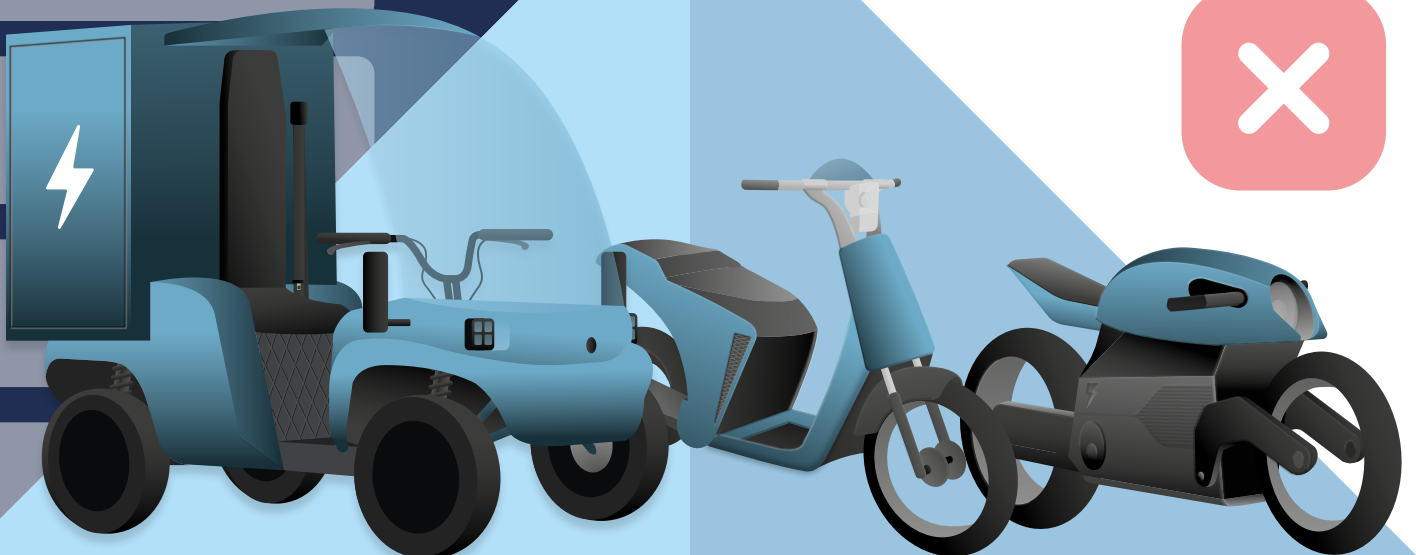




MCI A and Zemo Partnership Action Plan Scorecard

Action Plan: Realising the Full Potential of
Zero Emission Powered Light Vehicles (PLVs)

January 2024



» Foreword

Transport is the lifeblood of our modern world, enabling people and goods to move freely, fostering the mobility and connectivity that underpins our social and economic fabric.

This essential function has not been without its challenges, and none loom larger than the increasingly pressing concerns of climate change. While progress has been made through regulations to curb local pollutants, the urgency of addressing the broader impact, particularly from greenhouse gas (GHG) emissions, has become more apparent.

As the largest contributor to GHG emissions, the transport sector has rightfully been a focal point of governmental scrutiny, culminating in a commitment to cease the sale of road vehicles with tailpipe emissions by 2040 at the latest. However, this has the potential to inadvertently impose burdens on sectors such as the powered light vehicle (PLV) industry. Contributing less than 0.5% of total UK transport domestic emissions, PLVs represent a fraction of the environmental impact compared to traditional road vehicles. Blanket policies could inadvertently stifle the growth of a sector that is part of the solution rather than a significant part of the problem. By tailoring policies to the unique challenges and opportunities of PLVs, the Government can foster an environment where these vehicles can flourish. By doing so, the government ensures it doesn't inadvertently hinder the hand that feeds them—the PLV sector's potential to be a catalyst for positive change in the transportation landscape.

