

https://www.drpciv-romania.ro/Code/Applications/web/index.cgi?action=regulamentrutier

Slovakia

Classification & legal definition

In Slovakia, electric scooters are regulated within the general framework of the Road Traffic Act (zákon č. 8/2009 Z. z. o cestnej premávke), which governs all public-road human and vehicle movement. Under the regime being introduced through 2024–2025 amendments, a stand-up electric scooter (without a seat and with self-propulsion) that has a maximum design speed not exceeding 25 km/h is treated as a light electric vehicle equivalent to a bicycle for traffic-law purposes and circulates under the same rule set that applies to cyclists. Vehicles with no motor or a maximum speed ≤ 6 km/h are treated as pedestrians, while devices capable of exceeding 25 km/h (or fitted with a seat) fall outside the light-electric-vehicle category and are legally treated as motor vehicles (similar to mopeds/L-category vehicles), subject to stricter motor-vehicle rules and requirements for licensing, insurance, and registration.

Insurance & registration

Standard electric scooters are treated as light electric vehicles — those with design speed ≤ 25 km/h and no seat — and do not require registration or licence plates under Slovak traffic law and are not subject to mandatory motor liability insurance. However, the relevant transposition of EU motor-insurance thresholds has been adopted in national practice: devices that exceed the 25 km/h speed threshold or exceed 25 kg and 14 km/h are considered vehicles for the purposes of compulsory liability insurance. In effect, only scooters that exceed those thresholds are subject to the same insurance regime as motor vehicles; typical consumer e-scooters remain outside that scope and are not insured as motor vehicles in national law.

Where they can operate

Electric scooters classified as light electric vehicles must use cycle paths or cycle lanes where these exist. If no cycling infrastructure is present, they may ride on the roadway at the right edge or on the road shoulder, provided pedestrian traffic is not obstructed and general traffic rules are observed. A significant change introduced by the 2025 traffic-law amendment is the explicit national prohibition on riding electric scooters on sidewalks for adult riders, except where traffic signs explicitly permit it; children under 10 are allowed to use sidewalks at walking speed if they do not endanger pedestrians. Outside built-up areas, electric scooters that qualify as light electric vehicles follow the same circulation rules as bicycles unless they are reclassified into the motor-vehicle category.

Time-based restrictions

Slovak law does not create a general time-of-day or night-time ban on electric scooter use. However, riding at night or in conditions of reduced visibility requires proper lighting and reflectors, just as for bicycles, and the absence of such equipment is subject to standard traffic enforcement measures.

Regional / local variations

National traffic law establishes the baseline circulation and safety rules for electric scooters throughout Slovakia. Municipalities and local authorities may add specific restrictions or guidance via traffic signage and local traffic-management measures (for example, limiting access to certain pedestrian zones or park areas), but they do not create separate statutory categories for scooters.

Minimum age

Slovakia sets a minimum age of 10 years for riding an electric scooter on public roads, aligned with the minimum age for riding a bicycle. Children under 10 may use scooters on sidewalks at walking speed when accompanied and under adult supervision. Reports about the 2025 amendment note proposals to increase the minimum age (e.g., to 14), but these had not been adopted into the consolidated legal text as of late 2025.

Licence requirement

No separate driving licence is required for operating an electric scooter that qualifies as a light electric vehicle (≤ 25 km/h, no seat). However, if a scooter exceeds 25 km/h or otherwise

enters the motor-vehicle category, the rider must hold the appropriate AM or A1 driving licence depending on the vehicle's specific classification under the motor-vehicle regime.

Personal protection equipment and rider obligations

Slovak traffic law recommends helmet use for scooter riders but does not mandate it for adult riders of light electric vehicles. Riders must comply with cyclist-equivalent obligations, such as using lights and reflectors during periods of low visibility. The 2025 amendment also introduced behavioural prohibitions such as no eating, drinking, or smoking while riding, and no holding a mobile phone in hand; hands-free devices are permitted. These rules align with broader cyclist conduct norms.

Vehicle specs, mandatory equipment

Electric scooters used as light electric vehicles must be equipped with effective brakes, a functional steering system, lights (front white/yellow and rear red) when used in low-visibility conditions, and visible reflectors, mirroring the equipment requirements that apply to bicycles. Slovak law does not specify a motor-power limit in watts; classification is based on the maximum design speed and vehicle type (light electric vs. motor vehicle). Electric scooters that are capable of exceeding 25 km/h are channeled into the motor-vehicle category and must comply with the equipment and technical requirements for those vehicles.

