

**MAG asks you to act now in respect to
a proposed ban that will have a dramatic impact on motorcycling**

Consultation closing date: 11:45 pm Friday 31 July 2020

The Motorcycle Action Group (MAG) is calling upon all riders to respond to the Government consultation to ban the sale of new petrol, diesel and hybrid vehicles. Although motorcycles and scooters are not specifically mentioned in the consultation, it is very likely that they will be affected. The consultation relates to the sale of new vehicles from 2035, a date which could be brought forward.

The consultation can be found at:

<https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans>

Your views need to be sent to: communications@olev.gov.uk

OR

Consultation Response

Office for Low Emission Vehicles

Zones 3/29-33

33 Horseferry Road

London

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Consultation description

Government is seeking views on bringing forward an end to the sale of new petrol, diesel and hybrid cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible.

We are asking for views on:

- the phase-out date,
- the definition of what should be phased out,
- barriers to achieving the above proposals,
- the impact of these ambitions on different sectors of industry and society,
- what measures are required by Government and others to achieve the earlier phase-out date.

NB: The above is taken directly from the Government site.

Your submission should be in your own words and need only include the points you feel are relevant.

MAG is concerned that if the Government implements policies to ban petrol vehicles, it will affect not only the sale of new vehicles (including motorcycles, mopeds, scooters and trikes, although these are not specifically mentioned), but will also affect the continued use of existing vehicles as access to petrol reduces over time if synthetic alternatives are not widely available. The current consultation is looking to ban the sale of new petrol, diesel and hybrid cars and vans by 2035 – or sooner.

For traditional motorcycling, we believe this really is a 'fork in the road.' If we remain silent, we simply increase the danger of a poorly considered and politically driven agenda, forcing the sale of new petrol-powered machines off the road before we have credible and logical 2- and 3-wheeled alternatives.

MAG is not against the introduction of new technologies but is against the ban of the sale of traditionally fuelled vehicles. MAG accepts that fossil fuels are a finite resource and that the use of fossil fuels for personal transport will eventually cease. MAG supports choice in personal transport and fears the enforced restriction in choice is unnecessary.

Motorcycles are not explicitly mentioned in the consultation and other statements by Ministers. However, the Government does not provide any indication that they intend to exempt motorcycles – *even though motorcycles are part of the solution, by reducing congestion and emissions*. Specifically, the Government has announced:

'On 4 February 2020, the Prime Minister announced that government is consulting on bringing forward the end to the sale of new petrol and diesel cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible, as well as including hybrids for the first time. This reflects the Independent Committee on Climate Change's advice on what is needed in order for the UK to end its contribution to climate change by 2050. The proposals relate to new cars and vans - owners of existing petrol, diesel and hybrid cars and vans will still be able to use these vehicles and buy and sell them on the used market.'

Recently the influential Committee on Climate Change submitted a report to Government recommending that the ban on sales of petrol and diesel vehicles should be brought forward to 2032 and - specifically - that the ban should be extended to motorcycles.

MAG appeals to all riders to send your opinion on this important consultation before 31st July 2020 expressing your views in your own words.

Please have your say while you still can.

The following will form part of our submission and are our suggestions on points you may wish to include with your submission. Ensure your submission is in your own words, making the points you feel are relevant.

1. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- *the phase-out date*

It seems inappropriate to set a date to phase out existing technology when:

- a modal shift to motorcycles can be made now, reducing congestion, emissions and pollution*,
- advances in vehicle and fuel technology is seeing existing vehicles becoming more efficient and running cleaner,
- the alternative vehicles are still in development,
- the infrastructure - or plan to implement such infrastructure - is not there to support the next generation of vehicles (in particular, motorcycles),
- changing to a single technology such as electric is fraught with its own issues such as concerns over the availability of sufficient, clean electricity, access to motorcycle charging infrastructure, and the safety, production and disposal of batteries,
- it is not possible to predict the availability of alternative vehicles and the cost of such vehicles (which at present is prohibitive to many),
- Government-funded and private investment projects in new internal combustion technologies and fuels are ongoing.

