Rt Hon Jesse Norman MP

Department for Transport

Great Minster House

33 Horseferry Road

London

SW1P 4DR

INSERT DATE

Dear Minister,

In line with the Prime Minister’s announcement on 20th September for a more “proportionate, pragmatic and realistic” approach to reducing emissions, I am writing to express my support for the Motorcycle Industry Association’s (MCIA) position on the Government’s proposed phase out dates for new non zero emission ‘L-Category’ vehicles.

L-Category vehicles, or powered light vehicles (PLVs), include mopeds, motorcycles and other powered three (tricycles) and light four-wheeled vehicles (micro cars). As lighter and more environmentally sustainable modes of transport with minimal annual miles travelled, L-Category vehicles contribute just 0.46% of the UK’s total domestic transport emissions. As a £7bn a year sector, L-Category vehicles also offer a huge economic contribution, in addition to countless urban and sub urban mobility benefits like improved congestion.

In particular, regarding the proposed 5-year extension for cars and vans, the Government must adopt a similarly pragmatic approach for L-Category vehicles, based on a thorough understanding of the industry. This approach should result in policies that are proportionate and that do not harm the sector, fostering investment and innovation towards achieving a net zero future.

The industry is fully committed to supporting the Government achieve net zero and, in doing so, helping to transition the UK’s transport systems to net zero emissions. However, this can and must only be achieved by adopting a genuinely technology neutral approach for the sector.

The sector’s proposed dates stem from a deep understanding of its own industry's intricate dynamics, challenges, and contributions. I fully support a greener future, but would like to emphasise several distinctive aspects of the L-Category sector’s phase out position:

**Key industry proposal considerations:**

1. **Environmental contribution vs. economic impact:** It's important to recognise that the industry's economic and jobs contribution is substantial, while its environmental footprint remains minimal. L-Category vehicles contribute only 0.46% of the UK's total domestic transport emissions.
2. **Complexity of transition:** Unlike cars, L-Category vehicles are complex and present unique challenges in transitioning to net zero emissions. The technical, architectural, and safety challenges they face are comparable to those of aviation and heavy goods vehicles. This has led to large capacity electric powered two wheelers (PTWs) having an extremely expensive price position due to supply chain development favouring automotive, rendering them commercially unviable for manufacturers to build or for consumers to buy. The industry's diverse range of vehicles requires a bespoke approach, based on type of use and not simply vehicle category.
3. **Technology neutrality:** Supporting all viable technologies equally is essential. While electric solutions have proven effective for small capacity L-Category vehicles, the same cannot be said for larger capacity variants and so should not be considered the only solution. There must a genuinely technology neutral approach that considers low carbon and fully synthetic fuels alongside battery technology. This approach allows time for alternative technologies to develop before committing to an outcome that could have adverse economic and market impacts.
4. **International alignment:** I stress the importance of aligning phase out dates with international manufacturing and regulatory developments. Separate regulations could undermine the UK market's attractiveness. Any misalignment could lead to manufacturers leaving the market. Ensuring consistency will foster a conducive environment for investment at a time when it is needed most.
5. **Technology development and infrastructure:** While I endorse the transition to net zero emissions, I would like to emphasise the need for fully developed technology and a well-established infrastructure before committing to significant changes. Clear policies on driving demand and enhancing access to the sector are essential prerequisites for industry investments, as per the [Action Plan: Realising the Full Potential of Zero Emission Powered Light Vehicles](https://www.mcia.co.uk/plv-action-plan), that MCIA developed with the Government’s full support. It is imperative they are given the time for technologies to develop which would allow the sector to base its decision on facts and not what the Government hopes might be the case.

I would welcome the opportunity to meet with you to discuss the critical importance of this sector, whilst also agreeing a positive way forward to ensure this government delivers on its commitment to unleash the full potential of the sector without causing it unnecessary harm.

I look forward to hearing from you.

Yours sincerely,

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