Parking

Electric scooters must be parked in locations that do not obstruct pedestrians, access ramps, or traffic flow. The 2025 amendment strengthens enforcement powers against incorrectly parked scooters, and municipalities can regulate parking through local signage and public-space management rules. These general parking and obstruction rules apply to scooters under the same principles that govern bicycles and other non-motorised vehicles.

Relevant sources and further reading

https://spectator.sme.sk/politics-and-society/c/what-should-scooter-riders-in-bratislava-watch-out-for

https://urban-mobility-observatory.transport.ec.europa.eu/news-events/news/slovakia-sets-6-kmh-reference-speed-sidewalks-2025-11-11_en

https://www.colonnade.sk/najnovsie-clanky/elektricke-kolobezky-z-pohladu-zakona

https://www.dnes24.sk/mate-elektrokolobezku-pripravte-sa-chystaju-sa-zakazy-a-dalsie-zmeny-463971

https://www.netky.sk/clanok/nove-pravidla-pre-e-kolobezky-a-elektrovozidla-stat-zavadza-obmedzenia-hrozia-pokuty-az-do-300-eur

https://www.startitup.sk/koniec-elektrokolobeziek-na-chodnikoch-prichadzaju-nove-pravidla-a-vyssie-pokuty-prehlad/

https://www.sxt.sk/legalnost-jazdy-na-elektrickej-kolobezke-na-ceste-a-chodniku-stanovisko-policie/

https://zive.aktuality.sk/clanok/tVLrj8D/jazdite-na-e-kolobezke-stat-chysta-nove-pravidla-a-zakazy/

https://www.slov-lex.sk/ezbierky/pravne-predpisy/SK/ZZ/2009/8/

https://spravy.stvr.sk/2025/07/elektrokolobezky-na-slovensku-cakaju-nove-prisne-pravidla-rychlejsie-modely-budu-vyzadovat-vodicsky-preukaz/

Slovenia

Classification & legal definition

Slovenia regulates e-scooters as “light motor vehicles” (lahka motorna vozila) under the Road Traffic Rules Act (Zakon o pravilih cestnega prometa – ZPrCP). An e-scooter is defined as a vehicle without a seat, designed for one person standing, with a maximum design speed of 25 km/h, equipped with a handlebar, standing platform, and mandatory safety equipment. Vehicles capable of exceeding 25 km/h are not considered light motor vehicles and are treated as unregistered mopeds, which are prohibited from use on public roads. If the scooter can exceed 25 km/h (e.g., via app), it becomes a moped.

Insurance & registration

For e-scooters that meet the statutory definition (≤ 25 km/h), vehicle registration and compulsory motor liability insurance are not required. Only vehicles classified as motor vehicles (e.g. mopeds exceeding 25 km/h or heavier motor vehicles) fall under the compulsory insurance regime.

Where they can operate

Riders of light motor vehicles must use cycle paths and cycle lanes where these exist. If no cycling infrastructure is available, riding is permitted on the right-hand edge of the carriageway, but only on roads with a speed limit of 50 km/h or less. In pedestrian areas, riding is allowed only at walking speed and without endangering pedestrians. Riding on sidewalks (footways) is prohibited.

Time-based restrictions

Slovenian national legislation does not impose time-of-day restrictions (such as night bans) on e-scooter use. Operation at night is governed by lighting and visibility requirements rather than curfews.

Regional/local variations

Slovenia applies a uniform national regulatory framework for e-scooters. Municipalities may manage parking space and traffic organisation locally, but no separate city-level legal regimes exist that alter the national traffic rules for e-scooter riding. In Ljubljana, local regulation focuses primarily on the management of shared e-scooters. The municipality requires operators to use designated parking zones and geofencing and restricts parking in pedestrian-priority areas and locations where pedestrian movement would be obstructed. Riding rules themselves follow the national framework of the Road Traffic Rules Act (ZPrCP), and no separate municipal riding regime applies to private e-scooters.

