

Draft Legislation

of the Federal Ministry of Transport

Regulation amending the Personal Light Electric Vehicles Regulation and other road traffic regulations

A. Problem and objective

When the Personal Light Electric Vehicle Regulation (eKFV) was adopted, Section 15(4) thereof stipulated that it was to be evaluated for its effectiveness, objectives and impact on road safety, based in particular on the results of monitoring research. On the basis of this evaluation, proposed amendments to the eKFV were to be submitted, if necessary. The objective of this amending regulation is to incorporate the findings, in particular from the research study, into the eKFV, which was first introduced in 2019.

B. Solution; benefits

On the basis of the evaluation, specific amendments to the eKFV are required. This amending regulation implements these. In addition to amendments relating to the technical requirements for personal light electric vehicles, e.g. mandatory fitting of direction indicators, adaptation of the battery safety requirements in accordance with DIN EN 17128 and DIN EN 50604-1 and an extension of the dynamic property tests, the regulations on rider conduct in particular are brought in line with those for pedal cyclists, where possible. The provisions on rider conduct will be transferred to the Road Traffic Regulation (StVO). This will help to simplify administration.

C. Alternatives

Not to revise the eKFV, or to wait for eventual harmonisation of the technical requirements for these vehicles at EU level. However, it is currently not foreseeable whether and when European harmonisation, which would render the current national technical regulations obsolete, will take place. If the eKFV were not revised, the current technical and behavioural regulations will continue to apply and a technical improvement of the vehicles and simplification of regulations in the behavioural law will then not be implemented.

D. Budgetary expenditure without compliance costs

The Federal Government and the Länder (including municipalities) will not incur any budgetary costs other than enforcement costs.

Notified in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17/9/2015, p. 1).

E. Compliance costs

E.1 Compliance costs for citizens:

Businesses will not incur any compliance costs.

E.2 Compliance costs for businesses

For businesses, annual compliance costs will rise by around EUR 39 000.

Administrative costs under this heading arising from information obligations

A one-off expenditure of around EUR 467 000 will be incurred for the one-time obligation to provide information .

A total of EUR 39 000 of the annual expenditure will be the administrative costs of information obligations.

Based on the 'one in, one out' rule, the additional ongoing annual compliance costs triggered by the project will be offset by another regulatory project.

E.3 Administrative compliance costs

At federal level, there will be a one-off implementation cost of around EUR 10 000 for the Federal Motor Transport Authority (KBA). However, the one-off compliance costs will be offset by income from fees (see F 'Other costs').

At the level of the Länder (including municipalities), compliance costs arise for the possible limited use of the traffic sign 257-59 'Prohibited for personal light electric vehicles', wherever it is deemed necessary for an existing pedal cycle authorisation to be modified. The expenditure in this regard will thus be at the discretion of the Länder (including municipalities) and so cannot be quantified.

F. Additional costs

The KBA's income from the the payment of fees for supplementing national type approvals of PLEVs will amount to a one-off sum of approximately EUR 18 000.

Draft legislation of the Federal Ministry of Transport

Regulation amending the Personal Light Electric Vehicles Regulation and other road traffic regulations

Dated ...

On the basis of Section (1), first sentence, subparagraph 2, 5 letter a, subparagraphs. 6 and 11, paragraph 3(1) and (2), paragraph 4(1) and Section 26a (1)(1) and (2) of the Road Traffic Law in the version published on 5 March 2003 (BGBl. I pp. 310, 919), as last amended by Article 70 of the Law of 23 October 2024 (BGBl. 2024 I No 323) in conjunction with Section 1(2) of the Jurisdictional Adjustment Law of 16 August 2002 (BGBl. I, p. 3165), amended by Article 7 of the Act of 31 August 2015 (BGBl. I p. 1474) and the Organisational Order of 6 May 2025 (BGBl. 2025 I No 131) the Federal Ministry of Transport enacts this:

Artikel 1

Amendment to the Personal Light Electric Vehicles Regulation

The Personal Light Electric Vehicle Regulation (eKFV) of 6 June 2019 (BGBl. I p. 756), last amended by Article 3 of the Regulation of 10 June 2024 (BGBl. 2024 I number 191) is amended as follows:

1. Section 1(1) is amended as follows:
 - a) In the text preceding subparagraph 1, the words 'not less than 6 km/h' are replaced by the words 'more than 6 km/h'.
 - b) In subparagraph 2, the words 'with a length' are inserted after the words 'handrail'.
 - c) In subparagraph 3, the wording 'DIN EN 15194:2018-11²' is replaced by the wording 'DIN EN 15194:2024-03²'.
2. Section 2 (1), first sentence, is amended as follows:
 - a) Subparagraph 3 is replaced by the following subparagraph 3:
 - '3. it is fitted with a vehicle identification number and a manufacturer's plate in accordance with Annex 1 to this Regulation, and'.
 - b) In subparagraph 4(b), the wording 'Section 5(1), first sentence and (3)' are replaced by the words 'Section 5(1) sentences 1 and 2, Section 5(3), first and second sentences, and Section 5(4), first sentence'.
3. After Section 2, the following Section 2a is inserted:

² Standard 'DIN EN 15194 Bicycles – Electrically powered wheels – EPAC; German version EN 15194:2017+A1:2023' shall be obtained from DIN Media GmbH, Berlin.

'Section 2a

'Operating personal light electric vehicles normally based abroad

PLEVs that are not normally based in Germany and do not have their regular base in Germany may also be operated on public roads in Germany if:

1. by way of derogation from Section 2(1), first sentence, subparagraph 1, they hold a type approval issued in a Member State of the European Union or a Member State of the European Economic Area, provided that the type approval meets requirements equivalent to those for the issue of a general type-approval or an individual type-approval pursuant to Section 2(1), first sentence, subparagraph 1,
2. by way of derogation from Section 2(1), first sentence, subparagraph 2, the insurance cover required under Section 3(1) or (2) of the Foreign Vehicles Compulsory Insurance Law is not identified by a sticker, and
3. by way of derogation from Section 2(1), first sentence, subparagraphs 3 and 4, they fulfil the conditions specified in the type-approval issued by the Member State of the European Union or of the European Economic Area.

The type approval shall be carried by the rider.'

4. Section 4 is amended as follows:

a) Paragraph 2 is replaced by the following paragraph 2:

'(2) Three- or four-wheel personal light electric vehicles shall be equipped with a fixed device capable of locking the vehicle which meets with the requirements of Chapter³ 15.4.2.6 of DIN EN 17128:2021-01.'

b) After paragraph 2, the following paragraph 3 is inserted:

'(3) Multi-axle personal light electric vehicles shall be equipped with independent front and rear brakes.';

5. Section 5 is amended as follows:

a) Paragraph 1 is amended as follows:

a%6) In the first sentence, the words 'A personal light electric vehicle must be fitted with lighting equipment that meets the requirements of Section 67(1), third and fifth sentences and 67(2) sentences 2 to 7' are replaced by the words 'Only the prescribed and declared permissible lighting devices may be installed and used on an EV which meet the requirements of Section 67(1) third and fifth sentences, and 67(2), second to third and fifth to seventh sentences'.

b%6) Sentence 2 shall be deleted.

c%6) In the new sentence 2 after the word 'means', the words 'and externally acting systems for variable or dynamic optical display, if these emit their own light or are back-lit' are inserted.

b) Paragraph 2 is deleted.

³ Standard 'DIN EN 17128:2021-01 Non-type light motorised vehicles for the transport of persons and goods and related equipment – Personal light electric vehicles (PLEV) – Requirements and test methods; German version EN 17128:2020' can be obtained from DIN Media GmbH, Berlin.

- c) in the first sentence of paragraph 3, the wording '5 July 1973 (VkBl. p. 558), last amended by the notice of 23 February 1994 (VkBl. p. 233),' is replaced by the words '16 October 2024 (VkBl. p. 742)'.
 - d) Paragraph 4 is amended as follows:
 - a%6) In the first sentence, the word 'permissible' is replaced by the word 'mandatory'.
 - b%6) Sentence 2 is amended as follows:
 - a%7%7) In No. 4, the full stop at the end is replaced by a comma.
 - b%7%7) The following subparagraphs 5 to 7 are inserted after subparagraph 4:
 - '5. two additional rear direction indicators may also be fitted if direction indicators are fitted to the ends of the handlebars,
 - 6. the operation of the direction indicators shall be visually and acoustically indicated to the driver of the personal light electric vehicle,
 - 7. where the direction indicator is fitted at the end of the handlebar, appropriate measures shall be taken to prevent their accidental concealment by the rider's hand.'
 - e) After paragraph 4, the following paragraph 5 is inserted:

'(5) External status indicators shall not exceed a vertically measured luminous intensity of 0.1 candela and a visible illuminating surface of 6 cm². The definitions and measurement rules of the technical requirements published in the Transport Gazette (Verkehrsblatt/VkBl.) of 6 October 2024 (VkBl. p. 742).'
6. Section 6 is amended as follows:
- a) Sentence 1 is replaced by the following sentence:

'Personal light electric vehicles shall be equipped with at least one bell.'
 - b) The following sentence is inserted after sentence 2:

'Wheel bells, sirens or other acoustic signal generators are not permissible.'
7. Section 7 is amended as follows:
- a) In n subparagraph 1, the word 'Annex' is replaced by the word 'Annex 2'.
 - b) In subparagraph 2, the wording 'Regulation No 10 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform provisions concerning the approval of vehicles with regard to electromagnetic compatibility (OJ L 254, 20.9.2012, p. 1)' shall be replaced by the wording 'UN Regulation No 10 – Uniform provisions concerning the approval of vehicles with regard to electromagnetic compatibility (OJ L 302, 22.11.2022, p. 1)'.
 - c) In subparagraph 3, the wording 'DIN EN 15194:2018-11' is replaced by the wording 'DIN EN 15194:2024-03'.

- d) In subparagraph 8, the words 'of Chapter 4.2.3 of DIN EN 15194:2018-11' are replaced by the words 'of DIN EN 50604-1:2022-06⁴ and the electrical components comply with the safety requirements of Chapters 6.1, 6.3, 6.4, 10 and 11 of DIN EN 17128:2021-01'.
 - e) In subparagraph 9, the full stop '.' is replaced by a comma','.
 - f) After subparagraph 9, the following subparagraphs 10 and 11 are inserted:
 - '10. be capable, in the event of a failure of the power supply, of braking independently of the power supply or of decelerating to a standstill at a deceleration of at least 1.54 m/s², in the case of a non-self-balancing vehicle, and
 - 11. comply with the test procedures and requirements set out in Annex XVI to Delegated Regulation (EU) No 44/2014, provided that it is a single-track vehicle fitted with a stand, in which case the values for a moped shall be applied in Table 14-1.'
8. Section 8 is replaced by the following Section 8:

'Section 8

Towing a trailer

Personal light electric vehicles may not tow trailers.'

9. Sections 9 to 13 are deleted.
10. Section 14 is amended as follows:
- a) After subparagraph 3, the following subparagraph 3a is inserted:
 - '3a. does not carry the foreign type approval in breach of Section 2a subparagraph 2 or'
 - b) Subparagraph 4 is replaced by the following subparagraph 4:
 - '4. tows a trailer in breach of Section 8.'
 - c) Subparagraphs 5 to 9 are deleted.
11. Section 15(3) and (4) are replaced by the following paragraphs 3 and 4:
- '(3) For personal light electric vehicles which before... [insert: date of entry into force in accordance with Article 4(1) of this Regulation], the provisions of this Regulation relating to the construction of vehicles in the version in force until that date shall apply.
- (4) For personal light electric vehicles first put into operation before 1 January... [insert: the second calendar year following promulgation] and for which approval was granted before the entry into force on... [insert: date of entry into force pursuant to Article 4(1) of this Regulation], Section 1(1)(3), Section 4, Section 5(4), first sentence, and Section 7 shall continue to apply until the end of 1 January ... [insert: the second calendar year following promulgation] in the calendar year in the version in force

⁴ The standard 'secondary lithium batteries for light EV (electric vehicle) applications – Part 1: General safety requirements and test methods; German version EN 50604-1:2016 + A1:2021' can be obtained from DIN Media GmbH, Berlin.

until ... [insert: date of entry into force pursuant to Article 4(1) of this Regulation]. For these vehicles, Section (1)(1)(3), Section 4, Section 5(4), first sentence, and Section 7, as amended by this Regulation, may continue to be applied, if an application to this effect has been made.'

12. The following Annex 1 is inserted at the beginning of the Annex:

‘Annex 1

(to section 2(1), first sentence, subparagraph 3)

Vehicle identification number and manufacturer's plate

1. General requirements pertaining to vehicle identification

1.1 General requirements

1.1.1 Every vehicle shall be fitted with a factory plate and a vehicle identification number (VIN). The manufacturer's plate and the VIN shall be affixed by the manufacturer of the vehicle.

1.1.2 The prescribed manufacturer's plate shall be a rectangular metal plate or a rectangular self-adhesive label.

1.1.3 A metal plate shall be riveted or similarly fastened.

1.1.4 Labels shall be permanently affixed and designed in such a way that they make tampering and counterfeiting difficult and cannot be removed without damaging them.

1.2 Characters

1.2.1 Alphanumeric characters (Latin letters or Arabic numerals) shall be used for the inscriptions.

1.2.2 In addition, the following symbols may be used for the manufacturer's vehicle name: '*' (asterisk), '&' (ampersand), '-' (hyphen or minus sign) and "'" (apostrophe).

1.3 Minimum character height

1.3.1 Characters inscribed directly on the chassis, frame or similar part of the vehicle shall have a minimum height of 4 millimetres.

1.3.2 Characters on the manufacturer's plate shall have a minimum height of 2 millimetres.

2. Manufacturer's plate

2.1 The manufacturer's plate shall be firmly affixed in a clearly visible and easily accessible place on the right side of the vehicle to a part that is unlikely to be replaced during normal use, regular maintenance or repair (e.g. as a result of accident damage).

2.2 The information on the manufacturer's plate shall be bordered by a rectangle, clearly legible and indelible, and shall contain the following information in the order set out below, where, as far as possible, none of the information shall take up more than one line:

- a) The vehicle manufacturer;
- b) as the vehicle type, the indication 'Elektrokleinstfahrzeug';
- c) the year of manufacture;
- d) the VIN in accordance with the requirements set out in part 3 of this Annex;
- e) the maximum design speed;

f) the general type approval number or individual type approval number of the vehicle.

2.3 No further information is permitted on the manufacturer's plate.

2.4 The manufacturer may provide additional information below or to the side of the manufacturer's plate.

3. Vehicle identification number (VIN):

3.1 General requirements

3.1.1 A VIN shall be affixed to each vehicle.

3.1.2 The VIN shall be uniquely and unequivocally assigned to a particular vehicle.

3.1.3 The VIN shall be inscribed on the factory plate as well as on the chassis, frame or similar part of the vehicle when the vehicle leaves the production line.

3.1.4 The VIN shall be stamped, punched, etched or laser engraved directly onto an easily accessible part on the right side of the vehicle in such a way that it cannot be erased, altered or removed.

3.1.5 The manufacturer shall ensure that the vehicle can be traced through its VIN for a period of 30 years.

3.2 Composition of the VIN

3.2.1 The VIN shall be made up of the following three groups:

- a) three-digit world manufacturer identification (WMI) code;
- b) six-digit vehicle descriptor section (VDS);
- c) eight-digit vehicle indicator section (VIS).

3.2.2 World manufacturer identification

3.2.2.1 The World Manufacturer Identification (WMI) consists of 3 alphanumeric characters. It will be assigned to the manufacturer by the competent authority of the state in which the manufacturer has its principal place of business.

3.2.2.2 The competent authority shall follow the international system in accordance with ISO 3780:2009-10⁵.

3.2.2.3 If the manufacturer produces less than 150 vehicles per year worldwide, the third character of the WMI shall always be '9'. In order to identify such manufacturers, the competent authority referred to in subparagraph 3.2.2.2 shall assign the third, fourth and fifth characters of the VIS.

3.2.2.4 If the manufacturer does not have a WMI, the first group shall be waived and the VIN shall then consist of 14 digits. For the identification of such manufacturers, the national manufacturer key number shall be used for the third, fourth, fifth and sixth characters of the VDS.

⁵ Standard 'ISO 3780:2009-10 Road vehicles – World Manufacturer Identification (WMI) Code' can be obtained from DIN Media GmbH, Berlin.

3.2.3 The vehicle descriptor section (VDS) shall consist of 6 alphanumeric characters indicating the vehicle's general characteristics. If the manufacturer does not use one or more of these characters, the space between them shall be filled with alphanumeric characters chosen by the manufacturer in order to reach the required 6 digits.

3.2.4 The vehicle indicator section (VIS) shall consist of 8 alphanumeric characters, the last four of which must be digits.

This group shall, in conjunction with the WMI and VDS, enable the unique identification of a specific vehicle. In all unused spaces, the digit '0' shall be inserted in order to achieve the required 8 digits.

3.2.5 The VDS and VIS shall meet the requirements of ISO 3779: 2009-10⁶.

3.2.6 There must be no spaces between the characters.

3.2.7 The letters 'I', 'O' and 'Q' may not be used.

3.2.8 Wherever possible, the VIN shall be displayed in a single line. If the VIN consists of two lines, the beginning and the end of the VIN shall be delineated by a symbol, chosen by the manufacturer, other than a Roman capital letter or an Arabic numeral.

3.2.9 If the vehicle does not have a VIN and an individual type approval is to be granted for the vehicle, the VIN shall be issued by the competent approval authority.

4. Exchange, replacement or reuse of frames

4.1 If, after the replacement of the frame or the part replacing it, the removed frame or part is reused, the procedure set out in subparagraphs 4.2 and 4.4 shall be followed.

4.2 The stamped or embossed VIN shall be permanently struck through in such a way that it remains legible.

4.3 The VIN of the vehicle on which the frame or part is reused shall be stamped or imprinted next to the struck-through number.

4.4 The struck-through number of the approval authority is to be noted for the purpose of validation on the data confirmation or individual type approval certificate of the vehicle on which the frame or part is reused.

4.5 The procedure described in subparagraph 4.4 shall also be followed if, after replacement, the VIN is stamped or engraved on a frame or a replacement part which does not yet have a VIN.

4.6 If a vehicle identification number is missing or cannot be ascertained with certainty, the approval authority may assign a new number. Section 3 and subparagraph 4.1 shall apply to this subparagraph *mutatis mutandis*.

13. The current Annex becomes Annex 2 and is amended as follows:

a) In the caption, the word 'Annex' is replaced by the text 'Annex 2'.

b) Subparagraph 1.7 is replaced by the following subparagraph 1.7:

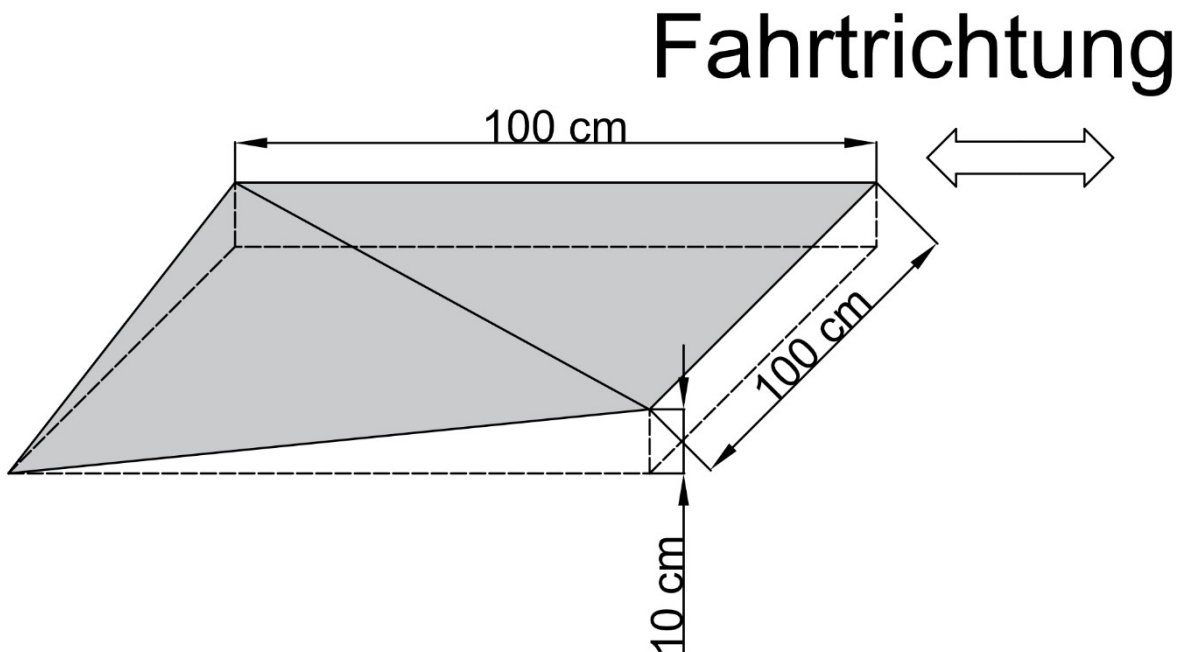
'1.7 The tests shall be carried out at the maximum authorised mass of the vehicle.'

