



**COUNCIL OF  
THE EUROPEAN UNION**



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PRESSE 519

## **Motorcycles: new safety and environmental requirements**

The Council today<sup>1</sup> adopted a regulation laying down new safety and environmental requirements for the type-approval of motorcycles and other L-category motor vehicles ([PE-CONS 52/12](#)).

The regulation, which follows an agreement with the European Parliament at first reading, will contribute to increasing the level of safety, reducing air pollutant emissions, simplifying the current legal framework, improving market surveillance and adapting to technical progress.

In addition, it harmonises rules for the type-approval system of L-category vehicles, with a view to ensuring the good functioning of the internal market.

L-category ("light") vehicles include motorbikes, mopeds, quads and small vehicles with three or four wheels<sup>2</sup>.

### ***Enhanced safety requirements***

The new conditions will help the EU achieve its goal of halving the number of road user casualties by 2020.

New motorcycles of more than 125 cc are to be equipped with an enhanced ABS (anti-lock braking system), whereas the incorporation of anti-lock or combined brake systems for motorcycles under 125 cc will be left to the choice of the vehicle manufacturer.

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<sup>1</sup> The decision was taken without discussion at the General Affairs Council meeting.  
The United Kingdom abstained ([16734/12 ADD1](#)).

<sup>2</sup> (*cf. table in the annex*). The other vehicle categories within the EU legislation are "M", mainly cars; "N", covering lorries and vans, "O", for trailers and "T" for tractors.

# **P R E S S**

The Commission will decide, before the end of 2019, whether to propose extending the mandatory fitting of anti-lock braking systems to categories of smaller motorcycles, after an evaluation and taking into account road accident statistics.

The regulation will also require, as from the date of application on 1 January 2016, mandatory fitting of the automatic turning-on the lighting to increase the visibility for new models of L-category vehicles.

### ***Compliance with environmental standards***

L-category vehicles will also progressively decrease their share of pollutant emissions contribution, thus updating the current legal framework governing emissions by L-category vehicles, which dates back to 2002.

To this end, new motorcycles will have to comply with Euro 4 emission standards as from 2016 and mopeds as from 2017.

By 31 December 2016, the Commission will evaluate the air quality and the share of pollutants produced by L-category vehicles. Based on that study, the Commission will report to the Council and the European Parliament on the enforcement of Euro 5 emission standards as from 2020.

Furthermore, the regulation lays down requirements for the progressive installation of on-board diagnostics systems, which can detect failures and monitor the emissions control system.





### ***Simplified and harmonised legal framework***

The new legal framework replaces fifteen existing directives, thereby introducing clarity and rationality and reducing the administrative burden for vehicle manufacturers in the type-approval process. The EU's type-approval system obliges manufacturers to issue a certificate of conformity for each vehicle produced so that it can be registered for use throughout the Union.

The regulation also provides industry with sufficient time to adapt to the technical progress reflected in the new provisions.

## ANNEX

### L-Category Vehicles

Category & Category Name	Sub category & Sub category name	Example	
L1e, light two-wheel vehicle	L1e-A powered cycles		
	L1e-B Moped		
L2e Three-wheel moped			
L3e, motorcycle	A1, A2, A3		
L4e, motorcycle with side car	-		
L5e, tricycles	L5e-A Tricycles		
	L5e-B Commercial tricycles		
L6e, Light quadricycle	L6e-A Light quad		
	L6e-B Light mini car		
L7e, Heavy quadricycle	L7e-A On-road quad	L7e-A1	
		L7e-A2	
	L7e-B Heavy all terrain quad	L7e-B1 all terrain quad	
		L7e-B2 side-by-side buggy	
	L7e-C Heavy Quadri-mobile	