







Citizens' summary

EU proposal for a Regulation on L-category vehicles (two- or three-wheel vehicles and quadricycles)

WHAT ARE THE ISSUES?

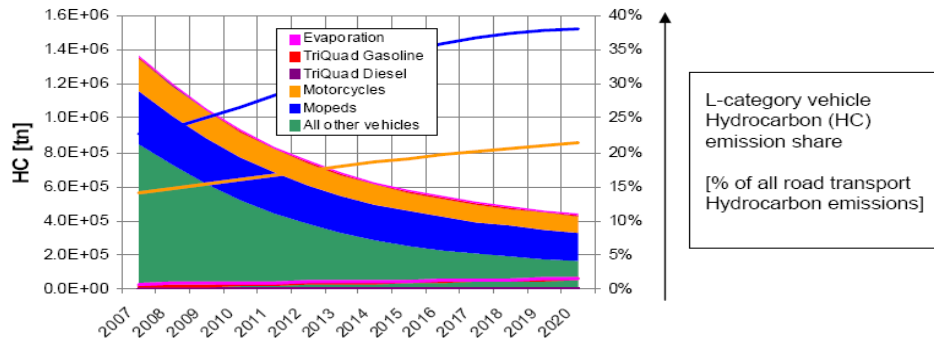
- Current laws for classifying and authorising "L-category vehicles" are **too complex** and the **legislation requires an update to reflect new technologies**. L-category vehicles include:

Category	Vehicle name	Characteristic vehicles	Category	Vehicle name	Characteristic vehicles
L1e	Moped		L5e	Motor Tricycles	
L2e	Three-wheel Moped		L6e	Light Quadricycles	
L3e	Motorcycle		L7e	Heavy Quadricycles	
L4e	Motorcycle with side car				

- The toxic emission contribution of L-category vehicles is high.**

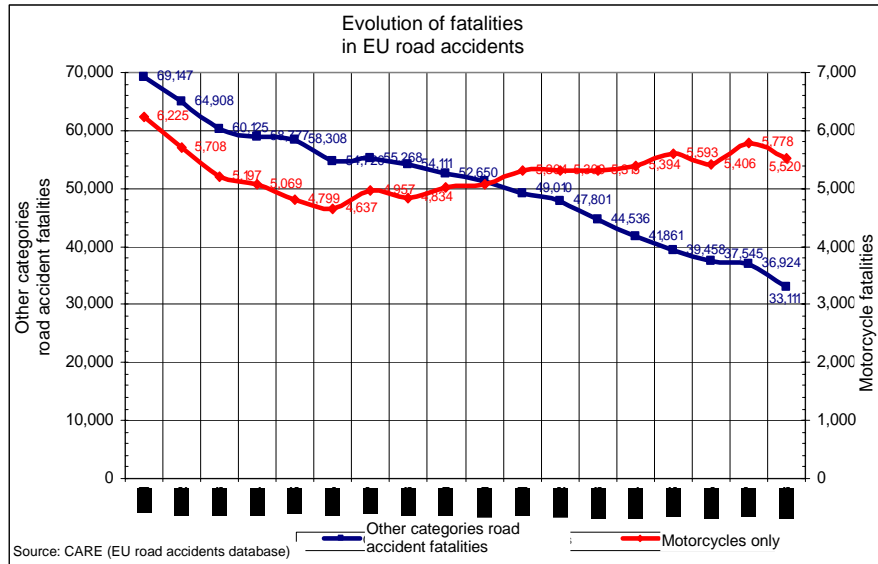
If the EU does not act, experts estimate that L-category vehicles will account for an increasing share of hydrocarbon (HC) emissions – approximately 62% of all road transport HC emissions by 2020.

This is mainly because L-category vehicle emissions (orange and blue bands in the graph below) remain high, while emissions from passenger cars, trucks, buses, etc. are dropping significantly.



- 'All other vehicles' includes passenger cars, trucks and buses.
 - Left-hand vertical axis: 2.0E+05 = 200 000, 1.0E+06 = 1 000 000, 1 tn = 1000 kg.
 - Right-hand vertical axis: share of L-category as % of all road transport HC emissions.
- L-category vehicles are responsible for **more than their share** of fatalities and serious injuries. In 2006, motorcycles accounted for just 2% of kilometres travelled, but 16% of road deaths. In 2008 5 520 motorcycle riders were killed in road accidents. Fatalities per million kilometres are 18 times greater than for passenger cars.

Every year in the EU between 30 000 and 72 000 motorcycle riders suffer a serious injury, and between 66 000 and 155 000 riders are estimated to suffer a minor injury during a road accident. While fatalities and serious injuries for other categories have dropped significantly, for L-category vehicles they have not fallen for more than one decade.



WHY DOES ACTION HAVE TO BE TAKEN BY THE EU?

Vehicle approval already falls under EU law, as part of the single market. And logically, emissions and road-safety problems can only be resolved by all EU countries working together. Clear and simple laws are needed.

WHAT EXACTLY WILL CHANGE?

- Current EU rules applicable to L-category vehicles will be updated – and in certain cases replaced by international standards.
- New laws will ensure that future vehicles:
 - **pollute less** – from the time they are built to the end of their useful life
 - **meet the highest safety standards possible** – this should help reduce the number of fatalities and injuries from road accidents involving L-category vehicles.

WHO WILL BENEFIT AND HOW?

- **Citizens**
 - cleaner air, especially in cities
 - increased safety levels, significantly less road accident fatalities and injuries.
- **Manufacturers**
 - cheaper to get approval to bring new types of vehicle to the market
 - simpler, clearer rules for industry that promote free movement of goods within the EU.
- **Governments**
 - citizens better protected from air pollution; progress toward goal of 50% fewer fatalities and serious injuries from road accidents
 - lower administrative costs and up-to-date laws that reflect current and future technology.

WHEN IS THE PROPOSAL LIKELY TO COME INTO EFFECT?

- By 2014.