**EXAMPLE TITLE: Petrol motorcycles must be given more time to phase out**

Name of MP was disappointed at the proposals to phase out new non-zero emission motorcycles by 2035 in the recent consultation and has urged the Government to give industry more time in making the transition to alternative fuels/powertrains in their submission response.

Whilst I fully support tackling climate challenges, the Government needs to do more in recognising the complexities of the sector. The ‘L-Category’ framework, within which powered two, three and light four wheeled vehicles sit, is complex and varied. This means what’s feasible for some vehicles is not feasible for others.

Mopeds (or ‘L1’ vehicles) are leading the way with electrification, with over half of the market fully electric already. I therefore support the proposal to bring forward their phasing out to 2030 given the many benefits they bring to air quality, congestion and last mile delivery operations.

However, for traditional, large capacity powered two wheelers (or ‘L3’ vehicles), transitioning to electric powertrains or alternative fuels is far more difficult. The component and system supply chain for these vehicles is far less developed than its automotive counterpart and so commercially unviable for manufacturers to build and for customers to buy as the price point is currently too high.

I therefore support the Motorcycle Industry Association’s position to phase out all new, non zero emission motorcycles above 4kW from 2040 and all L4, L6 and L7 vehicles by 2035. These, along with the 2030 date, should be accompanied by a series of readiness checks ahead of each date to ensure the infrastructure and policies are in place before implementation.

XXX MP said:

XXXXX

**Tony Campbell, Chief Executive of the Motorcycle Industry Association (MCIA), said:**

“We have been fully supportive of the Government’s plans to tackle climate change, for example through the L-Category Action Plan. However, we were disappointed with the proposals to phase out all new, non zero emission motorcycles by 2035.

“Making up just 0.5% of UK domestic transport emissions, the consultation is a missed opportunity to allow industry more time to adapt, and for technology to catch up. Our submission explained why this sector needs a different approach, in particular where our products are primarily used for sport and leisure activities.

“We recognise our environmental contribution will increase as other transport modes phase out and so support the decision to phase out L1 vehicles by 2030. However, we objected strongly to the proposal to include L3e-A1 vehicles within this date, which even with an ICE powertrain are significantly more environmentally efficient than some electric cars[[1]](#footnote-1). The Government has not considered the complexities of the L-Category sector in terms of what is and isn’t feasible when it comes to phasing out the other key segments of the market.

“We put forward a compelling case in our [Journey to a Brighter Destination](https://www.mcia.co.uk/initiatives) document for the continued support of large capacity leisure motorcycling and why it needs to be treated as such in the consultation and decisions made from this process. Its minimal emissions, low mileage, important contributions to the economy, sport, tourism and mental health benefits are all reasons why a fairer, progressive and more bespoke approach is needed to phase out new non-zero emission motorcycles.

**- ENDS -**

Notes for Editors:

XXX MP represents constituents of XXXXXX.

More detail on PTW registrations can be found at: https://www.mcia.co.uk/press-statistics

Please credit MCIA when quoting this information.

MCIA proposals:

|  |  |  |  |
| --- | --- | --- | --- |
| **MCIA PROPOSALS** | | | |
| **Categories** | **All L1 and L2 Category vehicles up to 4kW** | **All L4, L6 and L7 Category vehicles** | **All L3 and L5 Category vehicles** |
| Readiness check date | 2028 | 2033 | 2038 |
| Phase out date | 2030 | 2035 | From 2040 |

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Also known as L-Category vehicles, they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

For more information about the work of MCIA, and Powered Light Vehicles, or to interview CEO Tony Campbell, please contact Alfie Brierley at [a.brierley@mcia.co.uk](mailto:a.brierley@mcia.co.uk) or on 07590 168714.

**- ENDS -**

1. <https://www.mcia.co.uk/posts/powered-light-vehicles-can-enable-transport> [↑](#footnote-ref-1)