⁶ The standard "ISO 3779:2009-10 Road vehicles – Vehicle identification number (VIN) – Content and structure" can be obtained from DIN Media GmbH, Berlin.

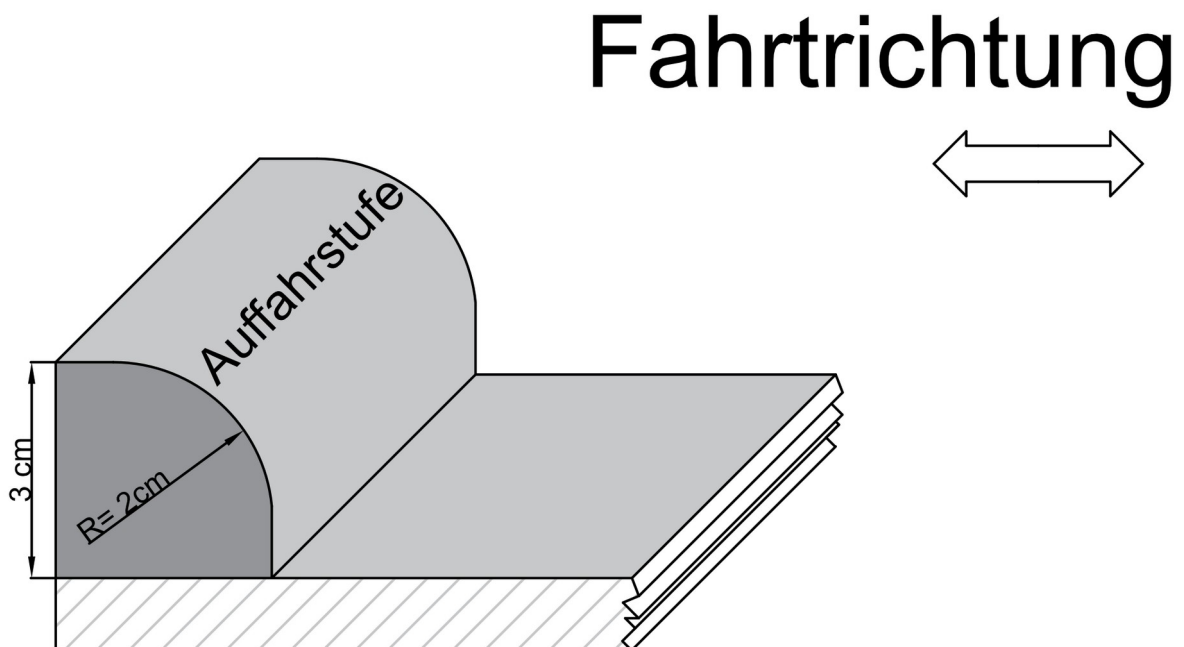
c) After subparagraph 2.2.5, the following subparagraph 2.2.6 is inserted:

'2.2.6 Measurements shall be repeated in wet conditions.'

d) In subparagraph 2.3.6.1, the figure is replaced by the following figure:



e) In subparagraph 2.3.7.1, the figure is replaced by the following figure:



f) In subparagraph 2.3.7.2 after the word 'upwards' the words 'and downwards' are inserted.

Auffahrstufe

Approach ramp

Artikel 2

Amendment to the Schedule of Fines Regulation

The Schedule of Fines Regulation of 14 March 2013 (BGBl. I p. 498), last amended by Article 3 of the Regulation of 02 October 2024 (BGBl. 2024 I number 299) is amended as follows:

1. After Section 2(4) first sentence, the following sentence is inserted:

‘For drivers of personal light electric vehicles, the warning fine for offences referred to in Part I, Subsection A(a) and Part II(a) of the Schedule of Fines is normally EUR 15, unless the Schedule of Fines provides otherwise.’

2. After Section 3(6) second sentence, the following sentence is inserted:

‘This shall apply mutatis mutandis to administrative offences referred to in Section I, Subsection A(a) and Section II(a) of the Schedule of Fines committed by riders of personal light electric vehicles.’

3. The Annex is amended as follows:

- a) Under number 2 in the 'Offences' column, the words 'left-side' are deleted.
- b) After number 2.3, the following numbers 2.4., 2.4.1., 2.4.2. and 2.4.3. are inserted:

No.	Offence	Road Traffic Regulation (StVO)	Standard penalty in Euro (€), driving ban in months
'2.4	as a cyclist or driver of an personal light electric vehicle		€ 25
2.4.1	- causing an obstruction	S. 2(1) S. 1(2) S. 49(1)(1), (2)	€ 30
2.4.2	- causing a hazard		€ 35
2.4.3	- causing material damage		€ 40'.

- c) In number 3.4, in the column 'Offence' after the word 'cyclist' the words 'with the exception of personal light electric vehicles' are inserted.
- d) In n number 7, in the column 'Offence', the words 'Riding a moped, insofar as it is propelled by pedals' are replaced by 'Riding a personal light electric vehicle'.
- e) Number 7.3 is amended as follows:
 - a%6) Inthe column 'Offence', the words 'in spite of there being a cycle path or cycle lane in the permitted direction' are deleted.
 - b%6) In the column 'Standard penalty in Euro (€), driving ban in months', the text '€ 20' is replaced by the text '€ 25'.
- f) In number 7.3.1., in the column 'Standard penalty in Euro (€), driving ban in months', the text '€ 25' is replaced by the text '€ 30'.

- g) In number 7.3.2., in the column 'Standard penalty in Euro (€), driving ban in months', the text '€ 30' is replaced by the text '€ 35'.
- h) In number 7.3.3., in the column 'Standard penalty in Euro (€), driving ban in months', the text '€ 35' is replaced by the text '€ 40'.
- i) In number 38, in the column 'Offence', after the word 'bicycle' the words 'or personal light electric vehicle' are inserted.
- j) In each of numbers 52a, 52a.1, 52a.2 and 52a.2.1, in the column 'Road Traffic Regulation (StVO)', after the text S. 12(4)(1), (4a)' the text '(4b)' is inserted.
- k) Number 97 is amended as follows:
 - a%6) In the column 'Offence', after the words 'in vehicles', the words '(as well as on pedal cycles and personal light electric vehicles)' are inserted.
 - b%6) In the column 'Standard penalty in Euro (€), driving ban in months', the text '€ 5' is replaced by the text '€ 25'.
- l) In numbers 131.2, 133.2 and 133.3, in the column 'Offence', the words 'Bicycle traffic on cycle lanes' are replaced by the words 'Traffic on cycle lanes'.
- m) In number 132, in the column 'Offence', the words 'driver of a motor vehicle' are replaced by the words 'driver of a motor vehicle other than a personal light electric vehicle'.
- n) In number 139.1, in the column 'Offence', the words 'driver of a motor vehicle' are replaced by the words 'driver of a motor vehicle other than a personal light electric vehicle'.
- o) In number 139.2, in the column 'Offence' after the word 'pedal cyclist' the words 'or rider of a personal light electric vehicle' are inserted.
- p) In number 141.3, in the column 'Offence' after the words 'motor vehicles', the words 'other than personal light electric vehicles' are added.
- q) In number 141.4, in the column 'Offence' after the word 'pedal cyclist' the words 'or rider of a personal light electric vehicle' are inserted.
- r) In number 143, in the column 'Offence', after the word 'cycling', the words 'or riding a personal light electric vehicle' are inserted.
- s) After number 237b, in the column 'Offence', the subheading is replaced by the following subheading:

'Towing trailers'

- t) Number 238 is replaced by the following number 238:

No.	Offence	Personal Light Electric Vehicles Regulation (eKFV)	Standard penalty in Euro (€), driving ban in months
'238	Personal light electric vehicle towing a trailer	S. 8 S. 14(4)	€25'.

- u) Numbers 238.1, 238.2, 238.3, 238a, 238a.1, 238a.2 and 238a.3 are deleted.

- v) In number 244, in the column 'Offence' after the words 'motor vehicle', the words ', with the exception of personal light electric vehicles,' are inserted.
- w) In number, in the column 'Offence', after the word 'walking', the words 'riding a personal light electric vehicle' are inserted.
- x) In number 246.4, in the column 'Offence', after the word 'cycling', the words 'or riding a personal light electric vehicle' are inserted.

Artikel 3

Amendment to the Road Traffic Regulation

The Road Traffic Regulation of 6 March 2013 (BGBl. I p. 367), last amended by Article 24 of the Regulation of 11 December 2024 (BGBl. 2024 I p. 411), is amended as follows:

1. Section 2 is amended as follows:

a) Paragraph 3a, second sentence, shall be amended as follows:

a%6) In subparagraph 5, the word 'and' is replaced by a comma ','.

b%6) In subparagraph 6, the word 'are.' is replaced by the words 'are and'.

c%6) After subparagraph 6, the following subparagraph 7 is inserted:

"7. personal light electric vehicles.'

b) Paragraph 4 is amended as follows:

a%6) In the first sentence, after the words 'pedal cycle', the words 'and personal light electric vehicles' are inserted.

b%6) In the fifth sentence, the words 'pedal cycle' are replaced by the words 'pedal cycle or small electric vehicle'.

2. Section 5 is amended as follows:

a) Paragraph 4 is amended as follows:

a%6) In the third sentence, after the words 'motor vehicles', the words 'other than personal light electric vehicles' are inserted.

b%6) In the fourth sentence, after the words 'cyclists', the words 'or riders of personal light electric vehicles' are inserted.

b) In paragraph 8, after the word 'cyclists', the words 'riders of personal light electric vehicles' are inserted.

3. Section 7 is amended as follows:

a) In paragraph 2, first sentence, after the words 'motor vehicles', the words 'other than personal light electric vehicles' are inserted.

- b) In paragraph 3, first sentence, after the text '3.5 t', the words 'other than personal light electric vehicles' are inserted.
 - c) In paragraph 3c, first sentence, after the words 'motor vehicles', the words ', other than personal light electric vehicles' are inserted.
4. Section 9 is amended as follows:
- a) In paragraph 2, first sentence, after the word 'pedal cycle', the words 'or personal light electric vehicle' are inserted.
 - b) In paragraph 6, after the words 'bicycle traffic', the words ', with personal light electric vehicles proceeding straight ahead' are inserted.
5. In Section 12, the following paragraph is inserted after paragraph 4a:
- '(4b) Bicycles and personal light electric vehicles may be parked on pavements and in pedestrian zones, provided that doing so does not endanger or impede others. The commercial provision of free-floating bicycles and personal light electric vehicles on public roads for hire shall not constitute authorised parking within the meaning of this Regulation.'
6. In Section 7(4), fourth sentence, after the word 'bicycles', the text ', personal light electric vehicles' is added.
7. Section 21(1), fourth sentence, is amended as follows:
- a) In subparagraph 2, the words 'seating arrangements or' are replaced by the words 'seating arrangements'.
 - b) In subparagraph 3, the text 'motor vehicles.' is replaced by the text 'motor vehicles or'.
 - c) After subparagraph 3, the following subparagraph 4 is inserted:

'4. on personal light electric vehicles.'
8. Section 23 is amended as follows:
- a) In paragraph 2, after the word 'motorcycles', the words 'personal light electric vehicles' are inserted.
 - b) In paragraph 3, first sentence, after the word 'bicycle', the words 'personal light electric vehicles' are inserted.
9. Section 37(2) is amended as follows:
- a) Subparagraph 1 shall be amended as follows:
 - a%6) In the ninth sentence, the words 'cycle traffic' are replaced by the words 'cycle and personal light electric vehicle traffic'.
 - b%6) Sentence 11 is replaced by the following sentence:

'Insofar as cyclists and riders of personal light electric vehicles are required to observe the traffic signals, they may also turn off a cycle lane or off an at-grade adjacent purpose-built cycle lane located on the right side of the driving lane.'

- b) In subparagraph 4, second sentence, after the word 'bicycles', the text ', personal light electric vehicles' are inserted.
- c) Subparagraph 5 shall be amended as follows:
 - a%6) In the first sentence, after the word 'cyclists', the words 'and riders of personal light electric vehicles' are inserted.
 - b%6) In the second sentence, after the word 'cyclists', the words 'and riders of personal light electric vehicles' are inserted.
- d) Subparagraph 6 shall be amended as follows:
 - a%6) the first sentence, the words 'rides a bicycle' are replaced by the words 'rides a bicycle or a personal light electric vehicle'.
 - b%6) Sentence 3 is deleted.


10. Section 39 is amended as follows:

- a) In paragraph 7, the words 'personal light electric vehicle within the meaning of the Personal Light Electric Vehicles Ordinance (eKFV)' are replaced by the words 'personal light electric vehicles'.
- b) After paragraph 7, the following paragraph 7a is inserted:

'(7a) Where the symbol 'pedal cycles' is shown on road signs, it shall apply mutatis mutandis to small-scale electric vehicles. If the symbol 'motor vehicles and other multi-track motor vehicles' or 'motor vehicles and trailer combinations which cannot or may not travel faster than 25 km/h' is displayed, personal light electric vehicles are excluded.'

11. Annex 2 is amended as follows:

- a) I number 2.1, column 3, second sentence, under number 3.2, column 3, second sentence, and under number 9.1, column 3, second sentence, the words 'pedal cycles and personal light electric vehicles within the meaning of the eKFV' are replaced by the words 'pedal cycles and personal light electric vehicles'.
- b) The 'Explanatory notes' section of number 9.1, column 3, is replaced by the following sentences:

No.	Signs and additional signs	Instructions or prohibitions Explanatory Notes
'9.1		<p>Instruction or prohibition</p> <p>If sign 220 is displayed with this additional sign, it means:</p> <p>Drivers of vehicles shall, when joining or when driving along a one-way street shall pay attention to oncoming pedal cycles and personal light electric vehicles within the meaning of the eKFV.</p> <p>Explanatory note</p> <p>The additional sign means that pedal cycles and personal light electric vehicles may drive in the opposite direction. When passing a one-way road approved for contraflow cycle and electric mini-vehicle traffic, the principle remains unaffected vis-à-vis the emerging cyclist and electric mini-vehicle driver that priority is given to who comes from the right (Section 8(1), first sentence). The same applies to emerging pedal cycles and personal light electric vehicles. If a one-way street where pedal cycles and personal light electric vehicles are permitted in the</p>

No.	Signs and additional signs	Instructions or prohibitions Explanatory Notes
		oncoming direction joins a main road, sign 205 shall be provided for bicycles and personal light electric vehicles emerging from the one-way street.'

c) Number 16, column 3, is amended as follows:

a%6) Number 1 is replaced by the following number 1.

'1. Pedal cycles and personal light electric vehicles may not use the carriageway but use the cycle lane (obligatory use of cycle lane).'

b%6) Number 3 is replaced by the following number 3.

'3. Where additional signs permit the use of a cycle path for other vehicles, they shall show consideration towards bicycles and personal light electric vehicles, if necessary, adjusting their speed to that of the bicycles and personal light electric vehicles.'

d) Number 19, column 3, is amended as follows:

a%6) Number 1 is replaced by the following number 1.

"1. Pedal cycles and personal light electric vehicles may not use the carriageway, but must use the shared pedestrian and cycle lane (obligatory use of cycle lane).'

b%6) Number 3 is replaced by the following number 3.

'3. If additional signs permit the use of a shared pedestrian and cycle path for other vehicles, these vehicles shall show consideration towards pedestrians, pedal cycles and personal light electric vehicles.'

c%6) After number 3, the following number 4 is inserted:

'4. Pedestrian traffic must not be jeopardised or obstructed. If necessary, speed shall be adapted to the speed of pedestrians.'

d%6) The current number 4 shall become number 5.

e) Number 20, column 3, is amended as follows:

a%6) Number 1 is replaced by the following number 1.

'1. Pedal cycles and personal light electric vehicles may not use the carriageway, but shall use the pedal cycle lane of the segregated cycle and pedestrian route (obligatory use of cycle lane).'

b%6) In number 3, the words 'pedal cycles' are replaced by the words 'pedal cycles and personal light electric vehicles'.

c%6) In number 4, first sentence and second sentence, the words 'pedal cycles' are replaced by the words 'pedal cycles and personal light electric vehicles'.

f) Number 23, column 3, is amended as follows:

a%6) In the first sentence of number 1, the words 'pedal cycles and personal light electric vehicles within the meaning of the eKFV' are replaced by the words 'pedal cycles and personal light electric vehicles '.

b%6) Number 2, second sentence, is replaced by the following sentence:

'Pedal cycles and personal light electric vehicles may not be endangered or obstructed.'

c%6) In number 3, after the word 'pedal cycles', the words 'and personal light electric vehicles' are inserted.

g) In number 24.1, column 3 is amended as follows

a%6) In the first sentence of number 1, the words 'pedal cycles and personal light electric vehicles within the meaning of the eKFV' are replaced by the words 'pedal cycles and personal light electric vehicles '.

b%6) Number 2, second sentence, is replaced by the following sentence:

'Pedal cycles and personal light electric vehicles may not be endangered or obstructed.'

c%6) In number 3, the words 'within the meaning of the eKFV' are deleted.

h) In number 25, column 3, point 2, after the words 'pedal cycles', the words ', personal light electric vehicles' are inserted.

i) In number 28, column 3, point 2, after the word 'motorcycles', the text ', personal light electric vehicles' is inserted.

j) In number 29, column 3, after the word 'motor vehicles', the text',. other than personal light electric vehicles.' is added.


k) In number 31 column 3, the words 'pedal cycles and personal light electric vehicles within the meaning of the eKFV' are replaced by the words "pedal cycles and personal light electric vehicles'.






l) In number 34, column 3, after the word 'motor vehicles', the text', other than personal light electric vehicles.' is added.

m) In number 41.1 column 3, the words 'pedal cycles and personal light electric vehicles within the meaning of the eKFV' are replaced by the words "pedal cycles and personal light electric vehicles'.

n) The number 'Re 53, 54 and 54.4' is deleted.

o) Numbers 53 to 54.4 are replaced by the following numbers 53 to 54.4:

No.	Signs and additional signs	Instructions or prohibitions Explanatory Notes
'53	<p>Sign 276</p> 	<p>Instruction or prohibition</p> <p>1. Multi-track motor vehicles and motorcycles with sidecars may not be overtaken.</p> <p>2. Where a mass such as '7.5 t' is indicated on an additional sign, overtaking is prohibited only by vehicles whose maximum authorised mass, including trailers, exceeds the indicated limit.</p>

No.	Signs and additional signs	Instructions or prohibitions Explanatory Notes
	No overtaking of multi-track motor vehicles by any other type of vehicle	3. The overtaking of personal light electric vehicles is excluded.
54	<p>Sign 277</p>  <p>No overtaking of multi-track motor vehicles by motor vehicles exceeding 3.5 tonnes</p>	<p>Instruction or prohibition</p> <p>1. Motor vehicles with a maximum permissible mass exceeding 3.5 tonnes, including trailers, and tractors may not overtake multi-track motor vehicles and motorcycles with sidecars.</p> <p>2. Where a mass such as '7.5 t' is indicated on an additional plate, overtaking is prohibited only by vehicles whose maximum authorised mass, including trailers, exceeds the indicated limit.</p> <p>3. Overtaking personal light electric vehicles by cars and buses is excluded..</p>
54.1		<p>Instruction or prohibition</p> <p>With the additional sign, the ban on overtaking laid down by sign 277 also applies to motor vehicles over 2.8 t, including trailers.</p>
54.2		<p>Instruction or prohibition</p> <p>With the additional sign, the prohibition on overtaking laid down by sign 277 also applies to buses and coaches and cars with trailers.</p>
54.3	<p>Sign 277.1</p>  <p>No overtaking by any type of multi-track vehicle</p>	<p>Instruction or prohibition</p> <p>1. No overtaking of single-track or multi-track vehicles by multi-track vehicles.</p> <p>2. Overtaking by personal light electric vehicles is exempted.</p>
54.4		<p>Explanatory note</p> <p>The additional sign with sign 274, 276, 277 or 277.1 indicates the length of a speed limit or a prohibition on overtaking.'</p>

12. In Annex 3, number 22, column 3 is amended as follows:

a) Number 2, second sentence, is replaced with the following sentences:

'Pedal cycles and personal light electric vehicles may not be endangered. Sentence 1 shall not apply to product placement and sponsoring notices.

b) In the second sentence of number 3, the words 'within the meaning of the eKFV' are deleted.