Minimum age and exceptions

The minimum age to operate an e-scooter is 14 years. Children aged 12–14 may ride only if they possess a bicycle driving licence (kolesarska izkaznica). Children under 12 years of age are not permitted to operate e-scooters in traffic.

Licence requirement

No driving licence is required to operate an e-scooter that meets the statutory definition of a light motor vehicle (≤ 25 km/h).

Personal protection equipment and rider obligations

A protective helmet is mandatory for riders under 18 years of age and recommended for adults. Riders must not use mobile phones or headphones while riding and must not carry passengers. E-scooters must be operated soberly and in a manner that does not endanger others.

Vehicle specs, mandatory equipment

E-scooters must have:

- at least one effective brake,
- a white front light and red rear light,
- side reflectors (yellow or orange),
- a handlebar and standing surface.

Lighting is mandatory in darkness or reduced visibility. There is no explicit wattage limit in the law; compliance is based on speed and construction features. There are no weight or power limits specified. However, the maximum width is 80 cm.

Parking

E-scooters must be parked in a manner that does not obstruct pedestrians or traffic, following bicycle-type parking rules. Shared e-scooters may be subject to locally designated parking areas.

Relevant sources and further reading

https://evolt.si/en/blogs/news/e-scooter-rules-in-slovenia-2025-a-complete-guide-to-safe-riding

https://pisrs.si/pregledPredpisa?id=ZAKO5793

https://www.24ur.com/novice/slovenija/elektricni-skiroji-v-ljubljanski-pes-coni-najvec-pet-kilometrov-na-uro.html

https://www.avp-rs.si/naj-bo-voznja-z-e-skiroji-varna/

https://www.policija.si/eng/prevention/traffic-safety/safe-with-e-scooter

https://www.policija.si/svetujemo-ozavescamo/prometna-varnost-category-blog/113537-varno-z-e-skirojem

https://www.zav-zdruzenje.si/wp-content/uploads/2024/09/IE-Pravila-cestnega-prometa-za-e-skiroje-Slovenija_SLO.pdf

Sweden

Classification & legal definition

In Sweden, an electric scooter (elsparkcykel) may be treated as a bicycle under traffic law only if it meets strict technical limits set by the Swedish Transport Agency (Transportstyrelsen). An e-scooter is legally equivalent to a bicycle if it has a maximum design speed of 20 km/h and a continuous rated motor power not exceeding 250 W. Scooters that meet both conditions are allowed to circulate wherever bicycles are permitted. If an e-scooter exceeds either of these limits, it is no longer regarded as a bicycle and instead falls under the legal regime for motor vehicles (typically mopeds), which entails substantially heavier legal obligations.

Insurance & registration

E-scooters that qualify as bicycles (≤ 20 km/h and ≤ 250 W) do not require registration and are not subject to mandatory motor third-party liability insurance. However, Sweden has implemented the EU Motor Insurance Directive thresholds, meaning that self-propelled vehicles must have traffic insurance if they either can exceed 20 km/h, or can exceed 14 km/h and weigh more than 25 kg. This insurance obligation applies even if such a vehicle is not legally permitted on public roads. Scooters that are reclassified as mopeds must also be registered and insured under the ordinary moped insurance regime.

Where they can operate

E-scooters treated as bicycles may be used on cycle paths and cycle lanes, and on the roadway where no cycle path exists, in accordance with bicycle traffic rules. They may enter pedestrian zones only where bicycles are allowed, and then only at walking speed with priority given to pedestrians. Riding on sidewalks or footpaths is not permitted unless traffic signs explicitly allow bicycle traffic there.

Time-based restrictions

Swedish law does not impose any general time-of-day or night-time ban on e-scooter use. They may be used at any time provided that the lighting and reflector requirements applicable to bicycles are complied with during darkness or reduced visibility.

Regional / local variations

Municipalities are responsible for regulating parking and fleet management for shared e-scooters through local traffic and public-space rules. Cities such as Stockholm, Gothenburg and Malmö have introduced designated parking zones and permit systems for rental operators. Scooters parked in violation of local rules may be removed. These local measures do not alter the national classification of e-scooters but determine where and how they may be parked.

Minimum age and exceptions

There is no general minimum age in Swedish law for riding an e-scooter that is classified as a bicycle. If an e-scooter is reclassified as a moped, the ordinary moped age requirement applies, meaning a minimum age of 15 years.