*Leuven study https://wiki.mag-uk.org/images/1/15/TM_Leuven_Report.pdf

2. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- *the definition of what should be phased out*

It seems inappropriate to phase out existing technologies through law, as technology tends to have a lifecycle whereby it becomes outdated or obsolete without the need for Government interference. Traditionally fuelled vehicles still have purpose and use; therefore, a ban on their sale seems pointless. Alternative vehicles are not yet commonplace for many reasons, and a ban on vehicle type to enhance the sale of alternatives creates an artificial market.

No ban should be implemented because:

- whilst enthusiasts will keep a vehicle running, many vehicles have a 'natural lifespan' and will be scrapped,
- the market naturally evolves, with manufacturers bringing new vehicles with new technologies to the marketplace and by consumers making a choice to suit their needs from the options available,
- restricting the market restricts innovation,
- incentivising a particular technology artificially promotes that technology,
- advances in vehicle and fuel technology are seeing existing vehicles becoming more efficient and running cleaner; therefore, they should not be banned by Government,
- alternative vehicles are still in development, so to ban one technology in favour of another is - at best - premature and - at worst - naïve,

- Government does not have a good track record on making such decisions: i.e. diesel good, then diesel bad,
- Industry is no longer trusted by many, e.g. the VW emissions saga,
- different vehicles with different technologies suit different needs; therefore, to simply ban the sale in a sweeping way alienates businesses and individuals,
- to phase anything out should be a natural progression or - at the very least - follow a prepared implementation strategy for the next incarnation without the need to implement a ban,
- a clear, proven analysis in respect to the proposed objective of the ban (between existing vehicles and those which are to replace them), is necessary to make an informed decision.

3. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- *barriers to achieving the above proposals*

There are unknown factors relating to the commercial availability of affordable alternative vehicles to suit all purposes, including a lack of confidence from the consumer in the proposed replacement technology, the infrastructure to support it and the belief that it is in anyway better than that which it replaces. In addition, cost and availability, not only of the next generation vehicle but also the infrastructure to support an increased use in the selected technology.

A clear, proven analysis in respect to the proposed objective of the ban (between existing vehicles and those which are to replace them) is necessary to make an informed decision.

If many are to make the move to alternatively propelled vehicles, the following concerns need to be addressed:

- where is the infrastructure to support it?
- range of vehicles,
- variation in range due to driving conditions, inclement weather,
- safety concerns around batteries,
- environmental and ethical concerns around batteries (mining of finite resources for the manufacture of batteries),
- lifespan and lifecycle of batteries,
- concerns around the generation of electricity: consistency of supply, lack of clean electricity generated within the UK,
- clear objective,
- cost,
- availability and track record of alternative technology vehicles
- potential negative impact on freedom of movement (both social and business) due to additional time in planning and travel, resulting from charge cycles, refuelling issues and access to infrastructure.

4. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- *the impact of these ambitions on different sectors of industry and society*

This could result in transport poverty. Those that can afford new technology will do so scrapping useable vehicles long before the end of their natural lifecycle adding to the pollution of the planet.

Those who have no choice but to keep using their traditionally fuelled vehicle will find running costs increase, fuel stations becoming less common, driving more miles to fuel up. Points to raise are:

- increased costs,
- potential negative impact on freedom of movement (both social and business) due to additional time in planning and travel, resulting from charge cycles, refuelling issues and access to infrastructure.
- loss of UK sales, as new vehicles are imported from countries without a sales ban,
- lack of consumer confidence,
- range anxiety, particularly under varying travel / weather conditions,
- lack of infrastructure,
- availability of power source / battery concerns (see section 3. above),
- any real benefits e.g. cleaner environment across not just localised areas but globally,
- alternative technology: running costs, service costs and intervals, lifespan,
- transparency in respect to plans relating to taxation.

5. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- *what measures are required by Government and others to achieve the earlier phase-out date*

There should be no ban. See response to 1. Consulting on ending the sale of new petrol, diesel and hybrid cars and vans, *the phase-out date*.

