European Commission

CASP
Coordinated Activities on the Safety of Products

CASP 2025

PSA 2 – Child bicycle seats (retesting)

Final activity report

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List of abbreviations

ANEC	European Association for the Coordination of Consumer Representation in Standardisation
CASP	Coordinated Activities on the Safety of Products
DG JUST	Directorate-General for Justice and Consumers
EC	European Commission
EFTA	European Free Trade Association
EISMEA	European Innovation Council and SMEs Executive Agency
EN	European standard
EU	European Union
GPSR	General Product Safety Regulation 2023/988
kg	Kilogram
KoM	Kick-off meeting
MSA	Market surveillance authority
PSA	Product-specific activity

Executive summary

Objectives

The overarching goal of the Coordinated Activity on the Safety of Products (CASP project is to protect the health and safety of European consumers by supporting market surveillance authorities (MSAs from EU/EFTA countries to better coordinate their activities. MSAs participate in joint sampling, testing and risk assessment of specific products during CASP.

Product scope

Child bicycle seats are consumer products designed to transport young children on bicycles, either mounted on the front or rear. Because these seats are used by very vulnerable passengers, ensuring their safety is critical. This product was also tested as part of the CASP 2019 project.

Main testing criteria and results

Out of the 25 samples tested based on the standard EN 14344:2022, 17 (68 %) samples did not meet the relevant safety requirements. Examination of the warnings, markings and instructions performed by the MSAs showed that 21 (75 %) of 28[1] samples did not meet the requirements.

Conclusions

The testing results showed a significant level of failures among child bicycle seats. Safety failures were mainly linked to restraint systems, mechanical strength and durability, edges and protrusions, lateral protections and foot retention systems. As a result of this activity, MSAs issued 2 Safety Gate notifications[2].

Key recommendations to stakeholders

For consumers

- Before purchase, ensure the child bicycle seat fits your bike, clearly displays the maximum height and weight of the child and is equipped with essential safety features such as shoulder straps, footrests and foot straps.
- Before you ride, check your child's seat for sharp edges, screws, or bolts that could catch on clothing.
- Inspect your child's bicycle seat regularly, particularly the seat attachment, as weather and frequent use can loosen parts or damage components, which may affect safety.

For economic operators

- Ensure that your child bicycle seat includes the required restraint systems.
- Do not promote unsafe use in marketing materials and ensure clear, compliant communication with consumers when corrective measures or recalls are required.

For standardisation organisations

- Some requirements in EN 4344:2022 would benefit from clarification, particularly the shift to a more subjective assessment of sharp edges in Clause 8.3.1.
- Clause 9.2.2.2 should address how children's clothing can affect the correct adjustment and performance of restraint systems.

[1] For three samples, checks on warnings, markings and instructions were carried out; however, laboratory testing could not be performed as the samples were lost during shipment.

[2] Number of notifications as of the date of drafting of this document, based on the data available up to and including 20 April 2026.

Part I

Overview of the activity

Participating MSAs

#	Country	MSA
1	Belgium	Federal Public Service Economy - Directorate General Quality and Safety
2	Croatia	State Inspectorate
3	Czechia	Czech Trade Inspection Authority
4	France	General Directorate for Competition, Consumer Protection and Fraud Control
5	Germany	State Directorate of Saxony*
6	Germany	Government of Upper Bavaria - Trade Supervisory Office
7	Germany	Tübingen Regional Council
8	Germany	Labour Inspectorate State of Bremen*
9	Hungary	National Authority for Trade and Consumer Protection*
10	Italy	Torino Chamber of Commerce
11	Malta	Malta Competition and Consumer Affairs Authority
12	Spain	Ministry of Social Rights, Consumer Affairs and Agenda 2030

* MSAs can participate in CASP in a testing-only modality. They participate in the testing process, but are not involved in the discussions and decision-making and do not take part in the activity meetings.

Product scope

Child bicycle seats are used to transport young children in a variety of environments, including dynamic and potentially risky ones. Their safety relies on robust design, effective restraint systems, secure attachment to the bicycle and clear instructions for installation and use. Unsafe products may expose children to serious risks, including cuts, entrapment and choking hazards.

These products were previously tested under CASP 2019: 44 samples were assessed based on EN 14344:2004. Between 2019 and 2025, nine Safety Gate notifications were issued for this product category and the updated EN 14344:2022 standard was published.

Both the 2019 and 2025 activities covered front and rear child seats for bicycles and electrically assisted cycles with a cut-off speed of up to 25 km/h. They included bike seats intended to transport children weighing between 9 kg and 22 kg who are capable of sitting unaided. Seats are classified according to the weight of the child carried and their mounting position on the cycle. All the three categories described below were in scope of the activities.

Product classification	Description
A15: Back seat	Child seat intended to be mounted on a bicycle behind the rider, for a maximum weight of 15 kg.
A22: Back seat	Child seat intended to be mounted on a bicycle behind the rider, for a maximum weight of 22 kg.
C15: Front seat	Child seat intended to be mounted on a bicycle in front of the rider, for a maximum weight of 15 kg.

Testing criteria

This was a retesting activity applying the same testing criteria as CASP 2019, with the aim of enabling large-scale market surveillance of products with a high incidence of non-compliance.

Child bicycle seats were tested based on **EN 14344:2022**. The testing plan covered Clause 4 (general requirements and test conditions), Clause 7 (thermal hazards) and Clause 8 (mechanical hazards).

Compared to CASP 2019, the only change concerned the application of the updated EN 14344:2022 standard, replacing the 2004 version. The revised standard introduced new and updated requirements, including strangulation risks, flammability and product labelling, as well as additional or revised test provisions.

Sampling and testing

Sampling distribution

The sampling process was carried out by the MSAs based on the sampling distribution agreed during the kick-off meeting (KoM). A total of 28 samples were collected, both online and from physical stores: 21 A22 back seats, six C15 front seats and one A15 back seat.

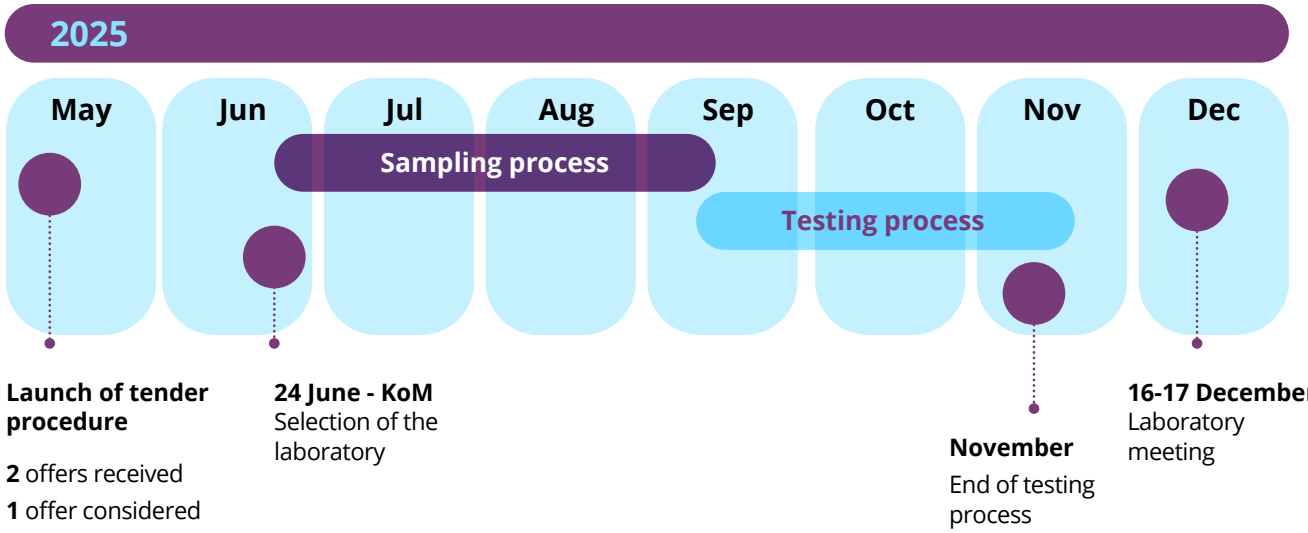
Of the 28 samples, three were not tested as they were lost during shipment.

Testing process

The laboratory responsible for this activity was selected through a tender procedure, launched in May 2025. Of the four EU/EFTA laboratories contacted, two submitted offers. After evaluation, only one was deemed acceptable to perform the testing services. During the KoM, MSAs selected the laboratory.

Following the meeting, MSAs collected samples and sent them to the laboratory.

Figure 1: Timeline of the sampling and testing process



Test results

Overview of the test results and main findings

Of the 25 samples tested, 17 (68 %) did not meet the testing requirements. In parallel, MSAs checked warnings, markings and instructions, identifying formal non-compliance in 21. Overall, when combining laboratory testing and documentation checks, 24 (86 %) of the 28 sampled products did not meet the requirements.

Figure 2: Overall test results (excluding checks on warnings, markings and instructions) (N=25)

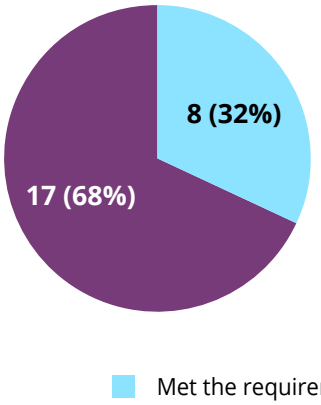
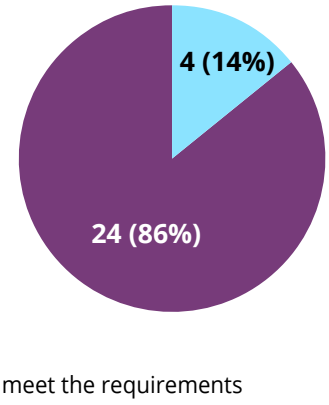


Figure 3: Overall test results (including checks on warnings, markings and instructions) (N=28[3])



Met the requirements

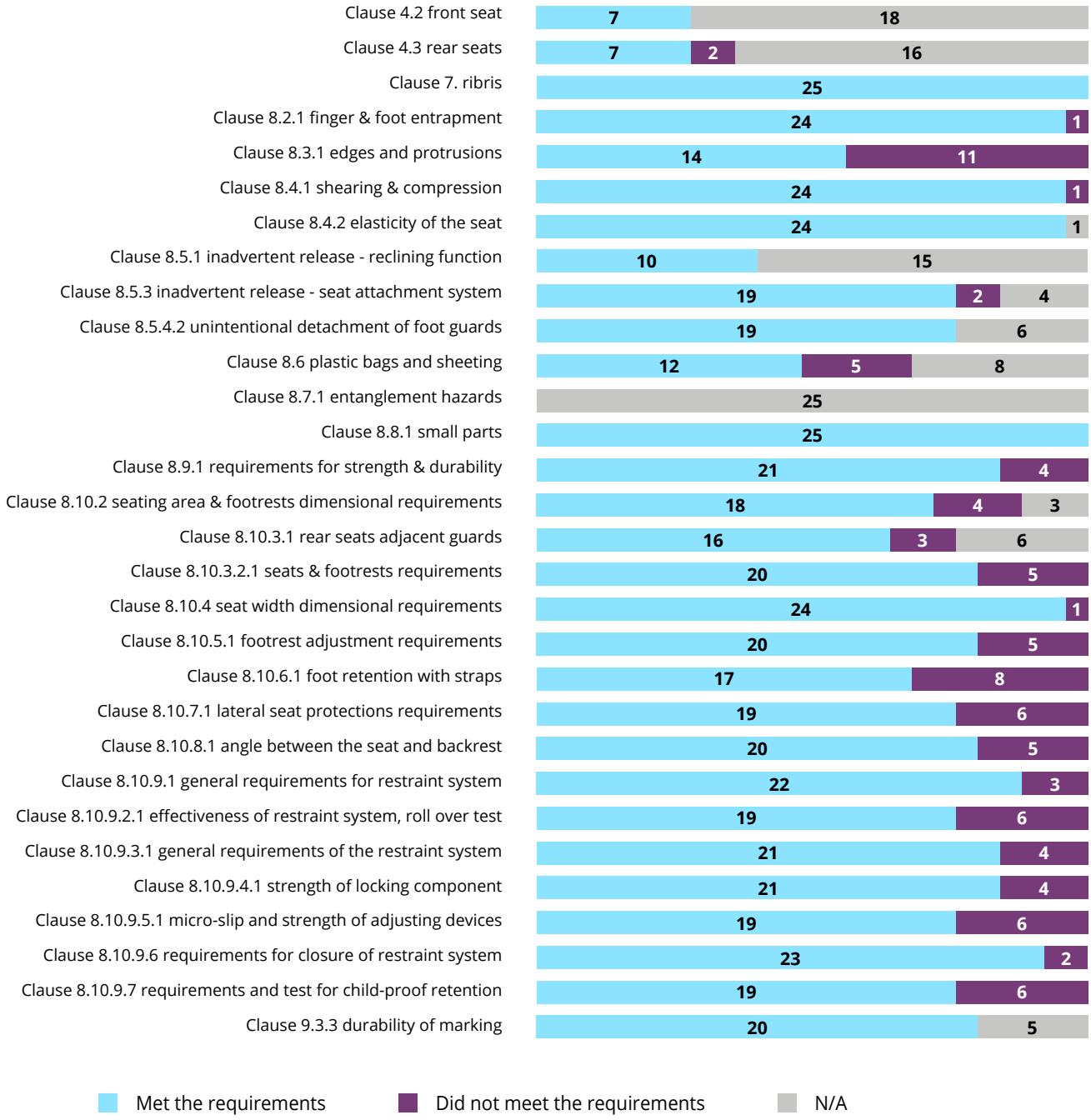
Did not meet the requirements

Results per clause

Based on the testing results, failures were mainly related to restraint systems, mechanical strength and durability, edges and protrusions, lateral protections and foot-retention systems. In particular, Clause 8.3.1 (edges and protrusions) showed a high failure rate, with 44 % of samples failing the test. In addition, five samples failed a substantial number of requirements, each failing between 13 and 16 clauses of the testing plan. Figure 4 provides a detailed overview of the tests results per clause.

[3] For three samples, checks on warnings, markings and instructions were carried out; however, laboratory testing could not be performed as the samples were lost during shipment.

Figure 4: Test results by clause (N=25)



Results per sampling channel and country of origin

Non compliance was more frequently identified in products purchased online, where 11 (85 %) out of 13 samples failed to meet the requirements, compared with an even split between compliant and non compliant products collected in physical stores.

Regarding the results per country of origin, most non-compliant products originated from EU/EFTA countries: 10 (62 %) out of 16 samples were non-compliant.

Figure 5: Test results per sampling channel (N=25)

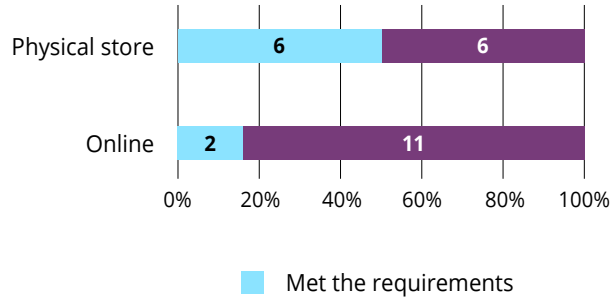
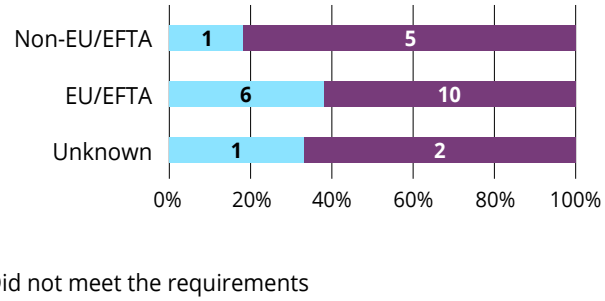


Figure 6: Test results per country of origin (N=25)



Conclusions from the test results

Child bicycle seats are used to transport young children in dynamic and potentially risky environments. While accidents on public roads and cycle paths cannot be entirely prevented, risks should be mitigated as far as possible through safety-by-design and manufacturing in line with the current state-of-the-art and applicable standards. Poor design and suboptimal manufacturing practices not only increase risks to both the child and the rider, but may also undermine confidence in cycling as a mode of transport that should be encouraged for health and environmental reasons.