Licence requirement

No driving licence is required for e-scooters that qualify as bicycles. If the scooter exceeds the bicycle thresholds and is reclassified as a moped, the rider must hold at least an AM driving licence (or higher).

Personal protection equipment and rider obligations

Helmet use is mandatory for riders under 15 years of age when using an e-scooter classified as a bicycle, and strongly recommended for all other riders. Riders must follow the same conduct rules as cyclists, including sobriety requirements and prohibitions on using a handheld mobile phone while riding.

Vehicle specs, mandatory equipment

An e-scooter treated as a bicycle must be equipped with effective brakes, a bell or other audible warning device, and appropriate lighting and reflectors. At night or in reduced visibility it must have a white or yellow front light, a red rear light, and reflectors (white at the front, red at the rear, and yellow/orange at the sides). Swedish law does not impose a specific dimensional limit for e-scooters; legality is determined primarily by speed and motor power.

Parking

E-scooters classified as bicycles must be parked in the same way as bicycles, meaning they must not obstruct pedestrian movement, entrances, or traffic flow. Parking on sidewalks or cycle paths is prohibited if it blocks passage, and municipalities may remove improperly parked scooters. Many cities operate designated scooter parking zones for shared fleets.

Relevant sources and further reading

https://trafik.stockholm/trafiksakerhet-trafikregler/elsparkcyklar/

https://www.konsumenternas.se/arkiv---nyheter-bloggar-och-poddar/nyheter/2025/september/darfor-behover-du-trafikforsakring-for-elsparkscykeln/

https://www.riksdagen.se/sv/dokument-och-lagar/dokument/proposition/nya-trafikforsakringsregler-starkt-skydd-for-dem_ha03142/html/

https://www.tff.se/sv/krav/vilka-fordon-ska-ha-trafikforsakring/

https://www.transportstyrelsen.se/elsparkcykel

https://www.transportstyrelsen.se/sv/vagtrafik/fordon/fordonsregler/regler-for-olika-fordonsslag/cykel/

Spain

Classification & legal definition

In Spain, e-scooters are regulated nationally as Vehículos de Movilidad Personal (VMP) under the framework of the Dirección General de Tráfico (DGT) and the applicable vehicle-traffic regulations. The DGT defines VMP as vehicles of one or more wheels, single seat, propelled exclusively by electric motors, with a maximum design speed between 6 and 25 km/h. Only devices that fit this definition and comply with the DGT's VMP technical requirements are intended to circulate under the VMP regime; devices that exceed the VMP envelope (for example, by design speed above 25 km/h) fall outside VMP and must meet the legal conditions of another vehicle category (e.g., moped) to circulate.

Insurance & registration

Spain's system is currently in a transition toward registration and broader insurance coverage. A major change is the creation of a category and regime for "vehículos personales ligeros" and the establishment of a compulsory civil-liability insurance concept in Ley 5/2025

(BOE), which sets the legislative basis for mandatory insurance and assigns further regulatory development. In parallel, the DGT has already published operational guidance for inscription/registration of VMP in a national register and ties circulation to the presence of a certificate/circulation certification, including temporary inscription options and transitional validity dates. The changes with mandatory insurance and registration will begin taking effect in February 2026.

Where they can operate

At national level, VMP circulation is structured around urban traffic rules and the principle that VMP are not pedestrians. DGT guidance for VMP places them in the road-traffic space (not pavements) and links where they can circulate to the VMP rule framework and, crucially, to municipal ordinances that specify permitted lanes/streets in each city.

Time-based restrictions

Spain's national VMP framework does not impose a universal curfew for VMP as such. Time-based constraints (for example, operating hours for shared fleets in nightlife areas) are typically introduced through municipal ordinances or operator permit conditions rather than through a single national "night ban."

Regional / local variations

Municipalities retain significant power to regulate how VMP operate locally—especially which streets/lanes are permitted, speed-calmed zones, and shared-fleet conditions such as parking or geofencing. For example, the City of Madrid publishes VMP guidance that reflects how cities layer local conditions (including reference to VMP technical categories and local management rules) on top of the national DGT framework.