Artikel 4

Entry into force

(1) This Regulation shall become effective, subject to paragraph 2, on the first day of the quarter following its promulgation.

(2) Article 1(8), (9) and (10)(b) and (c), article 2 and article 3 shall become effective on... [insert: first day of the 13th calendar month following promulgation.

The Federal Council has granted approval.

EU legal acts:

Commission Delegated Regulation (EU) No 44/2014 of 21 November 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 25, 28.1.2014, p. 1), as last amended by Delegated Regulation (EU) No 2018/295 (OJ L 56 of 28.02.2018, p.1).

Justification

A. General part

I. Objective of and need for the provisions

When the Personal Light Electric Vehicle Regulation (eKFV) was adopted, Section 15(4) thereof stipulated that it was to be evaluated with regard to its effectiveness, objectives and impact on road safety, based in particular on the results of research studies. On the basis of this evaluation, proposed amendments to the eKFV were to be submitted, if required. The purpose of this amending ordinance is to incorporate the findings, in particular from the research study, into the eKFV, which was first introduced in 2019.

II. Main content of the draft

On the basis of the evaluation, specific adaptations to the technical requirements of personal light electric vehicles in the eKFV are necessary. This amending regulation implements these. It includes, for example, mandatorily fitting PLEVs with direction indicators, an adaptation of the safety requirements for the batteries in accordance with DIN EN 17128 and DIN EN 50604-1 and an extension of the dynamic properties test.

In addition, in line with the outcome of the evaluation, the rider behaviour rules for personal light electric vehicles will be aligned with those for pedal cycles, wherever possible. The rider conduct rules are repealed in the eKFV and transferred to the Road Traffic Regulations (StVO). This will help to simplify administration. There are a number of minor differences between the traffic rules for bicycles and those for personal light electric vehicles. This makes the rules applicable to personal light electric vehicles easier for the public to understand. In addition, a number of minor inconsistencies and contradictions will be remedied, in particular with regard to the road signs applicable to personal light electric vehicles.

In the future, road traffic authorities will no longer have to provide an additional sign authorising personal light electric vehicles when issuing authorisations for pedal cycles. It is only in the – presumably few – cases where different regulations for bicycles and personal light electric vehicles in specific road segments that separate road signs for such vehicles will need to be set up in the future. A transitional period for the relevant amendments is provided to allow an assessment of the cases in which this would be necessary.

III. Executive footprint

None

IV. Alternatives

Not to revise the eKFV, or to wait for eventual harmonisation of the technical requirements for these vehicles at EU level. However, it is currently not foreseeable whether and when European harmonisation, which would render the current national technical regulations obsolete, will take place. If the eKFV is not revised, the current technical and rider conduct regulations will remain in force, there would be no technical improvement of the vehicles and there will be no streamlining of the regulations governing rider conduct.

V. Regulatory competence

Regulatory competence arises from the enabling provisions for this Regulation. It is a regulation requiring the consent of the Bundesrat.

VI. Compatibility with European Union law and international treaties

The Regulation is in line with European Union law and international treaties.

VII. Consequences of the legislation

1. Legal and administrative simplification

By aligning the rules with those applicable to pedal cyclists wherever possible, the rules in the eKFV can be repealed and incorporated in the StVO. This will help to streamline administration. In doing so, various minor inconsistencies and contradictions with regard to the regulations applicable to riders of personal light electric vehicles are eliminated. The consistent applicability of road signs for cycling also to personal light electric vehicles facilitates the work of the authorities responsible for roads and minimises the need to set up additional road signage for personal light electric vehicles.

2. Sustainability aspects

The proposed Regulation contributes to sustainable development and is fully compatible with the Federal Government's sustainability strategy. In particular, the Ordinance will have a positive impact on the sustainability indicators SDG 3 'Good health and well-being' by reducing air pollutants, SDG 11 'Sustainable cities and communities' by reducing energy consumption in passenger transport and SDG 13 'Climate action' by reducing greenhouse gas emissions.

Personal light electric vehicles (PLEVs) are an incentive to switch to public transport. In inner cities in particular, switching to PLEVs, in combination with public transport, contributes sustainably to air cleanliness. If PLEVs replace journeys with larger vehicles, the regulatory proposal will contribute to the achievement of the targets in the area of primary energy consumption and lead to a reduction in energy consumption in passenger transport, and also to a reduction in greenhouse gas emissions. The vehicles are often foldable and can therefore generally be carried on public transport. This makes it possible to link different modes of transport. Routes to and from public transport stops can also be bridged with PLEVs.

3. Budgetary expenditure without compliance costs

The Federal Government and the Länder (including municipalities) will not incur any budgetary costs other than enforcement costs.

4. Compliance costs

a) For citizens

There are no compliance costs for citizens. The Regulation will not cause any encumbrance to citizens, as they can continue to use already purchased vehicles which have been granted general type-approval or individual type-approval without restrictions, and, as has been the case until now, all they need to do is to ensure that the vehicle is type approved when they purchase it.

b) Compliance costs to businesses

For businesses, the change in annual compliance costs will amount to some EUR + 39 000 for administrative staff costs arising from information requirements. In total, there will be one-off compliance costs of around EUR 467 000, of which some EUR 120 000 will be staff costs and EUR 355 000 will be material costs.

The concept of increasing transparency about the conversion costs for the economy and limiting them effectively and proportionately was applied by determining the compliance cost categories.

Firstly, the situation of the general type approval issued for PLEVs by the end of 2023 needs to be taken into consideration.

From 15 June 2019 (entry into force of the eKFV) until the end of 2023, 250 general type approvals were granted by the Federal Motor Vehicles Authority (KBA). This makes an annual average of 50 general type approvals issued. This annual figure of 50 has therefore been taken as the basis for considering the change in annual compliance costs.

The 250 general type approvals issued are distributed among 88 type approval holders. Of these 88 licence holders, five are hire firms that no longer offer vehicles for hire in Germany (11 general type approvals), while 15 have been dissolved (31 general type approvals). If the approved vehicles are taken from dissolved companies and companies who no longer offer rental services in Germany, the result is 208 approvals. A search of vehicles that are currently still advertised by type approval holders as well as the latest generation vehicles offered by rental firms results in a total of around 144 'active' general type approvals.

Below is a description of the compliance cost estimate for businesses by specification.

The tests are carried out by experts from the Technical Service who have a relevant degree. This results in a salary rate of EUR 64.20 for the sector M Provision of professional, scientific and technical services – high qualification level – in accordance with the 2025 wage cost tables for the measurement of compliance and administrative costs used by the Federal Statistical Office.

Requirement 1 (obligation to provide information): A parking brake for three- or four-wheel vehicles shall comply with the requirements of DIN EN 17128 Chapter 15.4.2.6.

From 1 January of the second calendar year following promulgation, PLEVs that have three or four wheels that are being placed on the market for the first time must demonstrate compliance with the requirements of DIN EN 17128 Chapter 15.4.2.6 for parking brakes.

The two known holders of general type approvals in which a parking brake was necessary due to the three-wheel design of the vehicles are insolvent and their companies dissolved.

If, as part of the type-approval of the vehicle, a parking brake were necessary due to the vehicle characteristics (three or more wheels), additional costs of EUR 64 would be incurred for type approval testing, since, according to the assessment of the TÜV Association (consultation of experts), testing this aspect would require additional time of 60 minutes.

Individual case:

Time requirement per case (in minutes)	Hourly pay (in EUR)	Personnel costs (in EUR)
60	64.20	64.20

Requirement 2 (additional requirement) Multi-axle vehicles shall be equipped with independent front and rear brakes

It is believed that this new requirement has basically already been met by all personal light electric vehicles available on the market, so no vehicles need to be adapted.

There are no additional compliance costs.

Requirement 3 (additional requirement) Lighting equipment must be permanently fixed

It is believed that this new requirement has also already been met by all personal light electric vehicles available on the market, so no adaptation of the vehicles is necessary.

There are no additional compliance costs.

Requirement 4 (obligation to provide information): Single-track personal light electric vehicles shall be equipped with direction indicators

From 1 January of the second calendar year following promulgation, single-track PLEVs placed on the market for the first time shall be equipped with direction indicators. In addition, the rider must be visually and acoustically informed of the operation of the direction indicators, in the case of direction indicators in the end of the handlebars, concealment by hand must be prevented by appropriate measures.