True achievement of net zero also necessitates transcending the confines of tailpipe emissions and considering the holistic impact of vehicles across their entire life cycle and supply chain. To truly grasp the implications, we must evaluate not only fuel production, vehicle manufacturing, and disposal, but also the extraction and processing of raw materials on a global scale.

A comprehensive approach to achieving net zero involves reimagining how we travel and transport goods. Smaller, lighter, and more efficient vehicles, when integrated with active travel and mass transit, can play pivotal roles in realising our net zero ambitions. Recognizing the trend of electric cars growing larger and heavier, the Motorcycle Industry Association (MCIA) and Zemo Partnership have joined forces to explore opportunities to invigorate the UK PLV market.

Leveraging the UK's historical expertise in motorcycle design and manufacturing, coupled with a global reputation for niche and lightweight vehicle production, positions the nation favourably to lead the charge in developing and manufacturing the most efficient and innovative PLVs. The confluence of this supply chain proficiency with the UK's autonomous vehicle aspirations and the demand for smaller vehicle solutions in congested urban environments establishes a compelling market imperative for the UK to champion PLVs as a cornerstone of the net zero transport system.

This scorecard serves as a beacon, illuminating the collaborative progress achieved and, crucially, spotlighting the additional actions required to fully unleash the potential of both zero-emission and internal combustion engine (ICE) powered PLVs. Recognising the transitional role ICE PLVs still play in our journey toward sustainability, it is imperative that we hold the Government accountable to amplify its efforts. Only through collective and persistent action can we compel the necessary changes, ensuring that the PLV sector becomes an indispensable linchpin in achieving a net zero future for UK road transport.



Tony Campbell
CEO, MCIA



Andy Eastlake
Zemo Partnership

› Executive Summary

The Government's [Transport Decarbonisation Plan](#) recognised the key role mopeds, motorcycles and other L-Category vehicles (or powered light vehicles (PLVs)) can and must play in the future of our transport ecosystems. The Plan tasked MCIA and Zemo Partnership to produce an Action Plan for the sector. Rising to the challenge, we launched our joint Action Plan: [Realising the Full Potential of Zero Emission Powered Light Vehicles](#) in February 2022.

The plan sets out a roadmap for how the Government, together with industry, can harness opportunities and overcome hurdles to unlock the full potential of our sector. At its core is an approach encouraging *The Right Vehicle for the Right Journey* which will help to reduce the high number of single occupancy car and lightly laden van journeys congesting our roads, replacing many of them with more affordable, low or zero emission PLVs. This would see an increase in the road space available for other users, alleviating congestion in urban and sub-urban spaces. In rural areas, where public transport is insufficient and active travel unviable, PLVs are a practical solution. Increased PLV usage will lead to reduced energy consumption, greater energy efficiency and reduced emissions throughout the country. With its long history of producing world leading motorcycles and lightweight niche vehicles, with proper support, the UK can capitalise on industrial opportunities to become a world leader in light mobility.

The Action Plan challenges the Government to embrace a forward-thinking strategy that anticipates the future traffic mix, serving as motivation to enhance and maximise the viability of sustainable PLV mobility fit for the future.

Achieving net zero will be challenging and requires everyone to play their part. Industry is committed to continue working with the Government to help shape the future of our sector. Together, we can ensure vehicle regulations keep up with technological advancements, boost consumer demand, simplify sector access and integrate PLVs into charging infrastructure and transport planning.

However, the Government must take a lead on achieving its own environmental and urban mobility objectives.

MCIA and Zemo Partnership have developed this Action Plan Scorecard to visualise where progress has been made and where it has lacked. Both the Government and industry share a desire to reduce emissions by leveraging the benefits of increased PLV usage.

Since it was launched nearly two years ago, industry has made significant progress in fulfilling its commitments.

The objective of this scorecard is to challenge the Government to keep pace with industry and fulfil its own commitments through new legislation, updated regulation, financial support, and greater consideration of our sector in transport policy going forwards.

