

ACEM Yearbook 2005

Facts and figures on PTWs in Europe





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I Powered Two Wheeler PRODUCTION, MARKET and FLEET in Europe

Table I.1	Manufacture of motorcycles – PRODUCTION	5
Table I.2	MOPED deliveries	6
Table I.3	MOTORCYCLE registrations	8
Table I.4	Total EU 25 - PTW deliveries	10
Table I.5	MOPEDS in use	11
Table I.6	MOTORCYCLES in use	13
Table I.7	Total EU 25 - PTWs in use	15

2 Powered Two Wheeler ACCESS and USE

Regulation

Table 2.1	Moped riding access/ country	17
Table 2.2	Motorcycle riding access and equivalence	20
Table 2.3	Roadworthiness test	23
Table 2.4	Number plate regulation in Europe	24

Costs

Table 2.5	Moped DL costs	25
Table 2.6	Motorcycle DL costs	26
Table 2.7	National VAT rate	
	2.7.1 on new PTW purchase	28
	2.7.2 on a second-hand PTW purchase and rate applied in the European countries	30
Table 2.8	REGISTRATION taxes and other fees	
	2.8.1 EU overview	31
	2.8.2 Details for Belgium	34
Table 2.9	Ownership tax	
	2.9.1 EU overview	35
	2.9.2 Details for Luxemburg	37
Table 2.10	Annual insurance cost by model per country	38

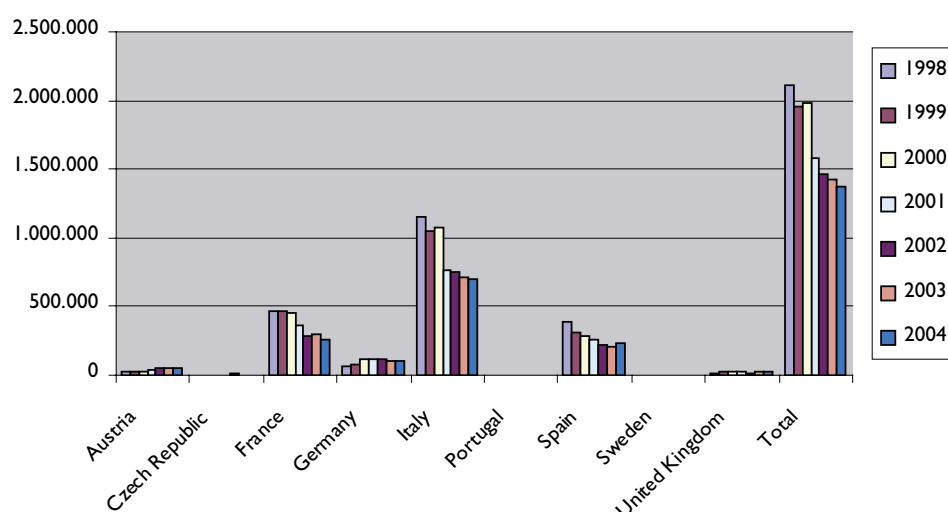
I **Powered Two Wheeler PRODUCTION, MARKET and FLEET in Europe**

Table 1.1

Manufacture of mopeds and motorcycles - PRODUCTION 1998-2004

	1998	1999	2000	2001	2002	2003	2004
Austria	19.558	21.647	29.208	40.088	53.440	55.957	56.651
Czech Republic	3.811	4.389	3.865	5.308	7.880	2.185	1.768
France	471.998	469.191	451.406	358.115	281.335	302.678	255.738
Germany	60.678	76.029	112.590	120.790	121.704	109.120	102.836
Italy	1.154.921	1.054.770	1.069.938	766.950	754.600	710.500	694.400
Portugal	n.a.	n.a.	n.a.	129	123	0	0
Spain	382.310	312.558	284.811	253.420	223.733	209.020	230.854
Sweden	476	600	65	177	290	0	312
United Kingdom	16.900	20.800	25.600	29.809	15.000	31.500	26.215
Total	2.110.652	1.959.984	1.977.483	1.574.786	1.458.105	1.420.960	1.368.774

Source: ACEM



Europe has been a leading production base for powered two wheelers since the invention of the motorcycle in the late 19th Century.

Names such as Peugeot (France) and Triumph (UK) have been in motorcycle manufacture since the earliest days, other famous marques such as BMW (Germany) formed soon after and have driven forward technological development ever since. European motorcycles have provided cultural icons, such as the Piaggio Vespa (Italy), that have resonated across the globe. Indeed, Europe continues to give birth to new motorcycle marques that can quickly grow to provide mass transport or fill specific niches, as shown by Aprilia (Italy), Derbi (Spain), Ducati (Italy) and KTM (Austria).

Europe is a key market for many non-European brands, to the extent that specialist knowledge and closeness to consumers of some niche products has led to the esta-

blishment of production facilities in the EU by manufacturers such as Honda, Suzuki and Yamaha (Japan). Similarly, as world markets have opened-up, many European companies have also established their own production-bases in developing markets overseas.

Whilst overall production of PTWs has fallen by more than one-third over the period 1998-2004, there is a clear distinction between countries like France and Spain where manufacture of small-engined and utility machines is predominant and those like Austria, Germany and the United Kingdom which concentrate on larger capacity, higher-value and enthusiast machines. The recent production history of Italy, as famous for sports bikes as it is for scooters, is an interesting case and demonstrates how significant are the challenges facing European motorcycle manufacturers, from domestic restrictions on access by new riders to industrial competition from developing nations.

Table 1.2

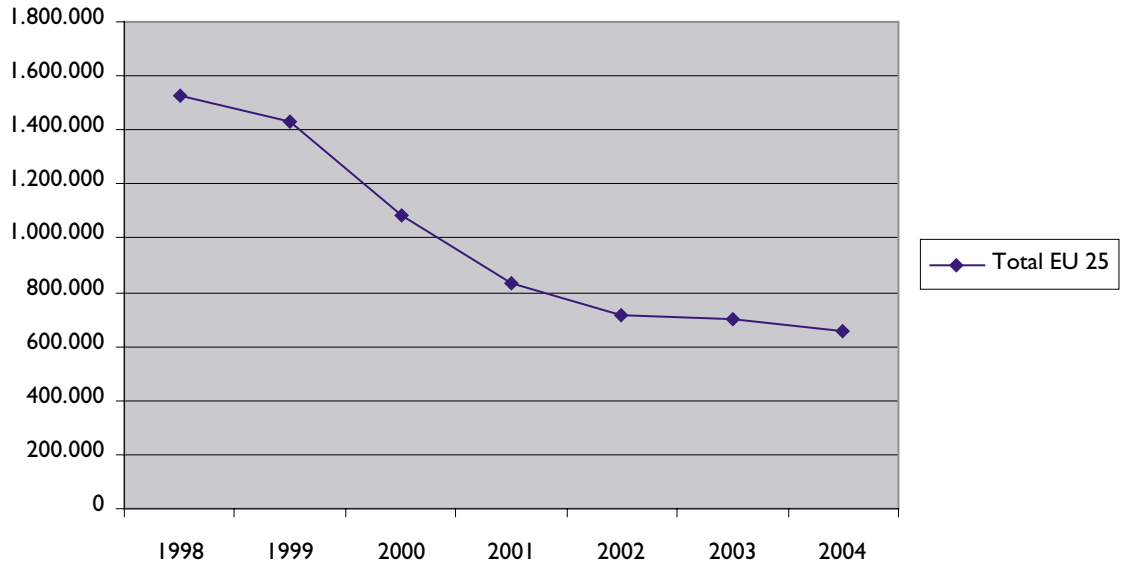
MOPED deliveries

	1998	1999	2000	2001	2002	2003	2004
Austria	16.357	17.818	21.355	20.459	16.278	19.914	21.711
Belgium	38.231	38.421	33.191	30.191	26.651	20.581	17.751
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.	n.a.	n.a.	7.724	6.903
Denmark	23.827	21.554	20.564	6.814	5.052	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Finland	7.083	8.111	6.423	6.705	8.835	12.751	17.808
France	189.467	195.746	192.273	184.666	166.124	166.127	166.003
Germany	116.846	115.583	108.671	112.322	94.577	93.020	81.280
Greece	n.a.	11.500	n.a.	n.a.	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	1.603	2.462	3.023	2.214	2.349	2.140	1.299
Italy	685.692	551.544	311.836	175.543	166.755	161.893	130.282
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Luxemburg	338	410	454	437	483	630	552
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Netherlands	69.231	71.386	66.941	56.206	53.857	45.878	39.131
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Portugal	29.405	19.374	14.969	7.636	6.731	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Spain	320.322	335.726	248.633	176.489	113.756	110.421	118.128
Sweden	8.100	9.000	9.977	10.010	21.297	19.846	28.361
United Kingdom	22.556	35.438	48.164	45.374	36.271	36.345	27.547
Total EU 25	1.529.058	1.434.073	1.086.474	835.066	719.016	697.270	656.756

Source: ACEM

Table 1.2

MOPED deliveries



Across much of Europe the moped is part of everyday life; simple, affordable transport, accessible by young and old, vital for linking rural settlements or as an easy alternative to urban traffic congestion. Restricted to engines no bigger than 50cc and speeds upto 45km/h, for many the moped represents their first means of independent practical transport over distances which make walking or cycling impractical. However, as the number of restrictions on moped access has increased the relative ease of access to cars has meant demand for new mopeds has more than halved. Demand for mopeds seems to be bottoming out at around 600,000 - 700,000 units per year, but the effects have been severe in the largest established EU moped markets (Italy, Spain) with only a few, much smaller, markets showing improvement (Finland, Sweden).

Table 1.3

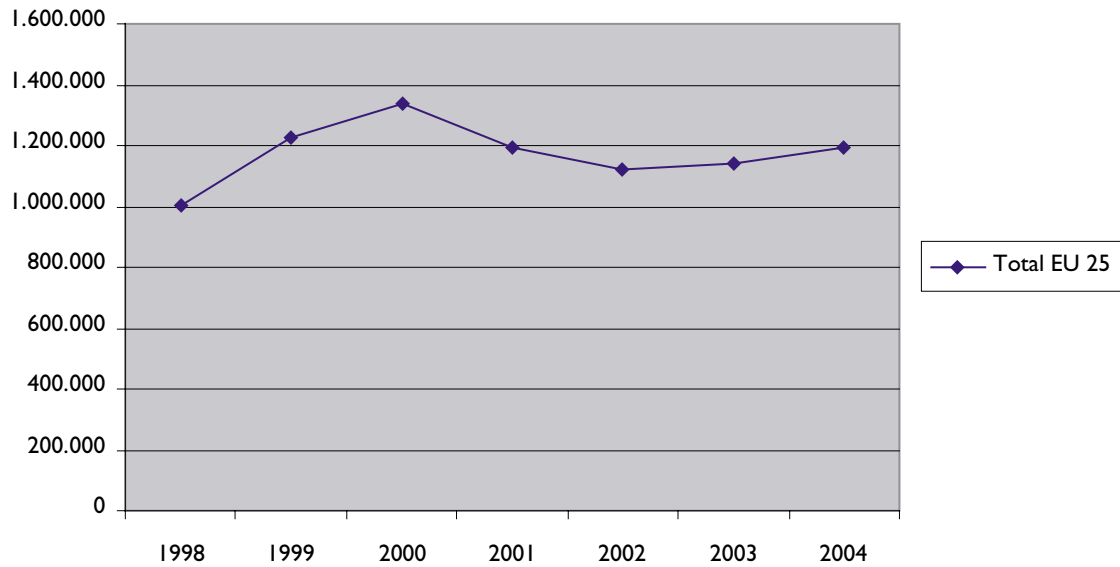
MOTORCYCLE registrations

	1998	1999	2000	2001	2002	2003	2004
Austria	24.978	27.276	23.775	19.952	16.687	17.930	18.748
Belgium	21.553	28.061	25.319	21.229	21.503	20.986	25.055
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Czech Republic	3.811	4.389	3.865	5.308	7.880	5.959	7.217
Denmark	3.397	4.216	3.311	2.433	2.667	2.831	n.a.
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Finland	3.793	5.751	5.167	4.408	4.920	6.264	7.835
France	172.336	192.744	179.552	179.590	168.754	176.006	183.811
Germany	289.879	282.463	252.616	226.958	204.129	191.262	173.524
Greece	45.307	63.483	64.042	66.833	56.069	59.137	72.023
Hungary	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	3.117	2.493	3.848	4.705	3.247	2.853	2.534
Italy	238.922	375.428	524.619	420.355	392.763	408.617	420.953
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Luxemburg	1.097	1.255	1.260	1.139	1.324	1.437	1.354
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Netherlands	15.085	17.971	19.626	17.562	16.845	16.737	17.566
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Portugal	16.843	19.165	17.716	17.087	14.218	11.198	11.562
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Spain	56.121	68.635	72.022	64.129	63.365	77.439	117.129
Sweden	10.988	15.574	18.401	21.074	23.052	23.660	25.300
United Kingdom	97.855	117.244	121.908	123.866	123.398	119.361	106.391
Total EU 25	1.005.082	1.226.148	1.337.047	1.196.628	1.120.821	1.141.677	1.191.002

Source: ACEM

Table 1.3

MOTORCYCLE registrations

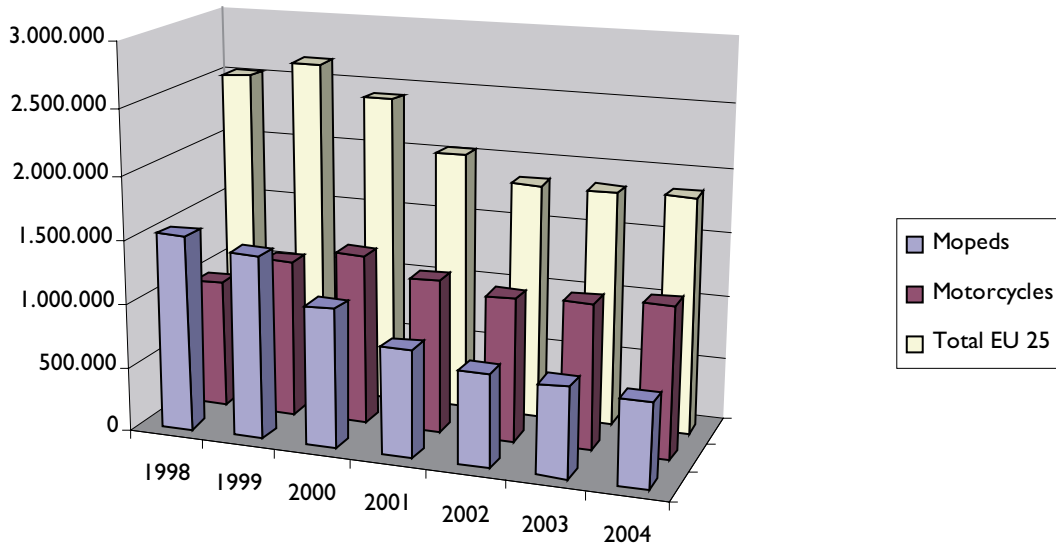


The current market for motorcycles in Europe is around twice the size of the moped market and has been much more stable by comparison at around 1.2 million new machines per year after a decade of significant growth for the industry. The mixed picture of decline in some key markets such as Germany and the UK has been offset by growth in other countries from both the South (Italy, Spain and Greece) and North (Finland, Sweden).

Table 1.4

Total EU 25 - PTW deliveries

	1998	1999	2000	2001	2002	2003	2004
Mopeds	1.529.058	1.434.073	1.086.474	835.066	719.016	697.270	656.756
Motorcycles	1.005.082	1.226.148	1.337.047	1.196.628	1.120.821	1.141.677	1.191.002
Total EU 25	2.534.140	2.660.221	2.423.521	2.031.694	1.839.837	1.838.947	1.847.758



Mopeds and Motorcycles are distinct vehicle types based on the same essential concept. The two markets have been linked historically, access to low-powered, light-weight machines is sufficient for many people's needs, but a starting-point for others who see the moped as an apprenticeship to gain understanding and mastery over the more versatile motorcycle. The relative volume of new mopeds and motorcycles entering service shifted at the very start of the 21st century as the number of motorcycle registrations overtook total Moped deliveries for the first time.

Table 1.5

MOPEDS in use

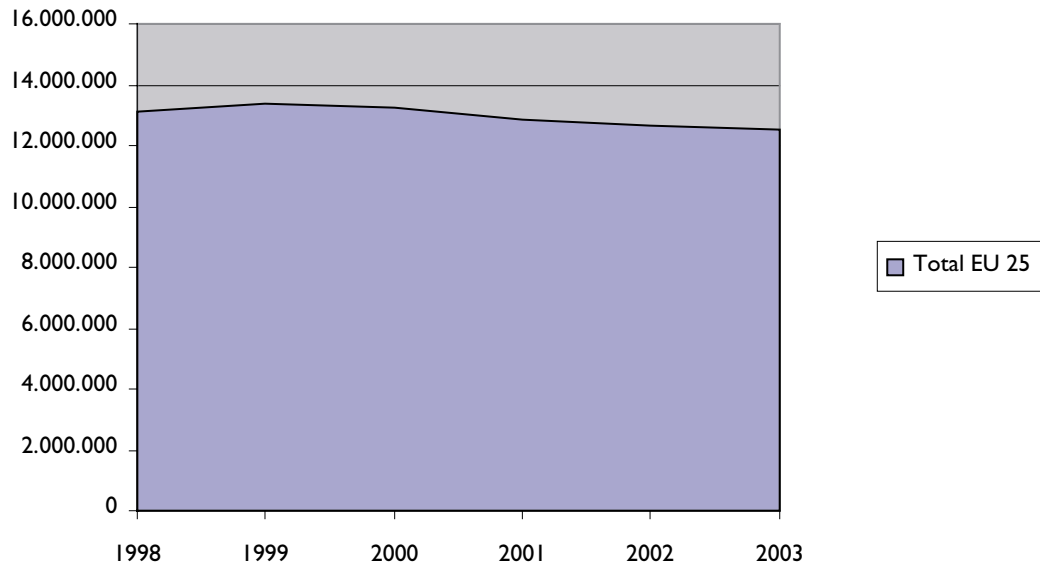
	1998	1999	2000	2001	2002	2003
Austria	358.559	351.235	348.222	342.045	302.690	299.924
Belgium	350.000	350.000	350.000	350.000	350.000	350.000
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Denmark	111	92	83	n.a.	68.603	n.a.
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Finland	99.820	102.217	101.734	102.579	106.648	114.726
France	1.482.000	1.461.000	1.442.000	1.421.000	1.387.000	1.357.000
Germany	1.620.717	1.742.704	1.724.945	1.577.609	1.600.000	1.561.258
Greece	250.000*	250.000*	250.000*	250.000*	250.000*	250.000*
Hungary	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Italy	6.218.000	6.395.000	6.375.000	6.231.000	6.106.237	5.962.565
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Luxemburg	20.641	20.938	21.286	21.615	22.030	22.579
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Netherlands	600.000	550.000	533.000	504.000	508.000	512.000
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Portugal	634.000**	610.000**	590.000**	551.000**	455.000**	n.a.
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Spain	2.231.897	2.268.344	2.202.521	2.112.603	2.044.242	2.143.593
Sweden	150.000*	150.000*	150.000*	150.000*	150.000*	150.000*
United Kingdom	124.900	135.967	162.972	178.800	178.807	182.476
Total EU 25	13.106.645	13.377.497	13.261.763	12.841.251	12.674.257	12.506.121

* estimations ** includes four wheels motorcycles

Source:ACEM

Table 1.5

MOPEDS in use



The number of mopeds in use during 2003 (also known as the 'parc') was 12.5 million across the EU25, a 5% reduction on 1998. At that time the ratio of new moped deliveries to mopeds in use was 1:9, by 2003 it had fallen to 1:18. Partly, the changing ratio must be due to the fact that more recent machines are of a generally higher quality and therefore require replacement less frequently, so changes in the annual number of new moped deliveries are not directly mirrored by a reduction in total mopeds in use. However, changes in parc will also reflect changes in the size of the rider population and so this halving of the moped fleet replacement rate over such a short space of time presents significant challenges to moped producers.

Table 1.6

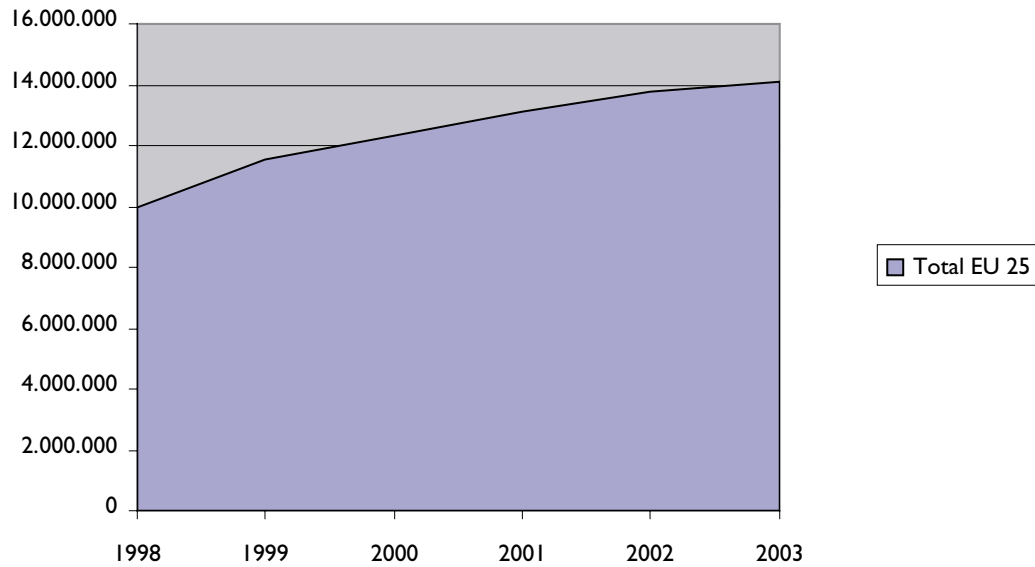
MOTORCYCLES in use

	1998	1999	2000	2001	2002	2003
Austria	236.314	261.744	279.728	294.843	292.569	305.481
Belgium	238.053	257.899	276.933	289.813	301.217	315.422
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Czech Republic	n.a.	787.936	737.087	744.526	759.409	751.974
Denmark	63.987	69.177	73.711	78.363	82.719	n.a.
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Finland	72.163	79.601	90.258	102.139	115.293	128.893
France	839.000	912.000	968.000	1.019.000	1.054.000	1.091.000
Germany	2.925.843	3.177.437	3.337.848	3.557.360	3.656.873	3.744.763
Greece	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Italy	2.612.390	2.967.906	3.373.094	3.729.890	4.049.540	4.370.449
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Luxemburg	9.947	10.819	11.488	11.961	12.671	13.380
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Netherlands	451.425	413.989	437.798	460.822	494.450	516.567
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Portugal	115.000	125.000	144.000	158.000	149.000	n.a.
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Spain	1.361.155	1.403.771	1.445.644	1.483.442	1.517.208	1.513.526
Sweden	137.466	149.970	163.346	178.838	201.526	217.015
United Kingdom	890.600	905.111	994.741	1.033.200	1.077.595	1.131.503
Total EU 25	9.953.343	11.522.360	12.333.676	13.142.197	13.764.070	14.099.973

Source:ACEM

Table 1.6

MOTORCYCLES in use

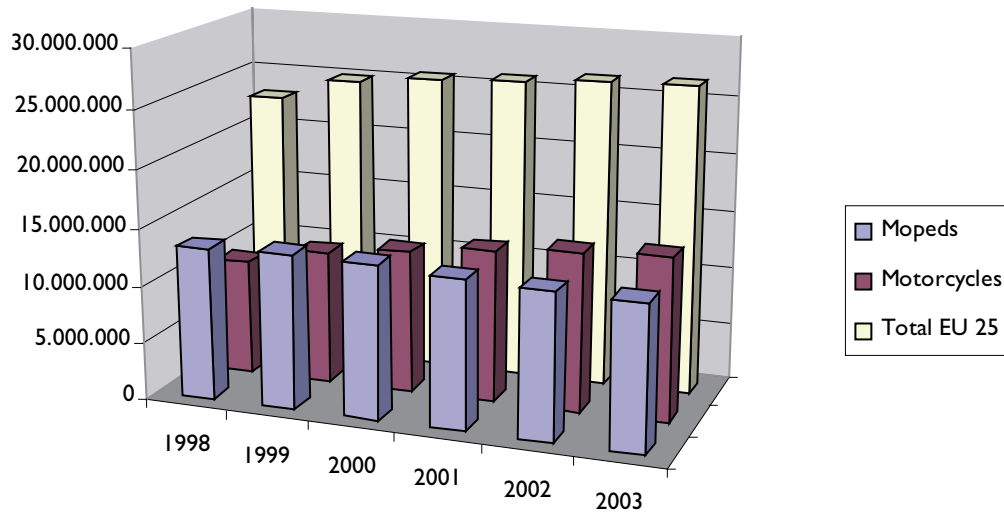


By contrast, the number of motorcycles in use has continued to rise in each of the EU25 countries and stood at just over 14 million in 2003, an increase of 41% on 1998. Combined with a more stable level of new motorcycle registrations, the overall ratio of new motorcycles against total motorcycles in use has been far more consistent than for mopeds; the replacement ratio being 1:10 in 1998 and 1:12 in 2003. Again, the longevity and reliability of modern motorcycles will tend to reduce the replacement rate, but the significant growth of motorcycles in use (which was already well established since before 1998) is a clear indication of their growing popularity.

Table 1.7

Total EU 25 - PTWs in use

	1998	1999	2000	2001	2002	2003
Mopeds	13.106.645	13.377.497	13.261.763	12.841.251	12.674.257	12.506.121
Motorcycles	9.953.343	11.522.360	12.333.676	13.142.197	13.764.070	14.099.973
Total EU 25	23.059.988	24.899.857	25.595.439	25.983.448	26.438.327	26.606.094



The shifting balance of demand for new mopeds and motorcycles has an immediate effect on producers and suppliers, but there are also significant implications for European societies in the longer term. Without continued mass experience of simple PTWs, the wider social and cultural awareness of moped and motorcycle users will inevitably diminish. Whilst the growth of motorcycle use, for a mixture of everyday utility and leisure purposes, does much to ensure riding remains a commonplace activity, the decline in new riders accessing mopeds means that the proportion of the population who have no direct experience of PTW use will gradually increase and their awareness of PTW users, and other more vulnerable road users. The challenge for the 21st Century will be to counter this trend.

2 Powered Two Wheeler ACCESS and USE

Table 2.1

MOPED riding access



	Driving license category	Max. design speed (km/h)	Age of consent	Passenger	Helmet mandatory
Austria	EU	45	15/16	Yes	Yes
Belgium	Class A (Nat.)	25	16	Yes (as from 18 years)	Yes
	Class B (EU)	45	16	Yes (as from 18 years)	Yes
Cyprus		n.a.	n.a.	n.a.	n.a.
Czech Republic		n.a.	n.a.	n.a.	n.a.
Denmark		n.a.	n.a.	n.a.	n.a.
Estonia		n.a.	n.a.	n.a.	n.a.
Finland		n.a.	n.a.	n.a.	n.a.
France	EU (BSR)	45	14	Yes	Yes
	Leicht Mofa (Nat.)	45/50	16	Yes	Yes
Germany	Mofa (Nat.)	25	15	Yes	Yes
	Moped (EU)	20	15	No	No
Greece	EU	45	16	Yes	Yes
Hungary		n.a.	n.a.	n.a.	n.a.
Ireland		n.a.	n.a.	n.a.	n.a.
Italy	EU (Patentino)	45	14-18	No	Yes
Latvia		n.a.	n.a.	n.a.	n.a.
Lithuania		n.a.	n.a.	n.a.	n.a.
Luxemburg		n.a.	n.a.	n.a.	n.a.
Malta		n.a.	n.a.	n.a.	n.a.
Netherlands	Snorfiets (Nat.)	25	16	Yes	No
	Bromfiets (EU)	45	16	Yes	Yes
Poland		n.a.	n.a.	n.a.	n.a.
Portugal		n.a.	n.a.	n.a.	n.a.
Slovakia		n.a.	n.a.	n.a.	n.a.
Slovenia		n.a.	n.a.	n.a.	n.a.
Spain	EU	45	14	Yes	Yes
Sweden	Category 1 (Nat.)	25	15	Yes	Yes
	Category 2 (EU)	45	15	Yes	Yes
The United Kingdom	EU	48	16	Yes	Yes

Table 2.1

MOPED riding access



	Driving license					
	Requested	Released by	Theoretical test	Theoretical lessons	Practical test	
Austria	Yes	Municipal police	Yes	Yes	No	
Belgium	No	-	No	No	No	
	Yes	Driving schools	Yes	No	Yes	
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	
Czech Republic	n.a.	n.a.	n.a.	n.a.	n.a.	
Denmark	n.a.	n.a.	n.a.	n.a.	n.a.	
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	
Finland	n.a.	n.a.	n.a.	n.a.	n.a.	
France	Yes	Schools	Yes	Yes	Yes	
Germany	Yes	Driving schools	Yes	Yes	Yes	
	Yes	Schools or driving schools	Yes	Yes	No	
	Yes	Schools or driving schools	Yes	Yes	No	
Greece	Yes	Police	Yes	Yes	Yes	
Hungary	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	n.a.	n.a.	n.a.	n.a.	n.a.	
Italy	Yes	Schools or driving schools	Yes	Yes	No	
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	
Luxemburg	n.a.	n.a.	n.a.	n.a.	n.a.	
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	
Netherlands	Yes	Authorised bodies (CBR)	Yes (born after 1/6/1980)	No	Yes (starting in 2007)	
	Yes		No (born before 1/6/1980)	No	Yes (starting in 2007)	
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	
Portugal	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	
Spain	Yes	Driving schools or Official Traffic centres	Yes	Yes	No	
Sweden	Certificate or any license -> April 1, 2000 no more request	Authorised bodies (CBR)	Yes	Yes	No	
		Authorised bodies (CBR)	Yes	Yes	No	
The United Kingdom	Yes	Driving schools	Yes	Yes	Yes	

Source: ACEM

Table 2.1

MOPED riding access



The EU has a mandate to regulate testing and licensing of vehicle operators across member states, however, both the existing regulations and those currently proposed to succeed them do not provide a sensible balance between the demands of operating different vehicle types with their distinct characteristics. Restrictions on access to simpler forms of vehicle such as mopeds and small motorcycles have been increased significantly in comparison to larger vehicles more commonly involved in road accidents. The requirements to access PTWs are already of such a high standard, that merely holding a license to drive a car is no longer considered sufficient to show the holder is capable of operating a moped. EU citizens are increasingly steered toward larger motor vehicles as their initial and main form of transport, thus reducing their experience of, and ability to share the road with, other vehicle types.

Table 2.2

MOTORCYCLE riding access



	DL category	Minimum age	Motorcycle category	Note
Austria	A (PA)	18	Motorcycles with EP≤25kW and P/W ratio ≤0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
	B/AI	23	Light motorcycles (EP≤ 11kW and ≤ 125cc)	5 year DL Cat.B request + 6 hours of motorcycle riding practice
Belgium	A (PA)	18	Motorcycles with EP≤25kW and P/W ratio ≤0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
	B	18	All motorcycles without any restriction	For DL Cat.B issued before 1/1/1989
	B/AI	18	Light motorcycles (EP≤ 11kW and ≤ 125cc)	For DL Cat.B issued before 01/09/01. No equivalence since then.
Cyprus	n.a.	n.a.	n.a.	
Czech Republic	n.a.	n.a.	n.a.	
Denmark	n.a.	n.a.	n.a.	
Estonia	n.a.	n.a.	n.a.	
Finland	n.a.	n.a.	n.a.	
France	AI	16	Light motorcycles (EP≤ 11kW and ≤ 125cc)	
	A (PA)	18	Motorcycles with EP≤25kW and P/W ratio ≤0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
	B/AI	20	Light motorcycles (EP≤ 11kW and ≤ 125cc)	2 year DL Cat.B request
Germany	AI	16	Light motorcycles (EP≤ 11kW and ≤ 125cc)	Before 18, design speed can not exceed 80km/h. No design speed limit after 18.
	A (PA)	18	Motorcycles with EP≤25kW and P/W ratio ≤0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	25	All motorcycles without any restriction	
	B/AI	not applicable	Light motorcycles (EP≤ 11kW and ≤ 125cc)	For DL Cat. B issued before 01/04/1980 - No equivalence since then
Greece	MOPED (AI)	16*	Light motorcycles (≤ 40km/h and ≤ 50cc)	(*) With written parent's consent - Examinations administered and driving licence issues by the Ministry of Public Order (Police)
	A (PA)	18	Motorcycles with EP≤25kW and P/W ratio ≤0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
Hungary	n.a.	n.a.	n.a.	
Ireland	AI			
	A (PA)			
	A (DA)			
	B/AI			

(PA) Progressive access - (DA) Direct access - (EP) Engine power - (P/W) Power/Weight - (DL) Driving licence - (CBT) Compulsory Basic Training - (B/AI) Equivalence btw. B and A licences

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Table 2.2

MOTORCYCLE riding access



	DL category	Minimum age	Motorcycle category	Note
Italy	A I	16	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	
	A (PA)	18	Motorcycles with EP ≤ 25kW and P/W ratio ≤ 0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	Practical test must be taken on a motorcycle with EP > 35KW
	B/A I	18	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	
Latvia	n.a.	n.a.	n.a.	
Lithuania	n.a.	n.a.	n.a.	
Luxemburg	n.a.	n.a.	n.a.	
Malta	n.a.	n.a.	n.a.	
Netherlands	A (PA)	18	Motorcycles with EP ≤ 25kW and P/W ratio ≤ 0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
Poland	n.a.	n.a.	n.a.	
Portugal	n.a.	n.a.	n.a.	
Slovakia	n.a.	n.a.	n.a.	
Slovenia	n.a.	n.a.	n.a.	
Spain	A I	16	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	'+ P/W ratio ≤ 0,11 kW/kg
	A (PA)	18	Motorcycles with EP ≤ 25kW and P/W ratio ≤ 0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	Not applicable		
	B/A I	21	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	Theoretical test required + practical test (if DL Cat. B for less than 3 years)
Sweden	A I	16	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	
	A (PA)	18	Motorcycles with EP ≤ 25kW and P/W ratio ≤ 0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	
United Kingdom	A I	17	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	
	A (PA)	17	Motorcycles with EP ≤ 25kW and P/W ratio ≤ 0,16 kW/kg	After 2 years of probation the unrestricted DL Cat. A is directly achieved
	A (DA)	21	All motorcycles without any restriction	Practical test must be taken on a motorcycle with EP > 35KW
	B/A I	17	Light motorcycles (EP ≤ 11kW and ≤ 125cc)	Once obtained the CBT, the DL Cat. B permits to have a provisional motorcycle entitlement for A1-motorcycle. Within 2 years of validity of the provisional licence the Motorcycle Test must be passed.

(PA) Progressive access - (DA) Direct access - (EP) Engine power - (P/W) Power/Weight - (DL) Driving licence - (CBT) Compulsory Basic Training - (B/A I) Equivalence btw. B and A I licences

Source: ACEM

Table 2.2

MOTORCYCLE riding access



Unlike novice drivers, who are allowed to drive high-performance cars at an early stage, new motorcyclists must serve a two-year apprenticeship on a restricted power motorcycle before being allowed access to larger machines. (NB: In some countries, there is an option to for older novice riders to ride a large motorcycle). The training and testing requirements imposed by EU member states vary considerably for new riders, again far more so than for new drivers. Current proposals for a Third EU Driving License Directive seem likely to widen the gap still further by introducing additional access restrictions on motorcycles, but not other types of vehicle. These proposals do not refer to recent and ongoing EU-funded road safety research, which contradict much of the thinking behind the Driving License Directives.

