



NEWS RELEASE

European Parliament Approves tighter Safety Requirements for Powered Two-Wheelers

20 November 2012, Brussels – “The new Regulation on the type-approval and market surveillance of powered two and three wheel vehicles (PTWs) has a high potential to improve road safety, both in general and for the road users of these specific types of vehicles,” said Antonio Avenoso, ETSC Executive Director¹ following the European Parliament’s vote on the Commission’s legislative proposal.

“PTW riders are disproportionately represented in the number of road deaths compared to their share of the total traffic.² ETSC considers the new regulation an important first step towards reducing the risk of road deaths and serious injuries for this group of road users,” Mr. Avenoso said. “In order to achieve the EU 2020 road safety target of no more than 15,500 road deaths we need to see a significant reduction in the corresponding numbers for PTW riders. The functional safety requirements included in this piece of legislation have a significant life-saving potential, but they need to also be complemented by further actions, both at EU and Member State level, to improve the road safety of PTW riders,” he added.

Once the EU Member States formally adopt the text, the Regulation will mandate the fitting of PTWs with an engine capacity of over 125cc with an anti-lock braking system (ABS), while PTWs with smaller engines must be fitted with an advanced braking system – either ABS or a combined braking system – the choice of which lying with the manufacturer. Moreover, all PTW vehicles will have to be fitted with an Automatic Headlights On function which increases the rider’s conspicuity on the roads. All new models of PTWs must comply with the functional safety requirements by 2016 and all new vehicles have to comply with these requirements by 2017. “ETSC asks Member States and motorcycle manufacturers to anticipate the implementation of the functional safety requirements in order to reap the maximum benefits in terms of reducing the number of road deaths,” concluded Mr. Avenoso.

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Notes to editors:

¹ ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 46 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² For more information on the ETSC position on the Proposal for the Regulation, please click here http://www.etsc.eu/documents/ETSC_Position_on_L-category_vehicles.pdf