



Basic information	
<p><b>2025/0424(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Awaiting committee decision
<p>Exemption of certain N2 electric vehicles from the requirement to install and use a speed limitation device (Omnibus IX on automotive)</p> <p><b>Subject</b></p> <p>3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles</p> <p><b>Legislative priorities</b></p> <p><a href="#">Joint Declaration 2026</a></p>	

Key players				
European Parliament	<b>Committee responsible</b>		<b>Rapporteur</b>	<b>Appointed</b>
	<span style="border: 1px solid red; padding: 2px;">TRAN</span> Transport and Tourism		KYLLÖNEN Merja (The Left)	28/04/2026
			Shadow rapporteur	
			<p>GIESEKE Jens (EPP)</p> <p>COSTANZO Vivien (S&amp;D)</p> <p>BLOM Rachel (P/E)</p> <p>KRUTÍLEK Ondřej (ECR)</p> <p>DEVAUX Valérie (Renew)</p> <p>SINKEVIČIUS Virginijus (Greens/EFA)</p>	
	<b>Committee for opinion</b>		<b>Rapporteur for opinion</b>	<b>Appointed</b>
	<span style="border: 1px solid red; padding: 2px;">ENVI</span> Environment, Climate and Food Safety		The committee decided not to give an opinion.	
Council of the European Union				
European Commission	<b>Commission DG</b>		<b>Commissioner</b>	
	Internal Market, Industry, Entrepreneurship and SMEs		SÉJOURNÉ Stéphane	
European Economic and Social Committee				

Key events			
Date	Event	Reference	Summary
16/12/2025	Legislative proposal published	COM(2025)0999 	Summary
09/02/2026	Committee referral announced in Parliament, 1st reading		

Technical information	
Procedure reference	2025/0424(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	Treaty on the Functioning of the European Union TFEU 091-p1
Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
Stage reached in procedure	Awaiting committee decision
Committee dossier	TRAN/10/04851

Documentation gateway				
<b>European Parliament</b>				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE787.908	11/05/2026	
<b>European Commission</b>				
Document type	Reference	Date	Summary	
Legislative proposal	COM(2025)0999 	16/12/2025	Summary	
<b>National parliaments</b>				
Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	<span style="border: 1px solid red; padding: 2px;">CZ_CHAMBER</span>	COM(2025)0999	23/03/2026	
Contribution	<span style="border: 1px solid red; padding: 2px;">IT_CHAMBER</span>	COM(2025)0999	01/04/2026	
<b>Other institutions and bodies</b>				
Institution/body	Document type	Reference	Date	Summary

EESC	Economic and Social Committee: opinion, report	<a href="#">CES0219/2026</a>	18/03/2026	
------	---	------------------------------	------------	--

Additional information		
Source	Document	Date
EP Research Service	<a href="#">Briefing</a>	13/04/2026
European Commission	<a href="#">EUR-Lex</a>	

## Exemption of certain N2 electric vehicles from the requirement to install and use a speed limitation device (Omnibus IX on automotive)

2025/0424(COD) - 16/12/2025 - Legislative proposal

PURPOSE: to amend Directive 92/6/EEC by introducing a targeted exemption for certain N2 category electric vehicles from the obligation to install and use a speed limitation device.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Article 3(1) of Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of vehicles requires the installation and use of speed limitation devices in vehicles of the category N2 and N3. Under that Article, such vehicles can be used on the road only if equipped with a speed limitation device. The installation requirement has been integrated into motor vehicle type-approval legislation with Regulation (EU) 2019/2144 of the European Parliament and of the Council.

Due to the weight of the battery, battery-electric light commercial vehicles might exceed a weight of 3,5 tonnes and are subject to the requirement to be equipped with speed limitation devices although they have the same payload and use case as light commercial vehicles with an internal combustion engine that are outside the scope of the Regulation (EU) 2019/2144. That requirement imposes unnecessary costs on vehicle manufacturers and enterprises purchasing such vehicles, slowing down the increase in the number of zero-emission light commercial vehicles. It is therefore appropriate to amend Directive 92/6/EEC accordingly with a view to exempting zero-emission vehicles of category N2 with maximum technically permissible laden mass between 3,5 and 4,25 tonnes from the requirement to be equipped with speed limitation devices.

Moreover, Regulation (EU) 2019/2144 is amended in parallel to exempt vehicles of category N2 propelled by means of electricity, with a maximum technically permissible laden mass between 3,5 and 4,25 tonnes, from the requirement to be equipped with speed limitation devices in accordance with UN Regulation No 89.

This proposal forms part of the **Automotive Omnibus** which aims to remove regulatory barriers that disproportionately affect electric vehicles, in particular in the light commercial and small passenger car segments. It is implemented through two parallel legislative proposals: this proposed Directive and a [proposed Regulation](#).

CONTENT: therefore, the proposed Directive:

- **amends Directive 92/6/EEC** by introducing a targeted exemption for certain N2 category electric vehicles from the obligation to install and use a speed limitation device. The amendment reflects the specific technical characteristics and operational use of electric N2 vehicles, particularly in urban and short-distance transport. The objective is to **remove disproportionate regulatory requirements, support the uptake of zero-emission heavy-duty vehicles, and ensure that speed limitation rules remain appropriate and effective**. The exemption aims to facilitate the deployment of electric N2 vehicles while maintaining road safety and coherence with EU transport and climate policies.