Table 2.3

Roadworthiness test

	Roadworthiness test	Frequency	Cost Euro (approximate)
Austria	Yes	Each year	7,2-36€
Belgium	None	-	-
Cyprus	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.
Denmark	n.a.	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.
Finland	n.a.	n.a.	n.a.
France	None	-	-
Germany	Yes, only MC	Every two years	25€
Greece	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.
Ireland	Yes	For the first time 4 years after the first registration, thereafter every year.	
Italy	Yes	For the first time 4 years after the first registration, successively every 2 years	40€
Latvia	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.
Luxemburg	Yes	After 3.5 years every year. After a heavy accident	
Malta	n.a.	n.a.	n.a.
Netherlands	n.a.	n.a.	n.a.
Poland	n.a.	n.a.	n.a.
Portugal	n.a.	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.
Spain	Yes	5 years after the first registration then every 2 years - From 2006, mandatory roadworthiness tests for mopeds	+/- 22€
Sweden	n.a.	n.a.	n.a.
United Kingdom	Yes	Every year after the first 3 years	PTW £15,55 (23€) - PTW with sidecar £25,45 (38€) - 3-wheeler up to 450 kg : £29,70 (102€) (Test fees are VAT exempt)

Source: ACEM

Due to the heterogeneous PTW fleets either in size or in composition roadworthiness test for PTW is clearly of the competence of the Member States. Certain countries can adopt provisions in line with their national agenda taking into account the characteristics of their national data of PTWs in use. In other Member States where motorcycling

does not represent a major contribution to the transport of persons, there is obviously no benefit from such a measure, which would represent an unnecessary administrative burden for the administration and an unnecessary bureaucracy for the citizen.

Table 2.4

NUMBER PLATE regulations

	PTWs subject to	Note
Austria	all PTWs	
Belgium	all PTWs > 50cc	
Cyprus	n.a.	
Czech Republic	n.a.	
Denmark	n.a.	
Estonia	n.a.	
Finland	n.a.	
France	all PTWs	New mopeds since July 2004
Germany	all PTWs	Mopeds only need a special insurance number plate (no official registration)
Greece	all PTWs	
Hungary	n.a.	
Ireland	n.a.	
Italy	all PTWs	Moped: only a number plate related to the responsible of circulation (not with vehicle/number frame) Motorcycle: number plate linked with owner an number frame (the same as cars)
Latvia	n.a.	
Lithuania	n.a.	
Luxemburg	n.a.	
Malta	n.a.	
Netherlands	all PTWs > 50cc	A registration project is started from 01-09-2005. From then all new mopeds will need a number plate. From 01-01-2007 all mopeds will need a number plate.
Poland	n.a.	
Portugal	n.a.	
Slovakia	n.a.	
Slovenia	n.a.	
Spain	with ED >50cc with ED <50cc	White with black digits. Te numbering uses the same system as cars and trucks. Yellow with black digits. Uses a specific numbering.
Sweden	all PTWs	Except mopeds ≤ 25 km/h (classified as class 2 mopeds in Sweden)
United Kingdom	all PTWs	Only on the rear of the vehicle, there is no front plate.

(ED) Engine displacement

The registration plate regulation is another field logically left to the Member States. If the motorcycle registration is commonly applied by almost all the European countries based on the same numbering system as that used for cars,

it appears different for mopeds. Every country has a different approach, ranging from no registration at all to a full registration using the car and truck numbering system.

Table 2.5

MOPED DL costs (indicative prices)



	Training cost	Achievement cost	Registration cost
Austria	+/- 70 €	No	n.a.
Belgium	btw. 75-230 € depending on the nb. of hours for practice and guidance to examination	Yes	16 €
Cyprus		n.a.	n.a.
Czech Republic		n.a.	n.a.
Denmark		n.a.	n.a.
Estonia		n.a.	n.a.
Finland		n.a.	n.a.
France		410 € (all inclusive)	None
Germany		402 € (all inclusive)	43,40 €
Greece		n.a.	n.a.
Hungary		n.a.	n.a.
Ireland		n.a.	1 year = 5,81 € - 3 years = 17,44 € - 10 years = 29,07 € - for a provisional licence of two years = 17,44 €
Italy	200 €	Yes for driving schools - No for schools	None
Latvia		n.a.	n.a.
Lithuania		n.a.	n.a.
Luxemburg	not applicable	n.a.	n.a.
Malta		n.a.	n.a.
Netherlands	If born after 1/6/1980: 29,80 € - If born before 1/6/1980: 14,60 €		btw. 37-45 €
Poland		n.a.	n.a.
Portugal		n.a.	n.a.
Slovakia		n.a.	n.a.
Slovenia		n.a.	n.a.
Spain		Yes	+/- 100 €
Sweden	331,97 €	No	None
United Kingdom	btw. £ 450-560 (676-825€) depending on stepped or direct access and/or intensive courses (including exams)		£38 (57€) for first provisional licence (upgrade provisional licence for full licence is free)

A large variety of costs is to be observed. As the moped is technically fully harmonized across Europe with its top speed of 45 km/h limited by the manufacturer, it is worth questioning these widely different access costs (DL costs).

In certain cases of very high costs, this is in complete contradiction with the social role of the small PTW which should be considered as a truly economical means of individual transport for a very large category of people.

Table 2.6

MOTORCYCLE DL costs (indicative prices)



	Training cost	Achievement cost	Registration cost	Renewal		Tax on DL possess
				Frequency	cost	
Austria	btw. 160-1000 € depending on category and combination of DL	btw. 650-1200 €	n.a.	-	-	None
Belgium	btw. 150-600 € depending on the nb. of hours for practice and guidance to examination	200 € - 650 €	16 €	Never	-	None
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	None
Czech Republic	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Denmark	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Finland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
France	btw. 400-500 € depending on BSR	+/- 716 €	None	Never	-	None
Germany	+/- 1000 € (lessons and exams)		43,40 €	Never	-	None
Greece	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Hungary		n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	maximum 320 € depending on bike hire	n.a.	1 year = 5,81 € - 3 years = 17,44 € - 10 years = 29,07 € - for a provisional licence of two years = 17,44 €	n.a.	n.a.	n.a.
Italy	+/- 300 €	+/- 516 €	None	Every 10 years	-	None
Latvia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Luxemburg	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Malta	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Netherlands	btw. 1100-1650 €	btw. 180-200 €	btw. 37-45 €	Every 10 years	27-40,9 €	None
Poland	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Portugal	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Spain	n.a.	btw. 150-400 €	150 € (A1) - 400 € (A2)	Every 10 years if less than 45 y.o. - Every 5 years if between 45 and 70 y.o. - Every 2 years if more than 70 y.o.	+/- 50 €	None
Sweden	+/- 1000 €	970 €	None	-	-	None
United Kingdom	btw. £380-680 (571-1022 €) depending on stepped or direct access nad/or intensive courses (including exams)		£38 (57 €) for first provisional licence (upgrade provisional licence for full licence is free)	For riders over 70 y.o.	£6 (9 €)	None

(DL) Driving licence - (BSR) Brevet de Sécurité Routière - (y.o.) year old

Source: ACEM

Table 2.6

MOTORCYCLE DL costs (indicative prices)



There is a clear cut between the North and the South of Europe. Motorcycle DL costs are more affordable where the motorcycling culture is largely shared by the citizen. A wider availability of training facilities may also contribute to explain this difference.