Against this background, the high failure rate of 68 % remains a significant concern, particularly as the EN defines minimum safety requirements. A notable proportion of safety failures (40 %) concerned products originating from EU/EFTA countries.

The most serious failures related to risks that may not be readily perceived by the adult rider, notably deficiencies in belt and restraint systems. These included failures in rollover tests, inadequate strength and durability under simulated ageing conditions, insufficient performance of adjustment devices and restraint systems that were not child-proof.

Warnings, markings and instructions

The checks performed by the MSAs of markings, warnings and instructions in their national language(s) revealed that 21 (75 %) out of 28 samples did not meet the requirements.

The most common issues concerned missing information about the maximum height and weight of the child, insufficient visibility of the manufacturer's name and address or EU/EFTA contact point, missing sales requirements for back seats and incomplete information about product use.

Risk assessment and corrective measures

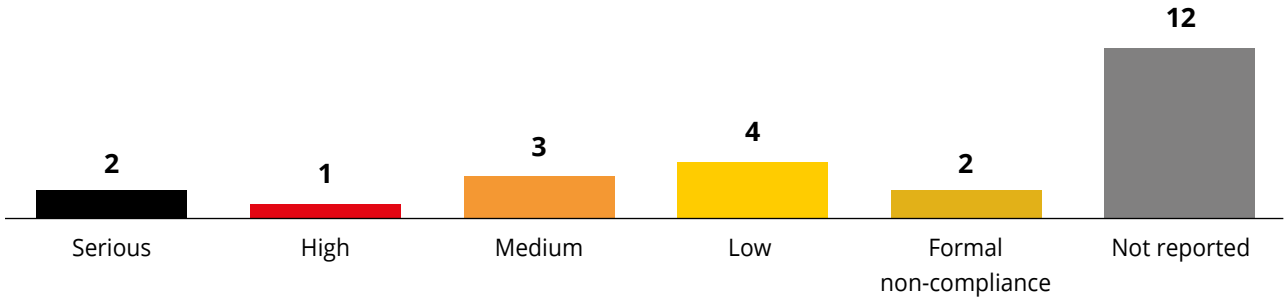
Risk assessment results

When assessing whether a product poses a risk, Article 26 of the General Product Safety Regulation (GPSR) on the notifications of dangerous products through the Safety Gate Rapid Alert System should be respected[4].

In total, 24 (86 %) samples did not meet the requirements. This was due to failures in either the tests and the checks on warnings, markings and instructions, or both[5]. Two samples were evaluated as posing a serious risk, one a high risk, three a medium risk and three a low risk.

Figure 7 shows the risk levels of the samples that did not meet the requirements.

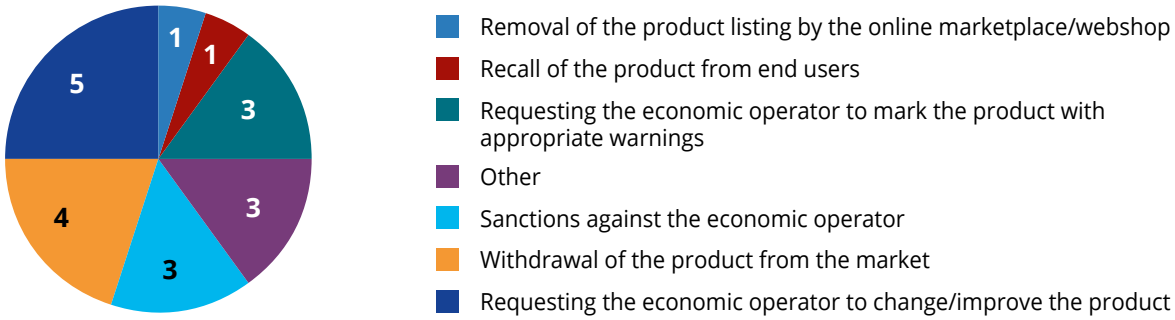
Figure 7: Overview of risk levels of samples (N=24)



