



The Motorcycling Manifesto





01. **SUSTAINABLE MOBILITY FOR EUROPE**
02. **ENHANCE SAFETY FOR RIDERS AND MOTORCYCLES, BENEFITING ALL ROAD USERS**
03. **PROMOTE ENVIRONMENT AND SUSTAINABILITY**
04. **SUPPORT INDUSTRIAL COMPETITIVENESS**
05. **RESEARCH AND INNOVATION**
06. **MOTORSPORTS, LEISURE AND TOURISM**



Sustainable mobility for Europe

Representing both the riders and the motorcycle industry, FIM, FEMA and ACEM call on the European Institutions to actively incorporate motorcycling into their strategic policies during the 2024-2029 political mandate.

Both organisations stand united in their commitment towards a better mobility, for the benefit of the European society and economy. Recognising the unique advantages that motorcycles offer will lead to the development of more comprehensive transport strategies that integrate motorcycles into the overall network - in turn allowing for further recognition of the benefits of motorcycling and catering for the needs of the motorcycle sector within the EU transport ecosystem.

Almost 40 million L-category¹ vehicles (motorcycles, mopeds, tricycles and quadricycles) are on Europe's roads, supporting clean, efficient and fun mobility. Especially in urban and interurban commuting, these smaller,

lighter and more specialised vehicles offer a good solution for moving people and goods, generating positives, in terms of personal well-being, economic prosperity and social inclusion. In rural areas, these vehicles also provide better connectivity to reach basic community services, such as education, health or work. Leisure riding also contributes to territorial cohesion and supports economic development.

Overall, the motorcycle sector and its activities contribute around €21.4 billion to European GDP and account for 389,000 jobs across all member states. In parallel, our sector positively contributes to national budgets with approximately €4.96 billion per year in taxes.

¹ L-category - or light vehicles - as defined in 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.

The following are examples of policy priorities on which the sector is already working and on which we would welcome further engagement ahead of the new EU legislative term:

INCLUSION OF MOTORCYCLES IN STRATEGIC POLICIES IN 2024-2029

The use of motorcycles represents an efficient solution to reduce congestion and emissions in line with EU policy goals. ACEM, FEMA and FIM encourage the EU institutions to support the inclusion of motorcycles (and the wider L-category) in future initiatives covering vehicle, user and infrastructure, through:

1. Promotion of dialogue with sectoral stakeholders to exchange good practices and knowledge.
2. Inclusion in sustainable urban mobility plans (SUMP) and Smart City projects.
3. Development of motorcycle-friendly infrastructure, such as safer roadsides, pavements, secure parking spaces, access to priority measures and charging stations for electric motorcycles.
4. Ensuring motorcycles are in the scope of the R&D agenda through their involvement in European Partnerships promoting new technologies, connectivity to infrastructure and other vehicles, and mobility solutions made in Europe.
5. Development of industrial policies facilitating innovation, high-qualified jobs, competition, sustainability and stronger European leadership.

Enhance safety for riders and motorcycles, benefiting all road users

FIM, FEMA and ACEM urge the European legislators to actively protect the rights and interests of motorcyclists as Vulnerable Road Users (VRUs). Both industry and riders are positively cooperating at EU level to advocate for fair and equitable treatment in mobility policies, so that proper investment goes into motorcycle safety. However, continued work is necessary to fully implement a safe system approach to achieve EU Road Safety goals by 2030.

Training and Education

We request that the EU supports and promotes the comprehensive motorcycle training and education programmes already promoted by the FIM and ACEM (i.e. European Motorcycle Training Quality Label). This includes investing EU funding via projects to support rider safety courses, to create incentives for users to receive proper motorcycle training, and to highlight the role of motorcyclists as VRUs in trainings in other vehicle categories. As well, these programmes should also focus on the use of appropriate technologies to improve riding safety and interaction between all vehicle categories and with infrastructure.

Licensing

We urge the EU to work towards supporting access to the different L-category vehicles, by streamlining licensing requirements and recognising differences across Member States (geographic, transport mix, usage pattern). Such a licensing approach supports mobility and increased safety on European roads.

Infrastructure

We advocate for stronger EU involvement in the promotion of motorcycle-friendly infrastructure in the TEN-T network. As VRUs both in cities and rural environments, we identify the main risks mainly in primary and EU-funded extra-urban roads. Elaboration of future guidelines, further collaboration between member states under EU coordination and good levels of maintenance would result in **better protection for motorcyclists**.





Promote environment and sustainability

Smaller, lighter and more specialised vehicles offer better performance and multiple advantages to achieve the EU climate goals in transport by 2050. In this sense, we acknowledge the pressing need to address climate change and consider that L-category vehicles are a solution to this global challenge.

Technological neutrality

As organisations committed to sustainable practices, ACEM, FEMA and FIM support decarbonisation policies that promote environmentally friendly solutions while maintaining technological neutrality.

In line with our dedication to finding innovative solutions and playing a significant role in the transition towards a more sustainable transport system, the FIM, FEMA and ACEM recognise the potential of different propulsion technologies within a multi-pathway approach to decarbonisation by 2050. Electric powertrains are being developed, including swappable batteries for short-range mobility. Whilst this technology is still being matured for consumer use, biofuels and e-fuels, including blending, have the potential to support decarbonising longer-range riding as well as the existing vehicle circulating parc.

As a laboratory for new technologies, motorsport started to feature these advanced technologies in competitions which provide the industry with testing opportunities in view of subsequent transfer to the market for the benefit of consumers. Following other sectors (i.e. aviation), the allocation of EU funding could positively accelerate research and future market deployment.