Table 2.7.1

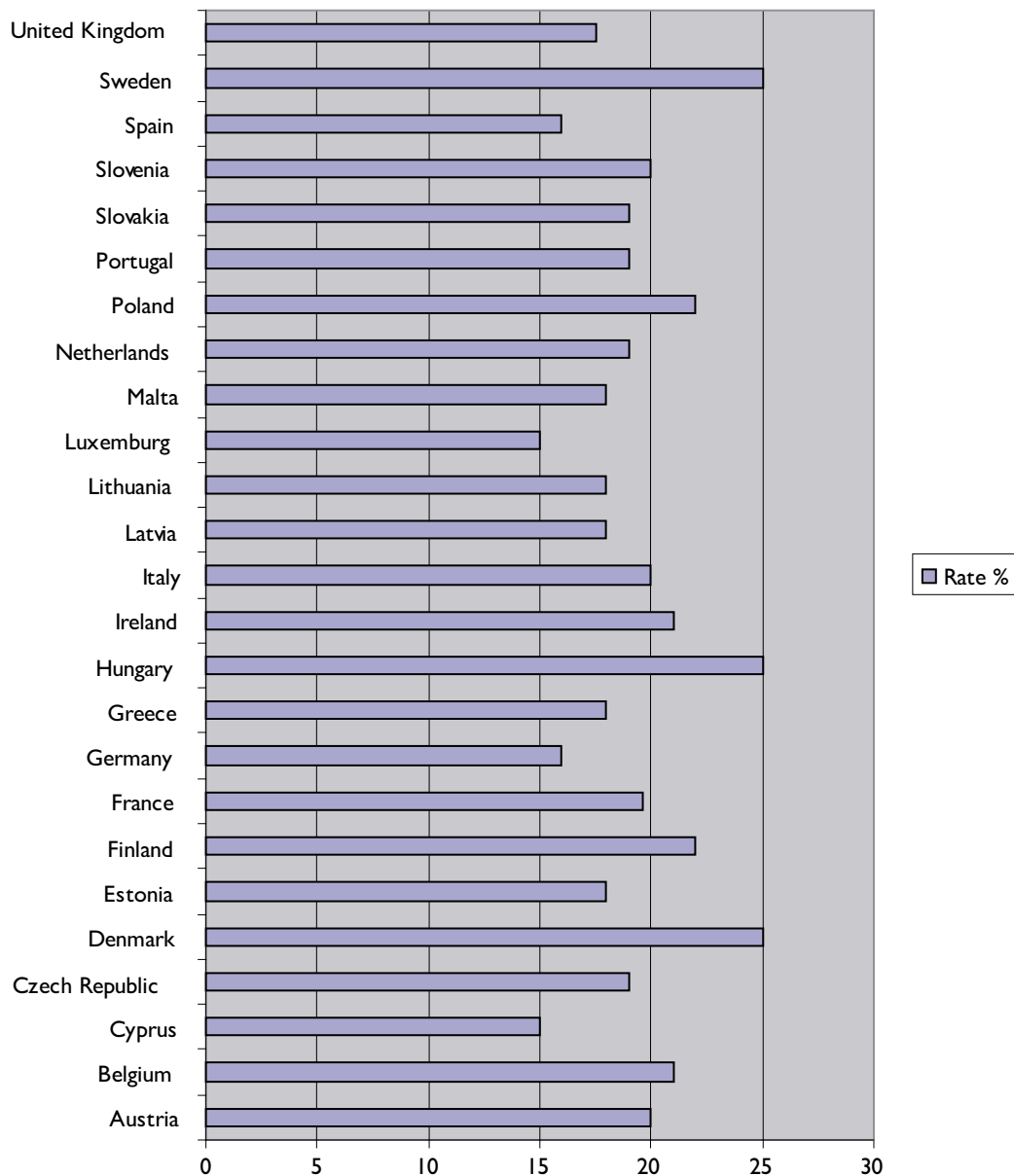
National VAT rate for new PTWs

	Denomination	Rate %
Austria	Mehrwertsteuer (MwSt)	20
Belgium	Taxe Valeur Ajoutée (TVA) Belasting Toegevoegde Waarde	21
Cyprus	φόρος ^Π ροστιθέμενης αξίας	15
Czech Republic	danz přidané hodnoty	19
Denmark	Merværdiafgift (moms)	25
Estonia	Käibemaks	18
Finland	arvo yhteenlaskettu vero	22
France	Taxe Valeur Ajoutée (TVA)	19,6
Germany	Mehrwertsteuer (MwSt)	16
Greece	φόρος ^Π ροστιθέμενης αξίας	18
Hungary	Általános forgalmi adó (áfa)	25
Ireland	Value added tax (VAT)	21
Italy	Imposta sul Valore Aggiunto (IVA)	20
Latvia	virsvērtības nodoklis	18
Lithuania		18
Luxemburg	Mehrwertsteuer (MwSt)	15
Malta		18
Netherlands	Belasting Toegevoegde Waarde	19
Poland	podatek od wartosci dodanej	22
Portugal	Imposto sobre o Valore Acrescentado (IVA)	19
Slovakia		19
Slovenia	vrednost added davek	20
Spain	Impuesto sobre el Valor Añadido (IVA)	16
Sweden	Mervärdesskatt (moms)	25
United Kingdom	Value added tax (VAT)	17,5

Source: <http://www.europe.org/valueaddedtax.html>

Table 2.7.1

National VAT rate for new PTWs



A surprisingly wide range of taxation rates for new vehicles between Member countries, with a levy of VAT starting at a rock-bottom low 15% for Cyprus and Luxemburg and raising to a hefty 25% in two countries where the number of PTWs in use is not insignificant.

Table 2.7.2 :

National VAT rate for second-hand PTWs

	Seller	purchaser	VAT rate applied (paid by the purchaser)	VAT rate applied on
	Non liable to VAT	Anybody	None	
	Liable to VAT but no PTWs' dealer	Anybody	The same national VAT rate than in the case of new PTW purchase	PTW nett purchase price
EU (15)		Liable to VAT	The same national VAT rate than in the case of new PTW purchase	PTW nett purchase price
	Liable to VAT PTWs' dealer	Non liable to VAT	The same national VAT rate than in the case of new PTW purchase	Dealer profits (the difference between the resale price and the dealer PTW purchase price).
Germany	privat person	Not liable to VAT	no	no
	PTWs' dealer	Not liable to VAT	no	Dealer has to pay 16% of the price

Source:ACEM



Table 2.8.1

REGISTRATION taxes and other fees - EU overview

	Tax denomination	PTWs subject to	Reference parameter
Austria	Normverbrauchsabgabe (NoVA)	with ED > 125cc (for new motorcycles and motorcycles not yet registered nationally)	ED
Belgium	Taxe de mise en circulation (TMC) / belasting op inverkeerstelling (BIV)	with ED > 250cc	EP + year
Cyprus	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.
Denmark	n.a.	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.
Finland	n.a.	n.a.	n.a.
France	Carte grise Duplicata de carte grise	all PTWs motorcycles	nb. of years EP
Germany	-	-	-
Greece	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.
Ireland	n.a.	n.a.	n.a.
Italy	APIET and IET (deleted in 1998)	all PTWs	
Latvia	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.
Luxembourg	no special name	-	-
Malta	n.a.	n.a.	n.a.
Netherlands	Belasting personenauto's en motorrijwielen (BPM)	with ED > 50cc	PTW net purchase price
Poland	n.a.	n.a.	n.a.
Portugal	n.a.	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.
Spain	Tasa de Matriculación	> 250 cc	PTW net purchase price
Sweden	Försäljningsskatt (accis)	with ED > 50cc	Kg
United Kingdom	First Registration Fee	All PTWs	At point of registration

(ED) Engine design - (EP) Engine power - (VAT) Value added tax - (VED) Vehicle excise duty

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Table 2.8.1

REGISTRATION taxes and other fees - EU overview



	First registration tax/fee	Successive registration tax/fee	Other taxes/fees
Austria	0.02*(cylinder capacity in cm ³ minus 100 cm ³) / must not exceed 16% of the invoice price	-	-
Belgium	see following table	see following table	62 € (registration fee + number plate)
Cyprus	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.
Denmark	n.a.	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.
Finland	n.a.	n.a.	n.a.
France	+/- 17 €/horse power (<10y.o.) +/- 8 €/horse power (>10 y.o.) +/- 8 €(1-2 horse power) +/- 33 €(>2Hp)	-	-
Germany	46.5 €	29.65 € (registration fee)	33€ (registration fee) 13.8€ (number plate) + 1.84€/25cc (annual traffic taxes)
Greece	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.
Ireland	n.a.	n.a.	n.a.
Italy	94 €	180€ (transfer)	45€ (registration paper + number plate) 22€ (stamp) 16€ (agency fee)
Latvia	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.
Luxembourg	50 €	-	-
Malta	n.a.	n.a.	n.a.
Netherlands	1) PTW net price ≤ 2133 € than BPM = 10,2% of 2133€ 2) PTW net price > 2133€ than BPM = 20,7% of 2133€ minus 224€	-	47.25€ (registration Paper)
Poland	n.a.	n.a.	n.a.
Portugal	n.a.	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.
Spain	12%	28% total taxes	16% (VAT)
Sweden	147.3 € ≤ 75 kg 193.5 € >75 ≤ 160 kg 296.9€ >160 ≤ 210 kg 492.5 € > 210 kg	-	moms (VAT 25%)
United Kingdom	£38 (57€)	-	VAT + VED (see table 2.9) + roadworthiness test for PTWs over 3 y.o. (see table 2.3)

(ED) Engine design - (EP) Engine power - (VAT) Value added tax - (VED) Vehicle excise duty

Source: ACEM

Table 2.8.1

REGISTRATION taxes and other fees - EU overview



With the singularity of Belgium rightfully deserving a whole chapter of its own for the sheer complexity of its rather elaborate system of taxation, it is staggering to take stock of the fact that Germany, Italy, Luxemburg and the UK have implemented a flat rate of taxation for PTWs, whereas France taxes on engine horsepower, Austria taxes on engine cubic capacity, the Netherlands taxes on vehicle value (net price), and Sweden taxes on vehicle WEIGHT.