Since no vehicle needs to be retrofitted, manufacturers/importers are only obliged to commission the modification during manufacture of new vehicles placed on the market before the date of entry into force. This means that if the components are not yet fitted as standard, they must also be available on the assembly line. However, the additional assembly required is negligible in the context of the overall assembly of the vehicle. The costs of the components of direction indicators, display lights and speakers are also negligible in the context of the overall costs (frame, brakes, drive motor, wheels, battery, control unit, etc.) of the vehicle. According to a market analysis, the trend is for newer vehicles to be increasingly equipped with direction indicators as standard. An increase in the annual compliance testing costs of EUR 6 420 is assumed since, according to the assessment of the TÜV Association (survey of experts), an additional two hours can be expected for testing the direction indicators, their visual and audible perceptibility when activated and the testing measures to prevent the direction indicators from being obscured.

Change in annual compliance costs:

Number of cases	Time requirement per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material expenses (in EUR)
50	120	64.20		6 420	
Change in compliance costs (EUR)				6 420	

Requirement 5 (obligation to provide information): Vehicle batteries must comply with the requirements of DIN EN 17128 (PLEV standard) and DIN EN 50604-1

From 1 January of the second calendar year following promulgation, the batteries of PLEVs first placed on the market must comply with the requirements of DIN EN 17128 (PLEV standard) chapters 6.1, 6.3, 6.4, 10 and 11 instead of DIN EN 15194 (e-bike standard) Chapter 4.2.3 and DIN EN 50604-1 as in the case of e-bikes since the publication of DIN EN 15194 in March 2024.

The requirements are based on DIN standards that have been known since January 2021 and March 2024 and thus reflect the latest technological developments. Although the DIN standard DIN EN 17128 is not legally obligatory, it can be assumed that most manufactur-

ers already use corresponding batteries out of their own interest. Due to their similar properties (size and capacity) to e-bike batteries, it can be assumed that these are generally used and therefore the new requirements according to DIN EN 50604-1 have already been met.

An increase in the annual compliance testing costs of EUR 19 260 is expected, as two additional test methods (hammer test and drop test) are used to test the mechanical resistance of the electrical components. The TÜV Association had no comments to make about this additional expenditure. However, if this requirement is assumed to be in line with the previously mentioned tests, a maximum estimate of 6 hours (setting up the test environment, execution, repetition) can be regarded as realistic.

Change in annual compliance costs:

Number of cases	Time requirement per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material expenses (in EUR)
50	360	64.20		19 260	
Change in compliance costs (EUR)				19 260	

Requirement 6 (additional requirement) In the event of a power supply failure, the vehicle must be able to decelerate to a standstill at at least 1.54 m/s²

In principle, the electric brake is only available as an extra or as a second independent brake, so it can be assumed that the vehicles currently available on the market meet this requirement.

There are no additional compliance costs.

Requirement 7 (obligation to provide information): Stands shall comply with the test procedures and requirements set out in Annex XVI to Delegated Regulation (EU) No 44/2014

From 1 January of the second calendar year following promulgation, PLEVs that are put into operation for the first time, and are fitted with a stand, shall comply with the test procedures and requirements for mopeds set out in Annex XVI to Delegated Regulation (EU) No 44/2014.

An increase in the annual compliance testing costs of EUR 3 210 is expected, as, according to the TÜV Association (survey of experts), an additional time element of 60 minutes is assumed for for the testing stands.

Change in annual compliance costs:

Number of cases	Time requirement per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material expenses (in EUR)
50	60	64.20		3 210	
Change in compliance costs (EUR)				3 210	

Requirement 8 (obligation to provide information): Wet braking as an additional test for deceleration

From 1 January of the second calendar year following the announcement, PLEVs being placed on the market for the first time shall have undergone wet braking as an additional deceleration test.

An increase in the annual compliance testing costs of EUR 8 025 is assumed, since, according to the TÜV Association (survey of experts), an additional 2 to 3 hours of testing

time is expected for one-off tests on a wetted road surface. For the time requirements per case, an average time requirement of 2.5 hours was applied.

Change in annual compliance costs:

Number of cases	Time requirement per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material expenses (in EUR)
50	150	64.20		8 025	
Change in compliance costs (EUR)				8 025	

Requirement 9 (obligation to provide information): Extension of the driving dynamics test with lowered kerb

In the dynamic driving test, the return path necessary to repeat the upward test at a different angle or speed may be used for the downward test.

There are no additional compliance costs.

Requirement 10 (obligation to provide information): Request supplement for a general type approval

For models of PLEVs that have already been sold, and will continue to be placed on the market after 1 January of the second calendar year following promulgation, an addendum to the general type approval is necessary, to conform with the requirements of the new eKFV.

It is expected that around one-third of the vehicles will be followed up from the currently around 144 'active' approvals. This results in a total of 50 cases.

The current time requirements expected for the expert opinion application is available in the OnDEA online database (requirement number: 2021082513410401) at 2 100 minutes and additional expenditure of €7 100. This one-off obligation to provide information therefore involves a one-off implementation cost of EUR 467 EUR.

One-off compliance costs:

Number of cases	Time required per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material costs (in EUR)
50	2.100	64,20	7.100	112.350	355.000
One-off compliance costs (in EUR):				467.350	

c) Administrative compliance costs

Administrative compliance costs are incurred at Federal level by the KBA. There will be a one-off cost for the processing and issuing of addenda to the general type approvals by the KBA. The fee for issuing an addendum to a general type approval, including a report, for personal light electric vehicles amounts to EUR 360 (Fee No. 112.1.2 in conjunction with the TGV 2010 (KBA) tariff of fees). The personnel costs of the KBA are an average of 5.1 hours per addendum. It is assumed that 50 addenda with reports will be issued. In consequence, the one-off personnel time would total 255 hours. This corresponds to a one-off expenditure for higher-level staff of approx. EUR 10 000. On the other hand, there are fees payable by the manufacturers (see chapter 'Further costs').

One-off compliance costs:

Falling number	Time requirement per case (in minutes)	Hourly pay (in EUR)	Material costs per case (in EUR)	Personnel costs (in EUR)	Material expenses (in EUR)
50	306	40,40		10.302	
One-off compliance costs (in EUR):				10.302	

Compliance costs for the Länder (including municipalities)

At the level of the Länder (including municipalities), compliance costs arise for the possible limited use of the traffic sign 257-59 'Prohibited for personal light electric vehicles', wherever it is deemed necessary for an existing pedal cycle authorisation to be modified. The expenditure in this regard is therefore at the discretion of the Länder (including municipalities) and cannot therefore be quantified.

5. Other costs

Applicants will incur costs for the addenda to the general type approval for PLEVs. The average fee for application for an addendum to a general type approval totals EUR 360 (Fee No. 112.1.2 GebOST in conjunction with the TGV 2010 (KBA) tariff of fees). Manufacturers will therefore make one-off fee payments to the KBA therefore amounting to approximately EUR 18 000.

6. Further regulatory consequences

The approval of PLEVs for use on public roads gives consumers an opportunity to sustainably increase their mobility. Personal light electric vehicles can be used in a variety of ways in on a daily basis, in addition to satisfying many people's wishes for zero-emissions vehicles that are as environmentally friendly as possible.

There is no evidence that women and men would be affected differently by this Regulation. There is therefore no gender relevance.

VIII. Timescales; evaluation

No time limit or evaluation are envisaged, as the amendments to this Regulation were drawn up on the basis of the results of monitoring research.

B. Special Part

Re Artikel 1 (Amendment to the Personal Light Electric Vehicle Regulation)

Re Nummer 1

Re Buchstabe a

Alignment of scope with other road traffic regulations.

Re Buchstabe b

Clarification for better understanding.

Re Buchstabe c

Update of the reference to the newer standard. No modification of the performance measurement test was made in the standard.

Re Nummer 2

Re Buchstabe a

As part of the planned recast of the Road Vehicle Registration Regulation (StVZO), the existing national provisions on the manufacturer's plate and the vehicle identification number will be removed, based on the underlying harmonised rules at EU level for the harmonised vehicles. The new Annex 1 to the eKFV was drawn up to enable PLEVs which can only be regulated nationally, via regulations on the manufacturer's plate and on the vehicle identification number.

Re Buchstabe b

The introduction the mandatory fitting of single-track PLEVs with direction indicators, means supplementing the conditions for the use of personal light electric vehicles on public roads in Section 2(1), first sentence, subparagraph 4(b).

Re Nummer 3

Previously the eKFV did not contain any special regulations for putting into operation PLEVs which are usually based abroad. For this reason, there was legal uncertainty about the conditions under which PLEVs which are usually based abroad can be used on the public roads in Germany. The new Section 2a provides clarity in this regard.

It lays down three conditions:

1. the existence of type approval: This may be a German general type approval or an individual type approval pursuant to Section 2(1) first sentence, or, by way of derogation, a type approval issued in a Member State of the European Union or a Member State of the European Economic Area, provided that the type approval meets requirements equivalent to those for the granting of general or individual type approvals under Section 2(1), first sentence, subparagraph 1. This condition is necessary for road safety reasons, as otherwise vehicles which are not type approved and are not sufficiently technically compliant, such as with regard to lighting, braking or the ability to reach higher speeds, could also be ridden. For road safety reasons, it would not be acceptable to impose a design speed of 20 km/h for domestic PLEVs, while PLEVs based abroad would be able to achieve higher speeds.

2. having insurance cover: depending on their weight and maximum speed, PLEVs may come under Section 3(1) or (2) of the Foreign Vehicle Compulsory Insurance Law (AuslPflVG). According to Section 3(1) or (2) of the AuslPflVG, a foreign PLEV may only be used in Germany if the damage caused by the use of the vehicle is covered by frontier insurance policy pursuant to Section 5(1) (subparagraph 1 respectively), by third-party liability insurance from another State of the European Economic Area (subparagraph 2 respectively), or by other foreign third-party liability insurance, if damage compensation by offices of the Green Card System pursuant to Section 9 AuslPflVG is also ensured (subparagraph 3 respectively). However, Section 3(1) or (2) of the AuslPflVG makes no provision for general authorisation for use on public roads. Section 2a, first sentence, subparagraph 2, of the new version of the eKFV now clarifies that the operation of foreign PLEVs on public roads is allowed with the insurance cover required under the AuslPflVG, subject to the further conditions laid down in Section 2a of the new version of the eKFV.

