

**Question for written answer E-001776/2025  
to the Commission**  
Rule 144  
**Flavio Tosi (PPE)**

**Subject:** Protective equipment for motorcyclists and road safety

As of July 2025, airbags will be compulsory for learners wishing to obtain a category A motorcycle licence in Spain, a move designed to bring down the number of road deaths among motorcyclists, a group that is at particular risk of being involved in serious or lethal accidents.

Because fatality rates among users of powered two-wheeled motor vehicles have remained high (this group accounts for around 20 % of all road deaths in the EU<sup>1</sup>), advanced personal protective equipment like airbags will be key to improving road safety.

Given that the EU has powers in the fields of vehicle safety and driving licences, and in the light of the recent revision of the CBE Directive<sup>2</sup>:

1. Will the Commission push for the adoption of advanced protective equipment for motorcyclists (including airbags) by means of legislative initiatives and recommendations at the EU level?
2. Will it provide financial support for the adoption of these devices through European funds and road safety programmes?
3. How will the Commission promote and disseminate best practices for reducing vulnerable road user fatalities among the Member States?

Submitted: 2.5.2025

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<sup>1</sup> [https://transport.ec.europa.eu/news-events/news/eu-road-fatalities-drop-3-2024-progress-remains-slow-2025-03-18\\_en?utm](https://transport.ec.europa.eu/news-events/news/eu-road-fatalities-drop-3-2024-progress-remains-slow-2025-03-18_en?utm).

<sup>2</sup> Directive (EU) 2024/3237 of the European Parliament and of the Council of 19 December 2024 amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences.