

**Question for written answer E-003669/2026
to the Council**
Rule 144
Elena Kountoura (The Left)

Subject: Improving road safety by making ABS a requirement for all new motorcycles placed on the EU market

Nearly 3 500 motorcyclists die on European roads each year¹. This highlights the urgent need for additional measures to be taken to improve the safety of motorcyclists, including by raising vehicle safety standards.

In this context, Article 79 of Regulation (EU) No 168/2013 requires the Commission to consider extending the mandatory installation of anti-lock brake systems (ABS) on category L3e-A1 motorcycles (up to 125 cubic centimetres) and to consider presenting a legislative proposal to that effect².

A study published in 2020 concluded that ABS should be a requirement for all new motorcycles placed on the European market³ because of the significant role it plays in reducing the frequency and severity of collisions. In addition, ABS systems have been proven to reduce road accident involvement by around 30 %, making a decisive contribution to saving human lives⁴.

However, six years after the publication of the study in question, the Commission's planned legislative proposal has not yet been presented.

In view of the above, can the Council answer the following:

1. How does it assess the Commission's six-year delay in presenting the envisaged legislative proposal, despite clear scientific evidence of the significant benefits of ABS for road safety?
2. Does it intend to invite the Commission to present a targeted legislative proposal to extend the mandatory installation of ABS to category L3e-A1 motorcycles, irrespective of the broader revision of Regulation (EU) No 168/2013?

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¹ European Commission (2025). Road Traffic Fatalities in the EU in 2023. Collision Matrix (<https://tinyurl.com/5dzwuayd>).

² This regulation makes ABS mandatory in the EU as of 2016 only for motorcycle categories over 125 cubic centimetres (categories L3e-A2 and L3e-A3) but not for category L3e-A1 motorcycles (up to 125 cubic centimetres). See <https://eur-lex.europa.eu/legal-content/En/TXT/?uri=CELEX%3A02013R0168-20260802>.

³ ABS systems have proven to be even more effective in preventing serious road collisions and accidents occurring on slippery/wet roads compared to other types of collisions. See TØI (2016) Report 1517, Summary Motorcycle Safety (<https://bit.ly/3HlbOcG>).

⁴ According to the study, having this system fitted would mean a predicted saving of around EUR 1.4 billion and a cost of EUR 60.7 million, with a benefit-to-cost ratio of 22.79 (<https://data.europa.eu/doi/10.2873/040839>).