

[Commission Official] – Mobility Unit, DG GROW

29 September 2025

Call for mandating ABS on all motorcycles

Dear [Commission Official],

Nearly 3,500 motorcyclists are killed on European roads every year¹ and motorcycle user deaths are declining significantly more slowly than other road deaths.² This underlines the urgent need for more measures that improve the safety of motorcycle users to be implemented, including improvements to vehicle safety standards.

Anti-lock braking systems (ABS) on motorcycles have been investigated empirically and, on average, were found to reduce collision involvement by about 30%.³ Regulation (EU) 168/2013 on the approval of L-category vehicles mandates ABS only for the L3e-A2 and L3e-A3 categories of motorcycles, but not for the L3e-A1 category.⁴

Article 79 of Regulation (EU) 168/2013 requires the European Commission to examine the mandatory fitting of an ABS for the L3e-A1 category of motorcycles and to consider presenting a legislative proposal.

The study commissioned to examine extending mandatory fitment to the L3e-A1 category recommended that, given the relatively low cost (predicted at 60.7 million EUR), and the potentially significant associated benefits, (predicted to be 1.4 billion EUR; a benefit to cost ratio of 22.79), ABS should be made mandatory for all new motorcycles.⁵

That study was published in 2020 and the follow-up legislative action by the European Commission to mandate ABS for the L3e-A1 category is therefore long overdue.

Europe is about to fall behind India and ASEAN on this key lifesaving technology

India is moving forward with mandating ABS on all powered two-wheelers above 50cc, as from 2026.⁶ Additionally Singapore took a similar step by making ABS mandatory on all motorcycles from 2027

¹ European Commission. (2025). Road Traffic Fatalities in the EU in 2023. Collision Matrix. [Link](#).

² The reduction of motorcycle user deaths between 2011 and 2021 was ~20%, compared to ~45% for moped user road deaths and ~33% for other road deaths. Source: ETSC. (2023). PIN Flash Report 44. Reducing road deaths among powered two wheeler users. [Link](#).

³ Ibid.

⁴ Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles. [Link](#).

⁵ TRL. (2020). Examination of the mandatory fitting of an anti-lock brake system and a supplemental combined brake system at the choice of the manufacturer to L3e-A1 subcategory motorcycles. [Link](#).

⁶ Times of India. *Transport ministry approves mandatory ABS in all 2-wheelers, 2 helmets with new bikes*. Reported on 18 June 2025. [Link](#).

onwards.⁷

Moreover, ABS-equipped motorcycles are marketed in other parts of the world where consumers have comparatively lower purchasing power, for a price that is equal to or less than the price of a L3e-A1 category motorcycle without ABS in Europe, which further demonstrates the affordability of ABS.

We urge the European Commission to come forward with a targeted legislative proposal amending Regulation (EU) 168/2013 to mandate only ABS for motorcycles of category L3e-A1 in early 2026.

Other organisations, including the German Road Safety Council (DVR), have also made this call in recent years.⁸

We respectfully request for this topic to be added to the agenda for the meeting of the Motorcycle Working Group (MCWG) scheduled for 5 November 2025.

Yours sincerely,



Antonio Avenoso
Executive Director
European Transport Safety Council (ETSC)

⁷ Land Transport Authority Singapore. *All new motorcycles registered from 1 April 2027 to Have Anti-Lock Braking System*. 16 September 2025. [Link](#)

⁸ Recommendation 5 in: Deutscher Verkehrssicherheitsrat (DVR). (2024). *Technische Maßnahmen zur Erhöhung der Motorradsicherheit (Technical Measures to Increase Motorcycle Safety)*. [Link](#). DVR is a founding member of ETSC.