Tax incentives

Tax incentives and subsidies can accelerate the take-up of low-carbon and carbon-neutral vehicles. L-category vehicles provide an efficient mobility tool and should be included in such schemes, in order to support their adoption by citizens. L-category vehicles should be considered on a level playing field with other modes of sustainable transportation (i.e. electric micromobility).

The environmental commitment of the motorcycle sector extends to other elements with direct impact to society, such as the circular economy and vehicle sound. The industry's commitment to more sustainable products and practices will still require a future regulatory framework to consider the particularities of the industry and its users, which can differ greatly from those of the automobile industry.

Support industrial competitiveness

A constructive partnership between industry leaders, users, and policymakers is needed to improve interaction and collaboration to achieve EU goals together without detriment to economic growth and the creation of jobs.

Industry platform

The motorcycle sector advocates for a continuous dialogue with EU institutions to complement regulatory and policy coordination. A better understanding of the sector through regular interaction can prevent duplication of administrative obligations and burdens for companies, especially SMEs. This stronger collaboration would reinforce the role of the European industry, given the rising competition from emerging economies.

Digitalisation and new technologies

Digitalisation offers several benefits for companies and users in terms of manufacturing production, developing new services for riders, or boosting the sustainability and safety performance of the vehicle. With a view to more efficient manufacturing and the deployment of new features, the motorcycle industry calls for sectoral legislation considering the specificities of the sector. This requires a differentiated approach towards the uptake of new technologies which are appropriate for both the vehicle and the rider.

Working skills

Budget scarcity in SMEs limits digital transformation preventing further market development and slowing economic growth. As in other sectors, the motorcycle sector calls for dedicated funding in future programmes focussed on upskilling and reskilling for our workers to fully acquire benefits related to new technologies.

International trade

The European motorcycle industry produces global brands, which export to the rest of the world with a value of more than €2 billion. Trade agreements play a key role in ensuring access to markets for products originating in Europe. Equal conditions, including reciprocity of tariffs, not only ensure fair competition but also that EU and extra-European motorcycle manufacturers, can develop positive co-operations benefiting advanced products. This is in the interest of the competitiveness of the entire sector, as well as to the benefit of consumers.



Research and innovation

The motorcycle sector has always incorporated innovation as a strategic priority to develop new vehicles and products, which offer better experiences to riders, as well as to develop more efficient, more sustainable and safer vehicles.

During the last years, manufacturers have invested in cutting-edge technologies in several centres across Europe that positively contribute to highly qualified employment, development of new products and services, and economic growth in several regions.

R&I Programmes and European Partnerships

To accelerate the sector's full potential, ACEM, FEMA and FIM call on a significant increase in funding for research projects from transport programmes aimed at better performance of L-category vehicles in terms of safety, environment and digitalisation.

Our companies stand as the perfect partners to contribute to future research programmes by sharing the best engineering know-how already successfully deployed in motorsports. The integration of lighter vehicles as a key element to achieving policy goals through specific working areas would strengthen the role of European Partnerships. Identification of synergies, best practice sharing and targeting complementary areas of work are fundamental for a positive return to society in terms of more efficient vehicles, infrastructure improvements and safer rider behaviour.

Standardisation

Support international harmonisation of norms to facilitate trade and market penetration in third countries. European Standardization is a key instrument for the consolidation of the Single Market and for strengthening the competitiveness of European companies, thereby creating the conditions for economic growth. The motorcycle sector supports standardisation to improve safety and energy efficiency, and to protect consumers, workers and the environment. Standardisation is expected to play an important role in batteries for electric propulsion, such as enabling the interoperability of swappable batteries tailored for L-category vehicle usage.

Motorsports, leisure and tourism

Motorcycle related sport and recreation must also be recognised and promoted, acknowledging the more than €2.1 billion in economic, cultural and social contributions from motorcycle sport and related activities to the wider society.

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Motorsports and its brands can effectively work as a catalyst for EU programmes for testing new technologies resulting from R&I, communicating via main broadcasting channels the benefits of EU policies to broad audiences and supporting awareness campaigns that feature champions and opinion leaders able to positively influence different sectors of the population.

The motorcycle sector positively promotes social and territorial cohesion in the EU through activities related to tourism and leisure. Riders contribute to the development of local economies offering several benefits for the community and highlighting the cultural heritage of Europe.

Most of those destinations are remote areas across all regions, sometimes with poor infrastructure. Future developments of the TEN-T network, both core and comprehensive, represent the most appropriate tool to support motorcycle-friendly routes with safer road infrastructure, parking facilities and other equipment to provide good driving conditions for riders.

The members of the FIM, FEMA and ACEM look forward to welcoming the new and the returning members of the European Parliament in the next session. We hope to continue a strong and collaborative working relationship to support the future of European motorcycling and its associated employment and positive economic impacts.



European Association of Motorcycle Manufacturers (ACEM)

ACEM represents the largest manufacturers of mopeds, motorcycles, tricycles and quadricycles (L-category vehicles) to promote a constructive dialogue with the European Union institutions.



Federation of European Motorcyclists Associations (FEMA)

The Federation of European Motorcyclists' Associations (FEMA) represents European motorcyclists. Its purpose is to promote, protect and preserve motorcycling.



Federation Internationale de Motocyclisme (FIM)

Founded in 1904, FIM is the IOC-recognised international governing body of motorcycle sport and the global advocate for motorcycling.





Fim-moto.com



Femamotorcycling.eu



Acem.eu