

## ACEM statistical release - Registrations of motorcycles and mopeds in key European markets during the year 2025

New motorcycle registrations in five of the largest European markets (i.e. France, Germany, Italy, Spain and the UK) reached 1.002.848 units during 2025. This represents a variation of approximately -12,9 % compared to the same period in 2024 (1.150.852 units). Motorcycle registration volumes increase in Spain (242.580 units, +8,3 % year-on-year) while in other markets, results remain negative for the current year, with for Italy (331.634 units, -6 %), for France (179.225 units, -16,4 %), for UK (89.645 units, -19,3%) and for Germany (159.764 units, -35,7 %).

Moped registrations reached a total volume of 142.060 units in the six European moped markets monitored by ACEM (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume represents a reduction of -20,7 % in comparison to last year at the same period (179.231 units). Leaves for Germany, which is experiencing slight growth (15.512 units, 4,9 %), the decline is widespread in all other monitored countries: Spain (13.594 units, -0,8 %), Belgium (26.195 units, -14,9 %), Netherlands (24.069 units, -25,3 %), France (48.526 units -26,4 %), and Italy (14.164 units, -35,1 %).

### Quote

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said:

"The 2025 figures confirm the anticipated market correction following the Euro 5+ transition, with motorcycle registrations returning to just over one million units. While this represents a 12.9% decline compared to the exceptional performance of 2024, which was significantly driven by stock registrations ahead of the new emissions standard, it is important to view these results in a longer-term perspective. Compared to the pre-pandemic period, motorcycle registrations remain robust, going up by 14.7% from 2019 levels, demonstrating that the growth in consumer interest for powered two-wheelers has been consistent, including a continued shift from mopeds to motorcycles.

Despite the challenging economic backdrop in Europe, the L-category continues to show resilience, remaining an attractive option for both mobility and leisure. As we look to 2026, we will need to wait for the first half of the year to better assess how the market evolves."

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## Note for editors

As of 2020, ACEM statistical releases cover the following:

- For the motorcycle segment: Italy, France, Germany, Spain and UK. These countries account for about 80% of motorcycle registrations in the EU + UK block.
- For the moped segment: France, the Netherlands, Germany, Italy, Belgium, and Spain. These countries account for about 80% of moped registrations in the EU + UK block.
- Moped figures include L1eB vehicles (two-wheel mopeds) and L2e vehicles (three-wheel mopeds). Some countries may also include L1e-A vehicles (powered cycles), depending on their administrative practices.

## About ACEM

- The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe.
- ACEM members include 16 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, Peugeot Motorcycles, Piaggio, Polaris Industries, Royal Enfield, Suzuki, Triumph Motorcycles, Yamaha and Zero Motorcycles.
- ACEM also represents 17 motorcycle industry associations in 16 different European countries. About 300,000 jobs depend on the L-category industry in Europe. There are more than 39 million motorcycles and scooters on Europe's roads (2019 estimate).