

## Vergelijking regelgeving lichte elektrische voertuigen tussen EU-lidstaten

Member State	National regulations	Category	Specific traffic rules
AUSTRIA	Not yet. In process to adopt a regulation	Not yet	Use on pavements at walking speed Segways only authorized on carriageways
BELGIUM	Yes	1) not motorised mobility devices 2) motorised mobility devices: 2 or 3 wheels, max (technical) speed 18Km/h (Directive 2006/42/EC on machinery applies)	Assimilated to pedestrians or bicycles, depending in their speed (footpace or faster) with specific rules regarding lighting and maximum dimensions No minimum age, no driver license, no helmet
CROATIA	No	No. Takes definition of "powered cycle" from Regulation EU 168/2013	
DENMARK	Yes. Executive Orders on: 1) Self-balancing vehicles & motorised skateboards 2) Speed pedelecs (with an amending Executive Order) 3) Motorised scooters		
Finland	Yes	Yes. 1. Devices to assist/replace walking (max 1 kW / 15km/h), 2. Light electric vehicles (max 1kW / 25 km/h / 80 cm wide) 3. Electrically assisted bicycle (max 250w / 25 km/h) 4. Motorised bicycle L1e-A (max 1kW / 25 km/h) EU 168/2013.	1. Pedestrian rules <6 km/h, 2-4. Cyclist rules 6-25 km/h,
France	Not yet. In process to adopt a regulation	Yes. 1) not motorised (assimilated to pedestrians). 2) motorised: Distinguishing according to maximum speed (above 25kmh: obligation to be approved and registered in order to be able to travel on public roads) or below (Decree. Under discussion)	Foreseeing regarding: category (new " <i>engins de déplacement personnels</i> ", under 25Km/h), traffic rules (some flexibility to municipalities), personal protective equipment, technical characteristics and penalties.
Germany	Yes	Classified by the type approval authority (Kraftfahrt-Bundesamt): new category "personal light electric vehicles" bwt. 6-20 km/h	1.- A national type approval and an insurance. 2.- Courtesy to other participants on the road traffic, especially pedestrians and cyclists 3.- Age limits depending on device max speed (12/14 yrs, s<12 km/h) 4.- Light
Greece	No. Pending the completion of research study, while at the same time preparing the law provisions.	Yes. Primary estimation of experts is to divide them into 3 categories: 1) <6 km/h (as pedestrians), 2) 6-25 km/h (as bicycles) and 3) >25 km/h (prohibited use). Not yet a concrete proposition.	Based on previous estimation: 1) considered as pedestrians, when design speed <6 km/h and as bicycles when design speed is 6-25 km/h in accordance with their respective rules (pedestrians or cycles). The 2nd category can only be used in cycle lanes and not in road, at least at the beginning (till issuing of specific legislation). 2) Need for certificate for vehicles circulation.
Ireland	No, currently undertaking an external expert study on electric scooters.	No. Defined under "mechanically propelled vehicle" in Irish legislation. Essentially, current road traffic law states that if a vehicle can be propelled by mechanical or electrical power alone, it is considered as a mechanically propelled vehicle. This applies regardless of the maximum speed the vehicle is designed for.	If classed as a "mechanically propelled vehicle" then the same road traffic rules apply.
Latvia	No, but studied by experts which recommend regulating within a year	Experts recommend division +- 25Km/h: "sports and leisure equipment" (if designed speed is 25km/h or higher – mopeds)	People using this equipment are supposed to be pedestrians and they are allowed to use sidewalks and bicycle infrastructure.  There is no age limit and no licence, protective equipment or insurance is needed at the moment to use this equipment.  The only obligation is that other pedestrians can not be disturbed or endangered.
Lithuania	No	No. Takes definition of "powered cycle" from Regulation EU 168/2013	No. Same rules apply to powered cycles and bicycles
Luxembourg	No, but willing to	Electric bicycles, electric motor of a maximum power not exceeding 0,5 kW & max speed <25 km/h. Mopeds if exceeding those limits	No. Same rules as bicycles apply to vehicles under 0,5Kw and 25Km/h Exceeding those limits as mopeds

<b>Netherlands</b>	yes	specific national category, nationally type-approved, only if out of scope of the 168/2013. Machinery directive not applied.	Same as mopeds
<b>Portugal</b>	No.	Not yet. Resolution of the Assembly of the Republic no. 210/2018, of April 6, recommended to the Government the creation of a working group for the classification of mobility scooters, taking into account their characteristics, radius of curvature and maneuverability space.	Assimilate motorized bicycles, motorized scooters, devices with electric motor, self-balancing and self-propelled and similar ones to bicycles
<b>Romania</b>	No, nor willing to		
<b>Spain</b>	No. Initial regulatory proposal, to be amended in 2019	Future definiton of PMV attending mainly to speed (<6, between 6 and 25 and >25Km/h) and power.	Future cathegorization, traffic rules (where and how circulate), circulation certificate and guidance on technical characteristics
<b>United Kingdom</b>	No, under review	As motor vehicles	Same rules applying to any other motor vehicle: Insurance, driving licences, number plates, and helmets
<b>Norway</b>	Yes. Entry into force 2018	Yes: 1) small electric vehicles (1 person, max 20Km/h, 70Kgr and 120x85cm,	Traffic: Same as bicycles. Technical requirements: Specific ones on brakes, lights and audible warning devices apply
<b>Switzerland</b>	No, under analysis	it is not planned to create a separate category for these gadgets	