Corrective measures

Based on the test results and risk assessments performed, the MSAs determine the corrective measures for products that do not comply with EU legislation and/or applicable standards. Figure 8 illustrates the corrective measures taken for products that failed to meet the testing requirements and/or checks on warnings, markings and instructions.

Figure 8: Measures taken for products that did not meet the requirements (N=20)



[4] Regulation (EU) 2023/988 of the European Parliament and of the Council of 10 May 2023 on general product safety

[5] Products that met the testing requirement, but not the requirements for warnings, markings and instructions are reported under the label 'Formal non-compliance'.

Additionally, when a serious risk is identified, MSAs are legally required to submit a notification through the Safety Gate Rapid Alert System, in accordance with Article 26 of the GPSR. On the basis of the GPSR and Regulation (EU) 2019/10206, it is also recommended to submit notifications of measures taken for products that are assessed as posing a less-than-serious risk. Following the actions triggered by this testing campaign, Safety Gate notifications were issued for two child bicycle seats.

Conclusions and recommendations

Conclusions

The activity identified a significant failure rate of the tested products. Although the results show an improvement compared with the CASP 2019 activity, where all 44 tested samples were non-compliant, the failure rate remains concerning. Non-compliance was frequently linked to safety-critical aspects such as restraint systems, mechanical strength and durability, edges and protrusions, lateral protections and foot retention systems.

These findings underline the continued relevance and added value of retesting activities. By applying the same testing criteria as in CASP 2019, this activity enabled participating MSAs to assess whether testing outcomes had improved and to support consistent enforcement and follow up actions by MSAs at EU level.

Recommendations to stakeholders

The following recommendations draw on the results of the testing process and the discussions held among the participating MSAs, with additional support from ANEC, which contributed to the drafting of these recommendations.

For consumers

Before purchase

- Thinking of buying a child bicycle seat? Make sure it has shoulder straps, footrests and foot straps – if it is missing any of these it could be unsafe.
- Make sure a user manual is available so you can check that it fits your bike.
- Maximum height and weight of the child should be displayed at the point of sale, including online.
- Consult the EU's Safety Gate to see if the product you are buying (with the same batch number and/or product code) has been identified as dangerous.
- Negative customer reviews can help you identify and avoid potentially unsafe products.
- Shop smart – when buying from online stores, choose those that clearly identify the product's manufacturer and distributor.
- Shopping for your child's bicycle seat? Before you buy, make sure the product images show safe use, with the child wearing a helmet and shoulder straps and under adult supervision.

After purchase

- Install your child's bicycle seat correctly for a safe ride:
  - Always follow the manufacturer's instructions, which should be in the language of the country of sale.
  - Make sure the seat is correctly positioned and secured. If it isn't, your child risks falling.
  - Check that the child seat is suitable for your bicycle. It should not impair your bike's performance.
- To help keep your child secure, make sure their bicycle seat back is high enough to cover their head and always ensure they wear a helmet.
- Stop using the seat once your child's height and weight exceed the limits.
- If your child is wearing thick clothing, make sure the restraint systems are properly adjusted before cycling to ensure a secure fit.
- Safety tests on child bicycle seats have found sharp edges and components. Before you ride, check your child's seat for sharp edges, screws, or bolts that could catch on clothing.

[6] Regulation (EU) 2019/1020 of the European Parliament and of the Council of 20 June 2019 on market surveillance and compliance of products.

- Inspect your child's bicycle seat regularly, particularly the seat attachment. Weather and frequent use can affect its safety.

