

(English version)

**Question for written answer E-001560/25
to the Commission
Cristina Guarda (Verts/ALE)
(16 April 2025)**

Subject: Making airbags mandatory for motorcyclists

The many EU citizens who use mopeds and motorcycles for the purposes of mobility and recreation are particularly vulnerable because of the inherent risks of using these powered two-wheeled motor vehicles (PTWs).

The share of PTW rider fatalities keeps increasing, the 3 361 motorcyclists and 539 moped users who died on EU roads in 2023 accounting for 19% of all EU road traffic deaths that year ⁽¹⁾.

Given that:

Inflatable airbags could, according to recent studies, improve motorcyclist safety by reducing serious spinal injuries by 60 % ⁽²⁾ and affording better lower-body protection ⁽³⁾.

The Commission was stressing the need for specific airbag rules to address safety issues for motorcyclists as far back as 2010 ⁽⁴⁾.

Parliament highlighted the urgency of further safety measures for PTWs in its resolution of 6 October 2021 ⁽⁵⁾.

We therefore ask the Commission:

What is it doing to improve road safety for motorcyclists? Is it considering making airbags compulsory for PTWs?

Submitted: 16.4.2025

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(9 July 2025)**

The Commission is committed to preserving and improving the road safety performance of motorcycles through the enforcement and constant update of the requirements of the motorcycle type approval framework (Regulation (EU) 168/2013) ⁽¹⁾ in line with the development of international standards at United Nation's (UN) level and technological advancements.

Article 40 of Regulation (EU) 168/2013 allows motorcycle manufacturers to apply for an EU type-approval in respect of a type of vehicle, system, component or separate technical unit that incorporates new technologies that are incompatible with one or more of the legal technical requirements but contribute to the safety performance of the vehicle. This has been recently used by the Commission to approve a motorcycle system with advanced braking and distance control capabilities that are not yet subject to UN Regulations.

According to our knowledge, the motorcycle airbag is a technology in its early stages of development. The Commission does not yet have sufficient evidence of the road-safety benefits related to this new technology to consider a mandatory requirement.

The Commission promotes the safety of vulnerable road users, including riders of powered two-wheelers, through all available means. These include networks of Member State officials and of stakeholders in the sector, EU road safety conferences, twinning programmes between responsible authorities and awards schemes.

¹ https://transport.ec.europa.eu/news-events/news/2023-figures-show-stalling-progress-reducing-road-fatalities-too-many-countries-2024-03-08_en?prefLang=it.

² Giustini, M., Cedri, S., Tallon, M., Roazzi, P., Formisano, R., Pitidis, A., 'Use of back protector device on motorcycles and mopeds in Italy', International Journal of Epidemiology, Vol. 43, Issue 6, December 2014, pp. 1921-1928, <https://doi.org/10.1093/ije/dyu209>.

³ Pallacci, T., Baldanzini, N., Barbani, D., Pierini, M., 'Preliminary effectiveness assessment of an airbag-based device for riders' leg protection in side impacts', Procedia Structural Integrity, Vol. 24, 2019, pp. 240-250, <https://doi.org/10.1016/j.prostr.2020.02.021>.

⁴ European Commission, 'Towards a European road safety area 2011-2020', COM(2010) 389 final.

⁵ European Parliament resolution of 6 October 2021 on the EU Road Safety Policy Framework 2021-2030 — Recommendations on next steps towards 'Vision Zero' (2021/2014(INI))

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2013/168/2024-11-27>.