3. meeting the conditions for type approval established abroad: In place of the conditions referred to in Section 2(1), first sentence, subparagraphs 3 and 4, they must meet the conditions laid down by the Member State of the European Union or the Member State of the European Economic Area in which they are ordinarily based, with the type approval issued by that Member State. This condition reflects the fact that they must actually comply with the conditions laid down abroad while being used in Germany.

In order to be able to verify compliance with the aforementioned conditions, the provision also stipulates that riders must carry the foreign driver's licence. Section 12 AuslPflVG applies directly, meaning that an insurance certificate must also be carried.

The provision makes the appropriate allowance for freedom of movement within the European Union and the European Economic Area: as there are no uniform technical provisions for PLEVs and there are also no European regulations defining under which conditions PLEVs may circulate within the EU or the EEA, it is left to each Member State to lay down their own technical requirements for their operation as they deem necessary for road safety. In Germany, these conditions have been in place for years and have been notified to the European Commission, which has also involved the other Member States, in accordance with the relevant procedures. This new regulation was also the subject of a new notification. Contrary to the previous regulation, type approvals from other EU or EEA Member States for the operation of PLEVs on public roads in Germany are now also recognised, provided that they lay down equivalent conditions.

Re Nummer 4

Re Buchstabe a

The reference to the standard DIN EN 17128 clarifies that even on an up or down gradient of up to 18 %, the parking device must be able to maintain the vehicle stationary independent of the power supply of the vehicle and actuation of the service brake.

Re Buchstabe b

In order to improve road safety, multi-axle vehicles should be equipped with two independent brakes so that, for example, in the case of a flat tyre, full braking performance is still available on the other axle. Combined braking systems are permitted provided that they meet the other requirements of the eKFV.

Re Nummer 5

Re Buchstabe a

Re Doppelbuchstabe aa

Clarification that only the prescribed and authorised lighting equipment may be installed on a personal light electric vehicle. Other non-approved lighting devices are not permitted.

Re Doppelbuchstabe bb

It has been shown that, in the case of personal light electric vehicles, lighting devices are built in by default. In the interests of road safety for travel in the dark, this practice is now also prescribed.

Re Doppelbuchstabe cc

To be effective, advertising has to attract people's attention. However, for reasons of road safety, the attention of road users should not be distracted from the traffic. Due to increasing demands, advertising systems should not be allowed on small-scale electric vehicles for road safety reasons.

Re Buchstabe b

In the case of permanently fixed lighting equipment, coupling with the power storage device for propulsion happens by default, therefore this can be repealed.

Re Buchstabe c

Update of the reference to promulgation in the Transport Gazette (Verkehrsblatt), amending and redrafting 'Technical requirements for vehicle parts during type examination pursuant to Section 22a StVZO', where the provisions have been adapted in line with the latest technological developments.

Re Buchstabe d

Re Doppelbuchstabe aa

The mandatory introduction of direction indicators in new vehicles is based on the recommendation from the evaluation report.

Re Doppelbuchstabe bb

The visibility of the direction indicator should also be ensured in the event of unintentional concealment of the indicator to following traffic in order to avoid irritating other road users. The measures against concealment by hand can be realised in various ways, for example by making the direction indicator a different diameter to the handle or by providing a bead where the handle ends.

Re Buchstabe e

An external status indicator should allow the rider to see the current status (battery level, vehicle ready to drive, battery empty) of the vehicle.

Re Nummer 6

Re Buchstabe a

With the inclusion of the clarification on the sound signal in the eKFV, the reference to the StVZO can be omitted.

Re Buchstabe b

Clarification that wheel bells, sirens or other audible signalling devices are not permissible in the case of small electric vehicles. In addition, acoustic vehicle warning systems are also inadmissible, as the audible signal emitter is deemed to be sufficient in terms of acoustic perceptibility in the evaluation report to warn other road users in authorised areas in the event of danger.

Re Nummer 7

Re Buchstabe a

The new Annex 1 (vehicle identification number and manufacturer's plate) will make the present Annex (test requirements and vehicle dynamics requirements) Annex 2 so the reference needs to be adjusted accordingly.

Re Buchstabe b

Editorial adaptation to the new revision of UN Regulation No 10.

Re Buchstabe c

Update of the reference to the newer standard. The measures to protect against tampering in the standard have not been changed.

Re Buchstabe d

Reference to DIN EN 50604-1 as for e-bikes in accordance with DIN EN 15194 and to DIN EN 17128 (PLEV standard) for the electrical components.

Re Buchstabe e

In order to supplement the subsequent new subparagraphs 10 and 11, the full stop needs to be replaced by a comma.

Re Buchstabe f

If a non-self-balancing vehicle is equipped with electric brakes, the vehicle must also be able to stop safely in the event of a power supply failure. Subparagraph 11 also defines requirements for stands, if fitted, to ensure that single-track vehicles are stable when parked.

Re Nummer 8

Removal of the prohibition on the carriage of passengers due to the transposition of Section 8 eKFV to Section 21 StVO.

Re Nummer 9

In principle, the StVO should cover the regulations governing road user conduct as exhaustively as possible. The current framework for road conduct regulations for personal light electric vehicles is located partly in the eKFV and partly in the StVO. In the interest of ease of comprehension and greater uniformity, it should be fully transposed into the StVO.

Re Nummer 10

Re Buchstabe a

Introduction of the administrative offence of not carrying the foreign approval.

Re Buchstabe b

Deletion of passenger carriage due to transposition into the StVO.

Re Buchstabe c

Repeal of subparagraphs 5 to 9 due to the transposition of the road conduct regulations into the StVO. The administrative offences are now covered by Section 49 of the StVO.

Re Nummer 11

Deletion and replacement with new transitional regulations, as the evaluation of the eKFV has been completed and selected new regulations will only enter into force for vehicles from 1 January of the second calendar year following promulgation. Once the Regulation has entered into force, holders of type approvals can apply the new rules, so that the new requirements can already be applied with new or further developments and no additional tests become necessary from the entry into force of the new rules, as previously these had to be carried out alongside the old tests.

Re Nummer 12

The new Annex 1 was drawn up on the basis of Section 59 StVZO, Implementing Regulation (EU) No 901/2014 and Implementing Regulation (EU) 2021/535. This means that reg-

ulations for PLEVs can also be applied after the planned recast of the StVZO and the removal of the national provisions on the manufacturer's plate and the vehicle identification number.

Re Nummer 13

Re Buchstabe a

The new Annex 1 (vehicle identification number and manufacturer's plate) makes the current Annex (Test requirements and vehicle dynamics requirements) into Appendix 2 and the title must be adapted.

Re Buchstabe b

Amendment to improve road safety so that the brakes are effective at the maximum permissible total weight.

Re Buchstabe c

As well as dry braking, braking should also take place in wet conditions, similar to what is already provided for in DIN EN 17128.

Re Buchstabe d

Replacement of the figure for better presentation. The outline for the drop or ramp has been added.

Re Buchstabe e

Replacement of the figure, as the carriageway element is now no longer one-way, but two-way.

Re Buchstabe f

Additional departure from the carriageway element is a result of the desire for improved road safety noted in the evaluation report..

Re Artikel 2 (Amendment to the Schedule of Fines Regulation)

Re Nummer 1 and 2

The new second sentence of Section 2(4) and the third sentence of Section 3(6) make it clear that the warning penalty for drivers of personal light electric vehicles, as well as for cyclists and pedestrians, should be at the level specified 'as a rule'.

Re Nummer 3

Re Buchstabe a and b

The aim is to align the level of penalties with number 141.4. in order to synchronise the standard penalties for the unauthorised use of bicycles and personal light electric vehicles on unmarked or signposted walkways. The restriction to cycle lanes on the left-hand side is no longer applicable.

Re Buchstabe c and d

Addition of personal light electric vehicles due to the transfer of road behaviour regulations to the StVO and removal of the provisions in the eKFV and the corresponding offences in the Schedule of Fines (BKat).

Re Buchstabe e to h

Subsequent provisions to Article 2(3)(a) simultaneously serve to avoid contradictions in assessments and to take into account the danger of cycling against the traffic. At the same time, it should not matter in future whether there is a cycle path/shoulder in the permissible direction.

Re Buchstabe i

With the alignment of the rules of conduct to cycling means that the offences are also aligned in the Schedule of Fines Regulation (BKatV).

Re Buchstabe j

Addition of the offence due the introduction of the new Section 12(4b) StVO.

Re Buchstabe k

The standard penalty for infringements of the provisions on the carriage of persons on or in vehicles is increased from EUR 5 to EUR 25. With regard to Section 2(4) BKatV, it is expressly clarified that this standard penalty also applies in relation to pedal cycles and personal light electric vehicles.

The unlawful carriage of passengers entails specific risks regardless of the vehicle type. This should also be reflected in the standard penalty. In view of the frequently practised carriage of persons on personal light electric vehicles and the associated potential risk to those involved, as well as to other road users, the same new standard penalty will be applied to personal light electric vehicles and pedal cycles as to the other vehicles.

Re Buchstabe l to s

The alignment of the rules of conduct for pedal cyclists also aligns with the offences in the BKatV.

Re Buchstabe s

[...]

Re Buchstabe t

If a trailer is towed, the braking distance may be greater due to overloading, including if the permissible gross vehicle mass is exceeded. In order to prevent this, the numbers beginning 238 will be reworded, as the previously offences will be made redundant and repealed.

Re Buchstabe u

The previously separate offences have become redundant and can be repealed.

Re Buchstabe v to x

The alignment of the rules of conduct for pedal cyclists also aligns with the offences in the BKatV.

Re Artikel 3 (Amendment to the Road Traffic Regulation)

Re Nummer 1

Re Buchstabe a

Clarification that this Regulation applies to all vehicles falling within the scope of the eKFV and not only to single-track personal light electric vehicles.

Re Buchstabe b

Re Doppelbuchstabe aa

The stricter rules on riding personal light electric vehicles two abreast, apart from cycle lanes, are aligned with the rules for pedal cycles.

Re Doppelbuchstabe bb

The regulation on the use of the shoulder, previously contained in Section 10(2) of the eKFV, is transferred to the StVO and integrated into the corresponding rules for pedal cycles.

Re Nummer 2

Re Buchstabe a

Re Doppelbuchstabe aa

Until now, riders of personal light electric vehicles – unlike cyclists – had to comply with the strict minimum distances of 1.5 m and 2 m when overtaking pedestrians, cyclists and personal light electric vehicles. This rule is now aligned with the rules for pedal cycles.

Re Doppelbuchstabe bb

Consequential amendment resulting from the inclusion of PLEVs in Section 5(8).

Re Buchstabe b

This rule, which until now has applied only to cyclists and mopeds, will be extended to personal light electric vehicles.

Re Nummer 3

Due to the repeal of Section 11(2) of the eKFV, the exemption for personal light electric vehicles must be included at this point in the StVO.

Re Nummer 4

Re Buchstabe a

Alignment of the rules for turning left with those for cyclists.

Re Buchstabe b

Since personal light electric vehicles generally use the same sections of the road as cyclists, they must be included in the list.

Re Nummer 5

The exemption from the prohibition on pavement parking that has evolved from the case-law for pedal cycles – and applicable by analogy to personal light electric vehicles via the previous Section 11(5) eKFV – will be enshrined in the StVO. The limitations on parking bicycles and personal light electric vehicles on pavements, which has until now been inferred from Section 1(2) of the StVO, must continue to be observed in the same way: Bicycles or personal light electric vehicles are therefore prohibited from parking on pavements in such a way as to endanger or hinder other road users. This will normally be assumed, for example, if pedal cycles or personal light electric vehicles, instead of the edge, are parked on areas which have been clearly kept free from structural and other obstacles to ease the movement of pedestrians. The same applies to parking in front of building entrances, in front of lowered pavements or on tactile paving. Parking at the edge of a pavement (e.g. along walls or fences) may also be inadmissible in individual cases, for example if this does not leave enough space for the unobstructed flow of pedestrians, possibly buggies, or wheelchair users, including when these are passing each other in opposite directions. Insignificant impairments and atypical obstacles or hazards which cannot be foreseen at the time of parking in normal road traffic are disregarded. This is not a matter of a specific obstruction or hazard, but it can lead to a more stringent administrative penalty (cf. numbers 52a.1, 52a.2.1, 52a.3 of the Schedule of Fines in conjunction with Section 3(6) of the Schedule of Fines Regulation).

The new section 12(4b), second sentence, makes it clear that the commercial offering of free-floating rental bicycles and personal light electric vehicles on public roads, such as through the introduction of an entire fleet on the public road, is not to be classified as parked or waiting traffic within the meaning of road traffic law (cf. OVG NRW, decision of 26 October 2023 – 11 A 339/23). This clarification addresses any practical legal uncertainties as to how this action is to be assessed under road traffic law (and consequently also under road law). The clarification makes no provision regarding commercial offering on public roads which would apply to vehicles other than pedal cycles and personal light electric vehicles.

Re Nummer 6

Clarification that this rule also applies to personal light electric vehicles.

Re Nummer 7

Transfer of the prohibition on the carriage of passengers from Section 8 to Section 21 eKFV.

Re Nummer 8

Re Buchstabe a

Clarification that this rule also applies to personal light electric vehicles.

Re Buchstabe b

The provision previously contained in Section 11(1) of the eKFV on attachment to moving vehicles is transferred to the StVO and integrated into the corresponding regulation.

Re Nummer 9

Re Buchstabe a to c

As personal light electric vehicles basically use the same road areas as cyclists, the rules on the applicability of traffic lights are also being harmonised as far as possible.

Re Buchstabe d

Re Doppelbuchstabe aa

The Rules on traffic lights as previously contained in Section 13 of the eKFV is transposed into the StVO and integrated into the corresponding regulations in Section 37(2)(5) and (6) of the StVO.

Re Doppelbuchstabe bb

Since the provision only applied until 31 December 2016, it can be deleted.

Re Nummer 10

Re Buchstabe a

In order to improve readability, the words 'within the meaning of the Personal Light Electric Vehicle Regulation (eKFV)' are deleted. This does not imply any extension of the concept of personal light electric vehicles beyond vehicles within the meaning of the eKFV.

Re Buchstabe b

Due to the previous provisions in Section 10 eKFV and partly by provisions in the Annexes to the StVO, personal light electric vehicles are already covered by the rules relating to road signs displaying the 'pedal cycles' symbol (in particular signs 237, 240, 241, 244.1, 244.3, 254). In the absence of an explicit extension to cover personal light electric vehicles, however, road signs with the 'pedal cycles' symbol do not apply to personal light electric vehicles. In particular, this applies to the common additional sign 'except for pedal cycles', which, except in the context of sign 267, does not include personal light electric vehicles in its regulatory content. Conversely, many road signs addressed to motor vehicles currently also extend to personal light electric vehicles. The new paragraph, Section 39(7a), ensures that personal light electric vehicles are consistently subject to the same traffic signs as pedal cycles. This serves the intended alignment with the rules for pedal cycles and provides riders of personal light electric vehicles with a clear rule as to which traffic signs they have to observe. At the same time, this approach ensures that as few traffic signs as possible need to be replaced or supplemented to accommodate personal light electric vehicles. If, in individual cases, a lane is authorised only for cycling and not for personal light electric vehicles, this can be effected by the additional provision of the sign 'Personal light electric vehicles prohibited'. Such cases are likely to be the exception. In order to enable the competent authorities to assess whether personal light electric vehicles should continue to be excluded from areas previously approved only for pedal cyclists, the amendments to the rules of road behaviour of this Regulation provide for delayed entry into force.

Re Nummer 11

Re Buchstabe a

In order to improve readability, the words 'within the meaning of the eKFV' are deleted.

Re Buchstabe b

Instructions, prohibitions or explanations are extended to include personal light electric vehicles.

Re Buchstabe c

Instructions, prohibitions or explanations are extended to include personal light electric vehicles.

Re Buchstabe d

Instructions and prohibitions are extended to include personal light electric vehicles. In line with the case law on sign 240 and taking into account the previous provision in Section 11(4) sentences 3 and 4 eKFV, the following is clarified: pedestrians, as vulnerable road users on shared pedestrians and cycle paths, shall not be endangered or obstructed. If necessary, vehicles shall adjust their speed to that of the pedestrians.. This does not, of course, mean that pedestrians should not show due consideration. In particular, wherever possible and reasonable, space must be provided for cyclists and personal light electric vehicles.

The 57th Regulation amending road traffic legislation of 02.10.2024 has already introduced a corresponding clarification in subparagraph 1. This has been moved to a separate subparagraph 4 in order to separate the question of obligatory use and the duty to show due consideration more clearly.

Re Buchstabe e

Extending the instructions or prohibitions to cover personal light electric vehicles.

Re Buchstabe f

Re Doppelbuchstabe aa

In order to improve readability, the words 'within the meaning of the eKFV' are deleted.

Re Doppelbuchstabe bb

Clarification that personal light electric vehicles must also not be endangered or obstructed.

Re Doppelbuchstabe cc

In the interests of general alignment with the rules for pedal cycles and harmonisation with sign 244.3 (cycle route), riding two abreast should also be allowed for personal light electric vehicles; the rule also incorporates two-abreast riding for both types of vehicle.

Re Buchstabe g

In order to improve readability, the words 'within the meaning of the eKFV' are deleted. In addition, it is clarified that personal light electric vehicles should not be endangered or obstructed either.

Re Buchstabe h

The possibility of allowing personal light electric vehicles to use bus lanes, which was not previously provided for, serves to achieve the desired alignment with the rules for pedal cycles and is also a necessary consequential amendment to subparagraph 10(b).

Re Buchstabe i

Addition of personal light electric vehicles in the current Section 12(1) eKFV.

Re Buchstabe j

A downside of alignment with the rules on cycling is that personal light electric vehicles are basically excluded from road signs addressed exclusively to motor vehicles, in this case sign 251 (motor vehicles prohibited).

Re Buchstabe k

In order to improve readability, the words 'within the meaning of the eKFV' are deleted.

Re Buchstabe l

A downside of alignment with the rules on cycling is that personal light electric vehicles are basically excluded from road signs addressed exclusively to motor vehicles, in this case sign 260 (motorcycles, including with sidecars, personal light electric vehicles and mopeds as well as motor vehicles and other multi-track motor vehicles prohibited).

Re Buchstabe m

In order to improve readability, the words 'within the meaning of the eKFV' are deleted.

Re Buchstabe n

In the course of recasting the instructions and prohibitions of signs 276, 277 and 277.1, this line may be deleted.

Re Buchstabe o

In the orders and prohibitions relating to signs 276, 277 and 277.1, personal light electric vehicles are treated in the same way as bicycles.

In this context, the rules on the signs are clarified so that, in particular, it is made clearer which road users are addressed by the signs within the groups of those who overtake and those who are overtaken.

In addition, in the case of sign 276, the regulatory content is adjusted to the extent that in future, the prohibition on overtaking will apply not only to motor vehicles, but to all vehicles. This is in line with the requirements of the Vienna Convention on Road Signs and Signals and better reflects the protective purpose of the sign. For example, if the sign is placed in a hazardous section of an extra-urban road for road safety reasons, it should make no difference whether a slower vehicle (e.g. tractor) is overtaken by a motorcycle (prohibited by the sign) or by a racing bike (previously not prohibited by the sign).

Re Nummer 12

Re Buchstabe a

This provision is to be applied to all personal light electric vehicles falling within the scope of the eKFV and not only to single-track personal light electric vehicles. As the eKFV provides for a maximum overall width of 700 mm, this is appropriate.

Re Buchstabe b

In order to improve readability, the addition 'within the meaning of the eKFV' is deleted and it is clarified that riders of personal light electric vehicles should not be endangered either and may use the shoulder like pedal cycles.

Re Artikel 4 (Entry into force)

Re Absatz 1

A timely entry into force of the Regulation is sought, with the exception of those provisions requiring delayed entry into force.

Re Absatz 2

The new Section 39(7a) of the StVO means that previously the additional plate exempting pedal cycles will also apply to personal light electric vehicles. In order to enable the road authorities to check the exemptions granted and, where appropriate, to impose explicit prohibitions on personal light electric vehicles where this appears necessary due to the local situation, a delay in the entry into force of the rules of conduct of one year as of the first of the month is provided for.