For economic operators

- If you're a manufacturer, distributor, or importer, know your product and the legal requirements of the General Product Safety Regulation it must meet before placing it on the market.
- Ensure that your child bicycle seat includes the required restraint systems.
- Do not show unsafe use of child bicycle seats in advertisements – such as a child without shoulder straps or a helmet, or an unsupervised child.
- Implement appropriate measures to minimise exposure to sharp objects like screws.
- Did you know that there's a new version of the EN 14344 standard? The 2022 version includes new risks that were not covered by the 2004 one. Check the latest standard to ensure your products are compliant as it would give presumption of conformity with the legislation.
- Even when selling online, you must comply with the General Product Safety Regulation. Article 19 outlines the responsibilities of economic operators for distance sales, while Article 22 sets out specific duties for online marketplace providers to ensure product safety.
- If a product recall is issued, clear customer communication is essential. Ensure that the recall notices explain the hazards, how consumers can claim compensation and who to contact.
- When issuing a recall notice, you must comply with the General Product Safety Regulation. Article 36 specifies the elements that the recall notice must include. It is recommended using the European Commission's template for a recall notice for consistency. Closely monitor the recall's impact and adapt your approach if needed. Inform the consumers to stop using the product immediately and how to return the products to you.
- Unsure about your legal obligations? Contact your national market surveillance authority for guidance. They can provide support – find yours here.

For standardisation organisations

- EN 14344:2022 allows the attachment of a C15 front seat for a child up to 15 kg to the front steering geometry of the bicycle. This can potentially affect the steering mechanism and frontal direction of travel, which may lead to injuries for both the child and the rider.
- Clause 8.3.1 of EN 14344:2022 should be reviewed in light of the previous Clause 6.2 of EN 14344:2004. The 2022 revision replaces objectively verifiable requirements on sharp or rough edges with a largely subjective assessment, which is not objectively verifiable. In addition, the distinction introduced between such requirements between inside and outside the protected volume appears insufficiently justified and may benefit from further clarification or simplification.
- Clause 9.2.2.2 (Instructions for Use) of EN 14344:2022 should be amended to explicitly address the potential impact of children's clothing on the performance of restraint systems. In particular, the standard should acknowledge that additional clothing layers commonly worn in colder conditions may affect the correct adjustment and effectiveness of the restraint system and provide appropriate guidance to manufacturers and users.

Part II

What is CASP?

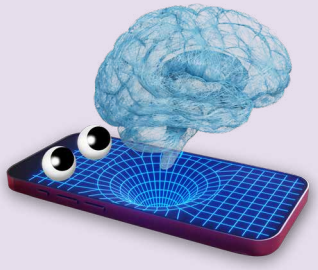
The Coordinated Activities on the Safety of Products (CASP) enable Market Surveillance Authorities from European Union / European Free Trade Agreement countries to cooperate and reinforce the safety of products placed on the Single Market.

CASP 2025 includes two product-specific activities and one horizontal activity.

Participants in the product-specific activities test the jointly selected products sampled on their respective national markets. The products are tested in accredited laboratories in the EU/EFTA according to the commonly agreed testing criteria.

PSA 1
Chemicals

PSA 2
Child bicycle seats



HA
Mental health risks

Horizontal activities provide a knowledge-exchange forum for market surveillance authorities. With the guidance of technical experts in the relevant fields, the participants develop common approaches, procedures and practical tools for market surveillance.

Roles and responsibilities

EISMEA

The contracting authority manages the administrative relationship with the contractor on behalf of DG JUST. EISMEA monitors and approves all contractual deliverables.

CONTRACTOR

Coordinates the implementation and organisation of the activities. Provides technical and logistical support. The contractor is responsible for project management, reporting, communication and the dissemination of the project deliverables.

