



## **MAG Position Statement**

### **The future of Internal Combustion Engines**

#### In brief

MAG supports choice in personal transport and the continued use of Internal Combustion Engines (ICE), particularly relating to motorcycles. In this context, the term motorcycle includes mopeds, motorcycles, scooters, trikes and combinations.

#### Currently

Although not passed into law, current UK policy is to ban the sale of ICE vehicles from 2040\*, although hybrid vehicles will be permitted. Consideration is being given to bringing this date forward to 2035, with some calling for it to be as soon as 2030. A date of 2032 is proposed for Scotland, with other countries proposing similar policies.

#### Background to MAG's position

- The justification for the proposed ban relates to pollution and climate change concerns. However, the Government's guidance on Clean Air Zones (CAZs) specifically states that motorcycles are not expected to be included in charging schemes because they emit negligible proportions of overall emissions.
- Motorcycles emit negligible amounts of NOx.
- Two-wheeled motorcycles can move through traffic, spending less time stationary, thereby contributing significantly to a reduction in pollution.
- Modal shift from single occupancy cars to motorcycles can reduce congestion and pollution.
- Encouraging premature scrappage of serviceable older machines is counterproductive in terms of overall carbon footprint.
- If motorcycle users switch to cars, congestion will increase. However, if 10% of car users switch to motorcycles there will be a 40% reduction in congestion and an overall reduction in emissions of all pollutants (figures from the Belgian Transport & Mobility Leuven study).
- Questions remain as to whether there is a net reduction in pollution from the rapid or forced conversion to electric vehicles.
- There are concerns in relation to access to adequate charging infrastructure, but MAG accepts that, as technology advances and recharge options improve, this point may be addressed.



### MAG position

- MAG believes that choice in personal transport is an essential element of a free society and opposes any measures that restrict, or have the effect of restricting, that choice to any kind of elite.
- MAG rejects the Government's proposed ban of ICE private vehicles from 2040 or any other date.
- MAG considers that the threat of a ban reduces the commercial incentive for development of new/improved ICE technology and synthetic fuels, thereby effectively halting development of ICE.
- MAG welcomes developments in green propulsion technology and fuels, believing that more choice allows society to select the vehicle and fuel source appropriate to their individual needs.
- MAG believes that scrapping serviceable vehicles is counterproductive and discriminatory against those on lower earnings who may not be able to purchase a newer vehicle or afford public transport (if even available where they live).
- MAG is concerned that, in the apparent rush to electrify personal transport, motorcycles will be overlooked in respect to access to charging infrastructure and that this, combined with proposed bans on ICE, may restrict motorcycling.
- MAG considers that ICE vehicles should be available until there is no further demand and that they should not be banned in case alternatives prove to be unsustainable or green fuels become available.
- MAG supports investment in and improvement of public transport systems to encourage a voluntary reduction in the use of private vehicles.
- MAG promotes, as part of the current transport and pollution debate, the motorcycle as potentially the most efficient and least polluting way of using Internal Combustion Engines.

\* <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

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