Table 2.8.2

REGISTRATION taxes and other fees - Belgium

Category	First registration	Successive registration					
		less than 1 year	less than 2 years	less than 3 years	less than 4 years	less than 5 years	less than 6 years
EP ≤ 70kW	61,97 €	61,97 €	61,97 €	61,97 €	61,97 €	61,97 €	61,97 €
71kW ≤ EP ≤ 85kW	123,95 €	123,95 €	111,55 €	99,16 €	86,76 €	74,37 €	61,97 €
86kW ≤ EP ≤ 100kW	495,79 €	495,79 €	446,21 €	396,63 €	347,05 €	297,47 €	247,89 €
101kW ≤ EP ≤ 110kW	867,63 €	867,63 €	780,86 €	694,10 €	607,34 €	520,58 €	433,81 €
111kW ≤ EP ≤ 120kW	1.239,47 €	1.239,47 €	1.115,52 €	991,57 €	867,63 €	743,68 €	619,73 €
121kW ≤ EP ≤ 155kW	2.478,93 €	2.478,93 €	2.231,04 €	1.983,15 €	1.735,25 €	1.487,36 €	1.239,47 €
EP ≥ 155kW	4.957,87 €	4.957,87 €	4.462,08 €	3.966,30 €	3.470,51 €	2.974,72 €	2.478,94 €
		less than 7 years	less than 8 years	less than 9 years	less than 10 years	10 years and more	
EP ≤ 70kW		61,97 €	61,97 €	61,97 €	61,97 €	61,97 €	
71kW ≤ EP ≤ 85kW		61,97 €	61,97 €	61,97 €	61,97 €	61,97 €	
86kW ≤ EP ≤ 100kW		198,31 €	148,74 €	99,16 €	61,97 €	61,97 €	
101kW ≤ EP ≤ 110kW		347,05 €	260,29 €	173,53 €	86,76 €	61,97 €	
111kW ≤ EP ≤ 120kW		495,79 €	371,84 €	247,89 €	123,95 €	61,97 €	
121kW ≤ EP ≤ 155kW		991,57 €	743,68 €	495,79 €	247,89 €	61,97 €	
EP ≥ 155kW		1.983,15 €	1.487,36 €	991,57 €	495,79 €	61,97 €	

Source: ACEM

The above data is hard to believe. Successive registration taxes are yet another item of Belgian peculiarities.



Table 2.9.1

OWNERSHIP tax

	Tax denomination	Reference parameter	PTWs subject to
Austria	Motorbezogene Versicherungssteuer	FhP + ED	with ED > 100cc
Belgium	Taxe de circulation/ Verkeersbelasting	ED	with ED > 250cc
Cyprus	n.a.	n.a.	n.a.
Czech Republic	n.a.	n.a.	n.a.
Denmark	n.a.	n.a.	n.a.
Estonia	n.a.	n.a.	n.a.
Finland	n.a.	n.a.	n.a.
France	None	-	-
Germany	Kraftfahrzeugsteuer	ED	with ED > 50cc
Greece	n.a.	n.a.	n.a.
Hungary	n.a.	n.a.	n.a.
Ireland	n.a.	n.a.	n.a.
Italy	Tassa di proprietà	cc + kW	All PTWs
Latvia	n.a.	n.a.	n.a.
Lithuania	n.a.	n.a.	n.a.
Luxemburg	Taxe de circulation	ED	All PTWs
Malta	n.a.	n.a.	n.a.
Netherlands	Motorrijtuig-belasting	None	All PTWs except mopeds
Poland	n.a.	n.a.	n.a.
Portugal	n.a.	n.a.	n.a.
Slovakia	n.a.	n.a.	n.a.
Slovenia	n.a.	n.a.	n.a.
Spain	Impuesto sobre Vehiculos de Traccion Mecanica	ED	All PTWs
Sweden	Vägskatt	ED	All PTWs
United Kingdom	Vehicle Excise Duty	ED	All PTWs used on public highway

(ED) Engine design - (Fhp) Fiscal Horsepower - (PTW) Powered Two Wheeler

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Table 2.9.1

OWNERSHIP tax



	Annual amount due	Payable by Instalments
Austria	0,022€ * 12 per cm ³	Yes (plus 10% for monthly payment-8% for 3 month payments-6% for 6 month payments)
Belgium	40,44 €	No
Cyprus	n.a.	n.a.
Czech Republic	n.a.	n.a.
Denmark	n.a.	n.a.
Estonia	n.a.	n.a.
Finland	n.a.	n.a.
France	-	-
Germany	1,84€ due each 25cc of PTW ED per year	No
Greece	n.a.	n.a.
Hungary	n.a.	n.a.
Ireland	n.a.	n.a.
Italy	19€ for PTWs ≤125cc and/or 11kW 19€ + 0,88 each kW for PTWs >125cc	No
Latvia	n.a.	n.a.
Lithuania	n.a.	n.a.
Luxemburg	See following table	Yes
Malta	n.a.	n.a.
Netherlands	54 €	Yes (27 € per 3-months)
Poland	n.a.	n.a.
Portugal	n.a.	n.a.
Slovakia	n.a.	n.a.
Slovenia	n.a.	n.a.
Spain	in Spain in Madrid	No
	ED<50cc 2 € 7 €	
	ED<125cc 2 € 7 €	
	150cc<ED≤250 4 € 12 €	
	250cc<ED≤500 8 € 26 €	
	500cc<ED≤1000 15 € 53 €	
	ED>1000cc 30 € 110 €	
Sweden	app. 22€/year	No
United Kingdom	in the UK	
	ED≤150cc £15	
	150cc<ED≤400cc £30	
	401cc<ED<600cc £45	
	all other PTWs £60	Yes (6 months licences are available for PTWs with ED > 600cc - £33)

(ED) Engine design - (Fhp) Fiscal Horsepower - (PTW) Powered Two Wheeler

Source: ACEM

Table 2.9.2

OWNERSHIP tax - Luxemburg

	Category of PTW ED and Fiscal power	Annual amount due	Amount for 6 months
Luxemburg	≤100	2,50 €	2,48 €
	101-200	5,00 €	2,75 €
	201-300	7,75 €	4,00 €
	301-400	10,25 €	5,50 €
	401-500	13,00 €	6,75 €
	501-600	15,50 €	8,00 €
	601-700	18,00 €	9,50 €
	701-800	20,75 €	10,75 €
	801-900	23,25 €	12,00 €
	901-1000	26,00 €	13,50 €
	1001-1100	28,50 €	14,75 €
	1101-1200	31,00 €	16,00 €
	1201-1300	33,75 €	17,50 €
	1301-1400	36,25 €	18,75 €
	1401-1500	39,00 €	20,25 €
	1501-1600	41,50 €	21,50 €
	1601-1700	44,00 €	22,75 €
	1701-1800	46,75 €	24,25 €
	1801-1900	49,25 €	25,50 €
	1901-2000	52,00 €	27,00 €

(ED) Engine design

Source:ACEM

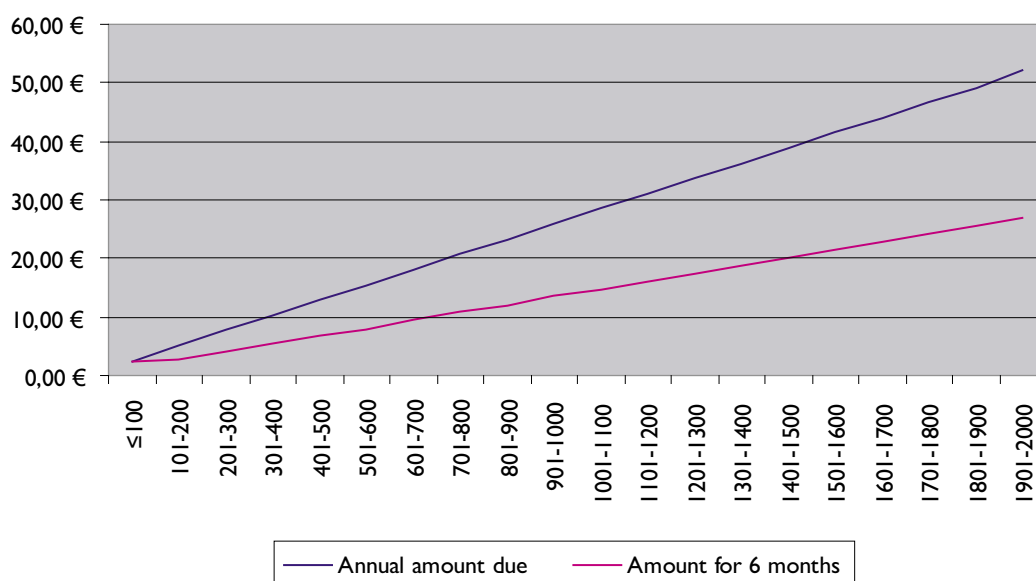


Table 2.10

Annual INSURANCE cost by model (indicative prices)



		Total cost (tax included)	Tax	Note
		Piaggio Vespa ET2 50		
		male - 16 years old - new moped driving licence owner		
Austria	Premium	111,53 €	11%	Subscription to a third-party insurance policy is compulsory for all vehicles. Tariffs are not regulated by government, therefore they vary a lot between insurance companies.
	All risks	128,21 €		
Belgium	Premium	195,53 €	21%	
Cyprus	Premium	n.a.	n.a.	
Czech Republic	Premium	n.a.	n.a.	
Denmark	Premium	n.a.	n.a.	
Estonia	Premium	n.a.	n.a.	
Finland	Premium	n.a.	n.a.	
France	Premium	338,00 €	33% + 3,30€	driver: 9% - legal protection: 18% - assistance: 9%
	All risks	855,00 €	18%	- helmet: 33% - theft/fire: 18% - natural disaster: 18% - third-party: 18%
Germany	Premium	50,00 €	16%	
	All risks	-		
Greece	Premium	n.a.	n.a.	
Hungary	Premium	n.a.	n.a.	
Ireland	Premium	n.a.	n.a.	
Italy	Premium	369,00 €	23%	
Latvia	Premium	n.a.	n.a.	
Lithuania	Premium	n.a.	n.a.	
Luxemburg	Premium	n.a.	n.a.	
Malta	Premium	n.a.	n.a.	
Netherlands	Premium	306,00 €	7%	
Poland	Premium	n.a.	n.a.	
Portugal	Premium	n.a.	n.a.	
Slovakia	Premium	n.a.	n.a.	
Slovenia	Premium	n.a.	n.a.	
Spain	Premium	661,70 €	0,3% Net Premium - 6% Net Premium - 3% RCO Premium	
	All risks	-		
Sweden	Premium	n.a.	25%	
United Kingdom	Premium	£404 (607€)	5%	
	All risks	£679 (1020€)		