Market Surveillance Authorities of European Union / European Free Trade Agreement

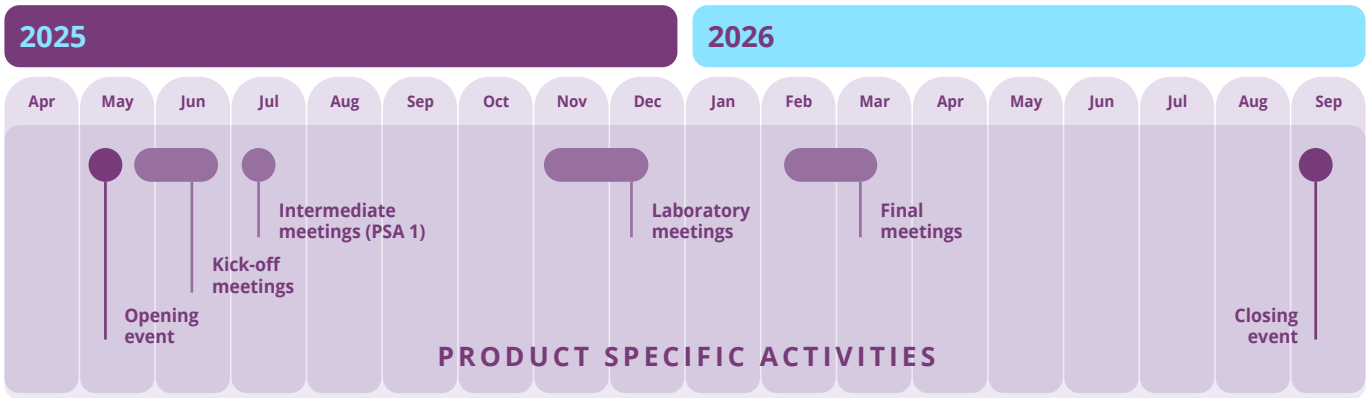
DG JUST

Oversees the planning and execution of the CASP project. Ensures operational leadership, management, and successful implementation. Supports the participating Market Surveillance Authorities by providing continuous guidance.

TECHNICAL EXPERT (one per activity)

Provides technical advice and guidance to market surveillance authorities. Helps with drafting the sampling and testing plan and selection of the most suitable laboratory. Analyses results, helps assess the identified risks and makes recommendations.

Product-specific activities work plan



Inception

- Desk research
- Scoping interviews
- Draft testing and sampling plan
- Laboratory mapping

Sampling and testing

- Laboratory tendering process
- Laboratory selection and contracting
- Sampling and transportation
- Testing process and test reports

Reporting

- Risk assessment
- Coordination of measures by MSAs
- Drafting of final reports
- Disposal or return of samples to MSAs

External comms

- Development of communication toolkit
- Development of communication messages
- Launch of a communications campaign
- Evaluation of the results

Product-specific activities processes and tools

0 Pre-CASP process

DG JUST conducts a priority-setting exercise with market surveillance authorities to select the product categories for each CASP project. This selection process encompasses both new and previously tested product categories in the framework of a CASP project.

1 Validation of the testing and sampling plans

The technical experts draft the testing plans based on the priorities set by market surveillance authorities and the main product hazards identified. The drafts are presented at the kick-off meetings, then finetuned and validated by the participants.

2 Laboratory selection

The contractor's team maps the testing laboratories and contacts them to collect preliminary fee quotes and other relevant information. The tendering process is launched after the kick-off meetings, and the offers are compared, analysed and evaluated. During the intermediate meetings, the market surveillance authorities select one laboratory per activity.

3 Collection and transportation of samples

The market surveillance authorities collect samples from their national markets, perform preliminary checks and send them to the selected testing laboratory.

4 Testing and delivery of test reports

The laboratory tests the samples according to the agreed testing plan. The market surveillance authorities check and validate the test reports.

5 Risk assessment

The technical expert and the market surveillance authorities perform risk assessments on samples that do not meet the requirements.

6 Measures adopted by the market surveillance authorities

The market surveillance authorities take corrective measures for the products that do not meet the requirements and issue notifications on Safety Gate.

7 External communications

The external communications campaign launches when all testing results have been validated. It is rolled out via earned media engagement activities, and supported through stakeholder dissemination activities.

External communication

Communication tools

- **Final reports** produced for each activity and for the CASP 2025 project
- **PSA factsheets**
- **Press releases and social media posts**

Channels

The communication material is disseminated via:

- ec.europa.eu web presence (Safety Gate, CASP pages & EISMEA news section)
- Owned and earned social media
- Communication channels of market surveillance authorities
- Selected media partnerships

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Unit B4 Product Safety and Rapid Alert System
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