

**Jessika Roswall - Commissioner for Environment, Water
Resilience and a Competitive Circular Economy**
European Commission
Rue de la Loi / Wetstraat 200
1049 Brussels
Belgium

8th December 2025

Joint open letter to European Commissioner Jessika Roswall to stipulate a common charging plug for electric bicycles and other light means of transport

Dear Commissioner Roswall,

The high number of different charging plugs for electric bicycles and other light means of transport (LMT) is unnecessarily hindering Europe's green transformation. The lack of a standardized charger leads to high costs for fleet operators, restricts reparability, leads to safety risks and unnecessary electronic waste and makes it almost impossible to set up a private and public charging infrastructure for LMT. A common charging plug must therefore be required by law, similar to that for portable electrical appliances and electric cars. **We therefore call on you to stipulate a common charging plug in the EU, in analogy to portable electrical devices and electric cars.**

As an environmentally friendly alternative to cars, electric bicycles offer enormous potential for the mobility transition. To motivate as many people as possible to switch from cars to electric bikes, their use must be made as attractive as possible. A standardized charging infrastructure is of great importance in this context.

Currently, hundreds of different, often proprietary, chargers for electric bicycles make it almost impossible to offer charging facilities for consumers and commercial users. This applies both to services offered when shopping, in restaurants, in hotels or at the workplace, as well as in the wider tourism sector – including holiday apartments, campsites, tourist information centers, visitor attractions and other tourism infrastructure. These actors increasingly wish to offer charging facilities to their guests, as well as initiatives by municipalities for a versatile public charging infrastructure for LMT. **Standardization is therefore essential in order to offer safe and practical charging options in public spaces**, especially for users who do not have access to a private garage. Charging options while on the go, for instance at hotels, restaurants, or during cycling tours, will finally become seamlessly feasible through the standardization of the charging plug.

The lack of standardization not only complicates the charging of bicycles in public spaces but also generates significant additional workload and costs for fleet operators (such as rental bikes, delivery services, etc.). Once a uniform infrastructure has been established, adapters provided by manufacturers could enable its use of existing LMT.

Proprietary LMT charging plugs may also be an obstacle for repairability and longevity. With proprietary systems, users are fully dependent on one single manufacturer when it comes to repairs and spare parts. There have already been several cases in which consumers were no longer able to use their electric bike because the charger or associated proprietary components were defective and no longer available. In addition, manufacturers of proprietary connections can ensure that important data on the condition of the battery can only be read out by workshops authorized by the manufacturer, thereby also driving up maintenance and repair costs or increasing the necessary effort for repairs. **A common charging plug, therefore, represents a good opportunity to enhance repairability and longevity for electric bicycles and other LMT.** Ultimately, a **common charging plug** would also **reduce unnecessary resource consumption** and environmental impact **from the production of numerous incompatible chargers.**

A standardized charging interface for LMT would also be an important step toward greater safety. Today, the use of different individual charging plugs entails safety risks, as some chargers can be connected to certain battery models, but may not support the correct charging protocol, pin assignment or voltage. This problem becomes especially critical for larger fleets operating with different models. Similarly, charging LMT batteries at home without a standardized interface creates avoidable risks that can be easily remedied through standardization.

Only through the consistent introduction of a unified charging interface, both in public spaces and at home, can safety, sustainability and user-friendliness be ensured. Therefore, we ask you to quickly stipulate a common charging plug for electric bicycles and other light means of transport.

Such regulation could be introduced through the EU Ecodesign Regulation (ESPR) or the EU Batteries Regulation and should be designed in analogy to the rules to standardize charging plugs for portable electrical appliances and electric cars. To date, producers of electric bicycles and LMT have failed to establish a common charging plug; therefore, a legal requirement is needed.

On behalf of all undersigned organisations,
Yours sincerely



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