Source: ACEM

Table 2.10

Annual INSURANCE cost by model (indicative prices)



		Total cost (tax included)	Tax	Note
		Peugeot Elystar 125(ABS)		
		male - 25 years old - new motorcycle driving licence owner		
Austria	Premium	45,96 €		Subscription to a third-party insurance policy is compulsory for all vehicles. Tariffs are not regulated by government, therefore they vary a lot between insurance companies.
	All risks	66,05 €	11%	
Belgium	Premium	228,49 €	21%	
Cyprus	Premium	n.a.	n.a.	
Czech Republic	Premium	n.a.	n.a.	
Denmark	Premium	n.a.	n.a.	
Estonia	Premium	n.a.	n.a.	
Finland	Premium	n.a.	n.a.	
France	Premium	964,00 €	33% + 3,30€	driver: 9% - legal protection: 18% - assistance: 9% - helmet: 33% - theft/fire: 18% - natural disaster: 18% - third-party: 18%
	All risks	1.502,00 €	18%	
Germany	Premium	120,00 €	16%	
	All risks	-		
Greece	Premium	n.a.	n.a.	
Hungary	Premium	n.a.	n.a.	
Ireland	Premium	n.a.	n.a.	
Italy	Premium	344,00 €	23%	
Latvia	Premium	n.a.	n.a.	
Lithuania	Premium	n.a.	n.a.	
Luxemburg	Premium	n.a.	n.a.	
Malta	Premium	n.a.	n.a.	
Netherlands	Premium	132,00 €	7%	
Poland	Premium	n.a.	n.a.	
Portugal	Premium	n.a.	n.a.	
Slovakia	Premium	n.a.	n.a.	
Slovenia	Premium	n.a.	n.a.	
Spain	Premium	238,06 €	0,3% Net Premium - 6% Net Premium - 3% RCO Premium	
	All risks	449,40 €		
Sweden	Premium	n.a.	25%	
United Kingdom	Premium	£173 (260€)	5%	
	All risks	£476 (715€)		

Source: ACEM

Table 2.10

Annual INSURANCE cost by model (indicative prices)



		Total cost (tax included)	Tax	Note
Yamaha XT 600 E				
male - 25 years old - 3 years of motorcycle driving licence possess				
Austria	Premium	184,75 €	11%	Subscription to a third-party insurance policy is compulsory for all vehicles. Tariffs are not regulated by government, therefore they vary a lot between insurance companies.
	All risks	190,38 €		
Belgium	Premium	427,33 €	21%	
Cyprus	Premium	n.a.	n.a.	
Czech Republic	Premium	n.a.	n.a.	
Denmark	Premium	n.a.	n.a.	
Estonia	Premium	n.a.	n.a.	
Finland	Premium	n.a.	n.a.	
France	Premium	458,00 €	33% + 3,30€	driver: 9% - legal protection: 18% - assistance: 9% - helmet: 33% - theft/fire: 18% - natural disaster: 18% - third-party: 18%
	All risks	769,00 €		
Germany	Premium	130,70 €	16%	
	All risks	168,20 €		
Greece	Premium	n.a.	n.a.	
Hungary	Premium	n.a.	n.a.	
Ireland	Premium	n.a.	n.a.	
Italy	Premium	738,00 €	23%	
Latvia	Premium	n.a.	n.a.	
Lithuania	Premium	n.a.	n.a.	
Luxemburg	Premium	n.a.	n.a.	
Malta	Premium	n.a.	n.a.	
Netherlands	Premium	126,58 €	7%	
Poland	Premium	n.a.	n.a.	
Portugal	Premium	n.a.	n.a.	
Slovakia	Premium	n.a.	n.a.	
Slovenia	Premium	n.a.	n.a.	
Spain	Premium	249,76 €	0,3% Net Premium - 6% Net Premium - 3% RCO Premium	
	All risks	472,78 €		
Sweden	Premium	n.a.	25%	
United Kingdom	Premium	£363 (545€)	5%	
	All risks	£520 (781€)		

Source: ACEM

Table 2.10

Annual INSURANCE cost by model (indicative prices)



		Total cost (tax included)	Tax	Note
		Triumph Speed Four (599cc)		
		male - 25 years old - 3 years of motorcycle driving licence possess		
Austria	Premium	184,75 €	11%	Subscription to a third-party insurance policy is compulsory for all vehicles. Tariffs are not regulated by government, therefore they vary a lot between insurance companies.
	All risks	190,38 €		
Belgium	Premium	427,33 €	21%	
Cyprus	Premium	n.a.	n.a.	
Czech Republic	Premium	n.a.	n.a.	
Denmark	Premium	n.a.	n.a.	
Estonia	Premium	n.a.	n.a.	
Finland	Premium	n.a.	n.a.	
France	Premium	879,00 €	33% + 3,30€	driver: 9% - legal protection: 18% - assistance: 9%
	All risks	1.583,00 €	18%	- helmet: 33% - theft/fire: 18% - natural disaster: 18% - third-party: 18%
Germany	Premium	181,20 €	16%	
	All risks	273,20 €		
Greece	Premium	n.a.	n.a.	
Hungary	Premium	n.a.	n.a.	
Ireland	Premium	n.a.	n.a.	
Italy	Premium	738,00 €	23%	
Latvia	Premium	n.a.	n.a.	
Lithuania	Premium	n.a.	n.a.	
Luxemburg	Premium	n.a.	n.a.	
Malta	Premium	n.a.	n.a.	
Netherlands	Premium	126,58 €	7%	
Poland	Premium	n.a.	n.a.	
Portugal	Premium	n.a.	n.a.	
Slovakia	Premium	n.a.	n.a.	
Slovenia	Premium	n.a.	n.a.	
Spain	Premium	639,71 €	0,3% Net Premium - 6% Net Premium - 3% RCO Premium	
	All risks	1.252,67 €		
Sweden	Premium	n.a.	25%	
United Kingdom	Premium	£345 (518€)	5%	
	All risks	£607 (912€)		

Source: ACEM

Table 2.10

Annual INSURANCE cost by model (indicative prices)



		Total cost (tax included)	Tax	Note
		Honda CBR 900 RR		
		male - 25 years old - 3 years of motorcycle driving licence possess		
Austria	Premium	246,36 €	11%	Subscription to a third-party insurance policy is compulsory for all vehicles. Tariffs are not regulated by government, therefore they vary a lot between insurance companies.
	All risks	267,64 €		
Belgium	Premium	427,33 €	21%	
Cyprus	Premium	n.a.	n.a.	
Czech Republic	Premium	n.a.	n.a.	
Denmark	Premium	n.a.	n.a.	
Estonia	Premium	n.a.	n.a.	
Finland	Premium	n.a.	n.a.	
France	Premium	947,00 €	33% + 3,30€	driver: 9% - legal protection: 18% - assistance: 9%
	All risks	1.722,00 €	18%	- helmet: 33% - theft/fire: 18% - natural disaster: 18% - third-party: 18%
Germany	Premium	303,00 €	16%	
	All risks	405,00 €		
Greece	Premium	n.a.	n.a.	
Hungary	Premium	n.a.	n.a.	
Ireland	Premium	n.a.	n.a.	
Italy	Premium	738,00 €	23%	
Latvia	Premium	n.a.	n.a.	
Lithuania	Premium	n.a.	n.a.	
Luxemburg	Premium	n.a.	n.a.	
Malta	Premium	n.a.	n.a.	
Netherlands	Premium	134,24 €	7%	
Poland	Premium	n.a.	n.a.	
Portugal	Premium	n.a.	n.a.	
Slovakia	Premium	n.a.	n.a.	
Slovenia	Premium	n.a.	n.a.	
Spain	Premium	787,34 €	0,3% Net Premium - 6% Net Premium - 3% RCO Premium	
	All risks	1.547,94 €		
Sweden	Premium	n.a.	25%	
United Kingdom	Premium	£817 (1227€)	5%	
	All risks	£1632 (2452€)		

Source: ACEM



Who we are?

▲ ACEM, the Motorcycle Industry in Europe, is the professional body representing the interests and combined skills of 11 powered two wheelers (PTWs) manufacturers and 11 national associations and 3 guest members at European level out of 11 European countries, representing a turnover of 10 bn EURO in EU and the employment of over 100.000 people. ACEM is a competent,

committed and reliable partner of European institutions. ACEM members are fully committed to their environmental, safety, mobility and economic responsibilities.

Transport safety :

ACEM is committed to continually improve safety of PTW'S and willingly takes its share of the collective responsibility that Governments and stakeholders share

Environmental protection :

ACEM members are committed to minimise the environmental impact of its products and processes

Mobility :

ACEM is committed to developing its products as socially responsible solutions to transport and mobility challenges.

Economic :

ACEM is committed to

continually develop and maintain a strong and viable industry in Europe.

