



European Parliament - Committee on Transport and Tourism
Public hearing on the roadworthiness package
Panel II : Impact on citizens and business

The motorcycle industry's views

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The Motorcycle Industry in Europe

- ▶ 90% of EU production
- ▶ Periodic Technical Inspection (PTI) directives 2009/40/EC and 2010/48/EC do not include mopeds and motorcycles amongst the vehicles requiring PTI.
- ▶ In case Member States decide to require PTI at National level, some minimum technical test requirements have been introduced by directive 2010/48/EC (i.e. braking efficiency)
- ▶ In the EU27, 16 MS have introduced PTI for motorcycles (and mopeds), with safety checks. 8 of these MS also include environmental checks.
- ▶ EC COM (2012)0380 proposes to include motorcycles and mopeds under the scope of PTI, with 4-2-1 frequency. Current discussions in Council do not support this inclusion; some users organisations oppose it.
- ▶ ACEM supports further harmonisation on PTI for the following reasons:

“The implementation of an emissions road-worthiness procedure is effective because it targets all fleet vehicles.

(...) Road-worthiness testing is one of the most effective measures that can be taken to reduce emissions. (...)The total cost effectiveness is better than the introduction of some of the emission standards so far.”

***Final Report on: Impact assessment/Package of New Requirements Relating to the Emissions from Two and Three-Wheel Motor Vehicles
LAT 2004***

“(...) It is repeated that road-worthiness testing is a very suitable measure in controlling emissions from motorcycles. Finally, the introduction of a periodical road-worthiness procedure was also considered as a cost-effective measure, which would also have a significant effect on anti-tampering control.”

***Final Report: Study on possible new measures concerning motorcycle emissions
LAT November 2008***

“The Motorcycle Accident In-Depth Study (MAIDS, www.maids-study.eu) confirms that lack of proper vehicle maintenance is a contributing factor in PTW accidents. Periodic inspections reduce the incidence of safety related defects to tyres, brakes and lights, particularly those of which the owner is unaware of and are likely to discourage tampering of mopeds.”

A Safety Plan for Action – ACEM 2008

MAIDS (5 countries, 1000 accidents, 2000 variables per accident):

▶ **Primary Accident Factor** (main cause of the accident)

Vehicle factors: 0,3% of all cases

▶ **Secondary Accident Contributing Factors** (contributing to the accident)

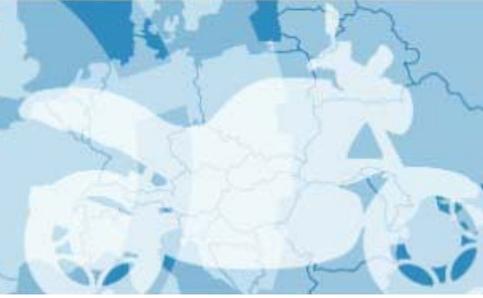
Vehicle factors: 1,6 % of all cases (5% of all contributing factors)

- 72% of failures were related to the tyre
- 1,2% related to brakes problems

▶ **Tampering** 17.8% of all L1 (moped) cases

ACEM Recommendation

- ▶ To meet type approval, and high safety and environmental performance standards, Manufacturers develop more complex technologies.
- ▶ To maintain these high standards, the vehicle needs to be properly maintained and serviced - PTI supports this objective.
- ▶ PTI supports higher awareness about road safety and the environment amongst users, as well as further integration of motorcycles and scooters in transport policy as mobility alternatives.
- ▶ ACEM therefore supports further harmonisation of periodic inspection requirements and inclusion of mopeds and motorcycles in PTI proposal, but with **4-2-2** frequency (due to low annual mileage, three to five times less than passenger cars).



Thank you for your attention