Minimum age and exceptions

Spain does not set one single minimum age in a single national VMP rule that applies uniformly across all municipalities; instead, age limits are commonly determined locally. In practice, many large cities set minimum ages (often in the 15–16 range) in their ordinances, which is why "minimum age" is municipality-dependent.

Licence requirement

For standard VMP (as defined by DGT), Spain does not impose a driving licence requirement as part of the VMP baseline regime. If a device is not a VMP (e.g., it exceeds 25 km/h by design), it cannot circulate as a VMP and would need to fit another vehicle category (such as a moped), where the normal licensing rules apply.

Personal protection equipment and rider obligations

Spain's national rules emphasise that VMP users are road traffic participants, and the DGT's safety guidance for riding "en patinete" focuses on compliance with technical requirements (certification) and safe operation. Helmet obligations are often implemented via municipal ordinance rather than a single universal national rule for all riders everywhere, which is why local rules matter for PPE in Spain.

Vehicle specs, mandatory equipment

Spain's major national shift since 2022 is the technical certification model: the DGT's "Manual de características VMP" (approved via BOE resolution) defines minimum technical and safety requirements and links them to a certificate of circulation and identification. DGT materials explain that VMP sold in the market must meet these requirements and that a transition period applies, with a hard end-date after which only compliant/certified VMP may circulate. A legally compliant VMP must include the following features:

- at least one effective braking system
- Acoustic warning device
- Lighting and reflectors: A front light (white or yellow) and rear light (red), reflectors must be fitted at the front, rear, and side
- it must be designed so that the motor ceases to propel once 25 km/h is reached, and devices must not be easily modifiable to exceed this
- Stability and structural integrity
- Wheels and other safety features

Parking

Spain does not have one single "parking code" for VMP at national level in the way cities regulate it day-to-day; parking is where municipal rules are often strongest. Cities typically prohibit parking that obstructs pedestrian flow and create designated parking areas for shared fleets.

Relevant sources and further reading

https://euroweeklynews.com/2026/01/30/new-spain-scooter-rules-in-2026-what-expats-need-to-know-about-registration-insurance-and-the-new-dgt-badge/

https://n332.es/technical-requirements-for-e-scooters-and-personal-mobility-vehicles/

https://sede.dgt.gob.es/es/vehiculos/matriculaciones-de-vehiculos/inscripcion-vmp/index.html

https://www.dgt.es/muevete-con-seguridad/vehiculos-seguros/micromovilidad/

https://www.dgt.es/muevete-con-seguridad/viaja-seguro/en-patinete/

https://www.dgt.es/nuestros-servicios/tu-vehiculo/matricular-un-vehiculo/inscripcion-vmp/

https://www.dgt.es/nuestros-servicios/tu-vehiculo/vehiculos-de-movilidad-personal-vmp

https://www.madrid.es/portales/munimadrid/es/Inicio/El-Ayuntamiento/Carabanchel/Direcciones-y-telefonos/Patinetes-electricos-y-otros-vehiculos-de-movilidad-personal/

Synthesis

The most important topics in regulating e-scooters are age and licensing requirements, helmet and other PPE use, speed limits and technical requirements for e-scooters. A comparison of all countries is given in the following subchapters.

Age limits

Across the European Union, minimum age requirements for operating e-scooters vary widely, reflecting different national approaches to balancing accessibility, safety, and regulatory oversight. While some countries impose no statutory minimum age, others set clear national thresholds—typically at 14 or 16 years—and several apply more complex, multi-tiered systems that combine age with licensing, training, or supervision requirements. This diversity is further shaped in certain places by the legal classification of e-scooters (for example, as bicycles, light motor vehicles, or personal mobility devices), which directly influences age-related obligations and exceptions.

To enable a clearer understanding of these differences, EU Member States can be grouped into four major regulatory categories:

1. Countries with no defined minimum age, where national traffic legislation does not specify an age threshold:

- Czech Republic: No national minimum age when using cycle paths or residential areas; <10 treated as pedestrians
- Hungary: No clear national age rule; legal gap exists
- Portugal: No explicit national minimum age; only a sidewalk exception for ≤10 years
- Spain: No national minimum age; municipalities can set their own (often 15–16)
- Sweden: No minimum age for bicycle-equivalent scooters (≤20 km/h & ≤250 W)

2. Countries with a strict minimum age of 16 years or more, applied uniformly and without additional licensing conditions:

- Belgium – 16+ minimum age
- Bulgaria – 16+ minimum age
- Ireland – 16+ minimum age
- Netherlands – 16+ for RDW-approved e-scooters

3. Countries with a moderate minimum age of 14 or 15 years:

- Croatia – 14+ minimum age
- Cyprus – 14+ minimum age

- France – 14+ minimum age
- Germany – 14+ minimum age
- Italy – 14 + minimum age
- Romania – 14+ minimum age
- Finland - 15+ minimum age
- Denmark - 15+ minimum age

4. Countries with tiered systems, where age interacts with licensing, training, adult supervision:

- Slovenia: 14+ minimum; 12–14 only with bicycle licence,
- Luxembourg: <10 on sidewalks; 10+ allowed; 13+ must use cycle infrastructure
- Austria: 12+; <12 with adult or bicycle permit
- Estonia: 8–15 need supervision/permit; full rights at 16
- Lithuania: 16+ standard; 14–15 only with training certificate
- Latvia: 14–17 must have bicycle licence or driving licence; 18+ free
- Malta: 16+ plus mandatory theory test and AM licence (or A/B for adults)
- Poland: 10–17 require bicycle card or driving licence; 18+ free
- Slovakia: 10+ minimum; <10 sidewalks only

This comparative overview highlights the regulatory diversity across the EU and shows how Member States structure age-based access to e-scooters in ways that reflect differing policy priorities, infrastructure contexts, and safety considerations.

We can show Belgium as a good practice example due to it's very clear and universal rule with a uniform minimum age of 16 for riding e-scooters on public roads. This clarity reduces ambiguity for users, parents, enforcement agencies, and operators. By choosing a single, unambiguous age threshold, Belgium avoids complexity, limits interpretation errors, and ensures that national safety goals are consistently met without imposing additional administrative burdens such as licences or training.

A different approach that enables broader usage while still maintaining some safety benefits is taken in Greece as another example of good practice. Greece implements a structured, safety-oriented tiered age system that differentiates between types of personal electric vehicles based on their design speed, achieving a close alignment between risk level and minimum age. Under the Greek Road Traffic Code, devices with maximum speed up to 6 km/h are treated as pedestrian-type devices and may be used from age 12, whereas e-scooters in the standard E.P.H.O. category (up to 25 km/h) require a minimum age of 15 years. This balances accessibility with a clear safety rationale grounded in the physical performance and risk profile of the vehicle.

A good example of a more structured approach that combines age and education is taken in Lituania as another example of good practice. Lithuania implements a highly structured,

competency-based approach that allows younger adolescents to ride e-scooters only if they demonstrate formal traffic-safety knowledge. The national rules permit free and unrestricted e-scooter use from age 16, but allow 14–15-year-olds to ride only after completing a mandatory training course and obtaining a school-issued certificate.

In comparison, both Slovenia and Croatia regulate e-scooter use through national traffic legislation, but they differ in how they structure minimum age, licensing requirements, and youth exceptions. In your classification system, Croatia falls under the "moderate 14+" category, while Slovenia is clearly a "tiered" system. In Slovenia, children from 12+ can ride an e-scooter (with a bicycle license), which is in the lower range of the set age limits.

Helmet

Even though helmet use is encouraged throughout the EU, it is not mandatory everywhere. Helmet regulations for e-scooter users across EU Member States vary widely, reflecting different national priorities regarding safety, user responsibility, and the integration of micromobility into traffic systems. While some countries impose no mandatory helmet requirements, relying instead on recommendations or local discretion, others enforce age-specific obligations that protect younger or less experienced riders. A smaller but significant group adopts a universal helmet mandate, treating e-scooters similarly to higher-risk or motor-equivalent vehicles. This diversity illustrates contrasting regulatory philosophies—ranging from minimal intervention to strong protective frameworks—and highlights the importance of understanding these distinctions when comparing national approaches to micromobility safety. Here are the three groups:

1. Helmet NOT mandatory at all:
    - Belgium — Recommended, not mandatory.
    - Finland — Recommended, not mandatory
    - France — Not mandatory nationally; only some local mandates
    - Germany — Not mandatory.
    - Hungary — No e-scooter-specific helmet rule identified.
    - Ireland — Recommended, not mandatory.
    - Luxembourg — Strongly recommended, not mandatory.
    - Malta — Not mandatory.
    - Netherlands — Not mandatory for approved e-cooters.
    - Poland — Not mandatory
    - Portugal — No national mandate for velocipede-equivalent scooters
    - Spain — No national rule; varies by municipality
    - Slovakia — Not mandatory for adult riders.
2. Helmet mandatory up to a certain age:

- Austria — Mandatory up to 12
- Czech Republic — Mandatory under 18.
- Estonia — Mandatory under 16
- Latvia — Mandatory under 17
- Lithuania — Mandatory under 18; mandatory for all on carriageway; mandatory for all riders from 2026.
- Romania — Mandatory under 16 on carriageway.
- Slovenia — Mandatory under 18
- Sweden — Mandatory under 15

3. Helmet mandatory for ALL riders:
    - Bulgaria
    - Croatia
    - Cyprus
    - Denmark
    - Greece
    - Italy.

In terms of good practice, countries that have mandatory helmet requirements overall can be identified as a good practice. Croatia clearly falls under this category, while Slovenia has one of the higher age limits for necessary helmet usage, still maintaining the safety benefits for children, but does not mandate universal helmet usage. The trend here is very noticeable, since some countries are planning to implement stricter rules in the coming months (this report was finalized in January 2026), e.g. Austria, Poland.

Insurance and registration

Across EU Member States, the regulation of insurance and registration for e-scooters is shaped by how each national legal framework defines a compliant e-scooter—typically a device with a maximum design speed of no more than 20 or 25 km/h, limited power, and specific construction characteristics. Devices that fall within this compliant category are usually treated as light vehicles or bicycle-equivalents, while those that exceed speed or weight thresholds are reclassified into motor-vehicle categories such as mopeds, triggering stricter obligations. This comparison covers only compliant e-scooters—that is, devices that fall within each country's legal e-scooter/PLEV/PPT envelope (typically capped at ≤25 km/h and within defined power/weight limits) and are not reclassified as mopeds or other motor vehicles. Many Member States explicitly state that once a device exceeds the compliant thresholds, it moves into a motor-vehicle class (e.g., moped) and then must be insured and, in many cases, registered like any other motor vehicle. Accordingly, the groupings below

distinguish between countries that (a) require insurance for compliant e-scooters, (b) require both insurance and registration for compliant e-scooters, and (c) require neither—while recognising that non-compliant (over-speed/over-weight) devices are typically treated as mopeds/motor vehicles with the associated insurance/registration duties:

1. Countries where compliant e-scooters MUST have insurance
    - France
    - Germany
    - Italy
2. Countries where compliant e-scooters require BOTH insurance AND registration:
    - Bulgaria
    - Latvia
    - Malta
    - Netherlands
    - Spain
3. Countries where compliant e-scooters require NO insurance and NO registration
    - Austria
    - Belgium
    - Croatia
    - Cyprus
    - Denmark
    - Estonia
    - Finland
    - Greece
    - Ireland
    - Lithuania
    - Luxembourg
    - Poland
    - Portugal
    - Slovenia
    - Slovakia
    - Sweden
    - Hungary

We can identify the countries that enforce both registration and insurance as good practice examples. Especially the Netherlands which has a very restrictive policy, since e scooters first have to be approved by the national vehicle authority on the model level, and then also have insurance and registration.

Permitted speeds

The maximum permitted speed of e-scooters is inevitably tied to their classification, since most countries define e-scooters as vehicles of maximum speeds under 25 km/h. Some countries however define the maximum allowed speeds lower as well, and some countries have set variable limits according to the area of use. The countries where the maximum allowed speeds are lower but the same for all e-scooter use set them at 20 km/h, and these are Denmark, Germany, Ireland, Poland and Sweden. Countries where limits are varied by area of use or some other specific usage are:

- Cyprus — 20 km/h general; 10 km/h in squares/pedestrian streets.
- Italy — 20 km/h on roads; 6 km/h in pedestrian areas.
- Lithuania — 20 km/h riding speed; 7 km/h near pedestrians (even though design limit is 25 km/h).
- Malta — 20 km/h on roads; 10 km/h on pavements/cycle paths.

Many countries also specifically allow municipalities or regions to set lower speed limits for certain areas.

ESCURB