› Action Plan Scorecard Explained



Commitment	Development	Delivery	Industry Progress
A clear commitment has been announced by the Government which is actively looking to deliver on it.	Policy has been developed and is/will be included within legislation or funding.	Industry has been able to take advantage/ invest at the scale required as a result of supportive and clear policy.	Comprehensive proposals put forward and currently sit with the Government for further action.



Commitment	Development	Delivery	Industry Progress
A clear commitment has been announced by the Government but is not yet looking to actively deliver on it.	Policy is being consulted on/ developed. It is not yet included within legislation or via funding.	Some operators within the sector have been able to take advantage/ invest, but policy uncertainty prevents widespread investment.	Proposals in development/ consultation with wider industry/members before presenting to the Government..



Commitment	Development	Delivery	Industry Progress
No commitment has been made.	No detail or consultation has been published.	The sector has been unable to take advantage/invest due to a lack of policy clarity and certainty.	No developments to date.

The Scorecard which follows provides a visualisation of both the Government and MCIA/ Zemo Partnership's progress against the key actions.

› Action Plan Scorecard

Government Progress			Industry Progress
Commitment	Development	Delivery	

› SUPPLY AHEAD OF DEMAND – DELIVERING THE PRODUCT



A review of existing L-Category vehicle regulation



Developing the component and system supply chain in the UK for zero emission L3- Category powered two-wheelers (PTWs)



Developing the manufacturing base and supply chain for zero emission L7 cargo vehicles



› DRIVE DEMAND – STIMULATING THE MARKET



A review of the current grant and incentivisation structure in the PLV sector



Conducting a public awareness campaign



› IMPROVE ACCESS – OFFERING A VIABLE ALTERNATIVE



Simplifying the existing licensing regime across all L-Category segments



Increasing mobility in rural communities by providing access to affordable zero emission PLV solutions



› INCREASE INTEGRATION – INCORPORATING PLVs INTO INFRASTRUCTURE & COMMUNITIES



Engaging with local authorities through the Local Authority Transport Decarbonisation Toolkit



Creating a formal L-Category community



Engaging with industry to ensure zero emission PLVs are considered and incorporated into the development of the EV charging infrastructure.



› Supply Ahead of Demand

Government Progress			Industry Progress
Commitment	Development	Delivery	

› SUPPLY AHEAD OF DEMAND – DELIVERING THE PRODUCT



A review of existing L-Category vehicle regulation	✓	⋯	✗	✓
Developing the component and system supply chain in the UK for zero emission L3- Category powered two-wheelers (PTWs)	✓	⋯	⋯	✓
Developing the manufacturing base and supply chain for zero emission L7 cargo vehicles	⋯	✗	✗	⋯

Background

These actions aim to improve the availability of different types of low or zero emission PLVs, offering users, potential users, and businesses a broader selection of vehicles.

This aims to offer not just a broader range of choices, but also capitalise on economies of scale to lower costs. Well-defined product regulations will not only instil confidence in current suppliers, but also attract new players to the market. Promoting domestic manufacturing in the UK and fostering opportunities for technology and vehicle development are central to achieving this goal.

Most regulatory ambiguity can be found in the lower and higher ends of the L-Category framework. For example, emerging challenges with e-bikes and e-step scooters show just how urgent new regulation is to ensure their safe design, usage and durability. Current regulations are outdated and haven't kept pace with technology. For the higher end, L7 vehicles, which encompass e-cargo vehicles and micro cars regulation is equally as outdated. For example, the misclassification

of overweight or overspeed L7 vehicles as passenger cars (M1) or light goods vehicles (L7) underscores the urgent need for regulation which reflects safety concerns. As these vehicles evolve and become more prevalent, particularly in the last mile delivery space, so too must the regulation that governs them.



A review of existing L-Category vehicle regulation to ensure it remains fit for purpose and caters for the evolution of future low or zero emission PLVs, including assessing the need for a new vehicle category.



Government progress

Interest in reviewing regulations for e-step scooters and future vehicles reflects an acknowledgment of the need to adapt existing regulations.

However, consecutive delays to the promised Future of Transport Bill, wherein this issue could be addressed, negates this initial interest. The Government must turn its promising sentiment into tangible outcomes by bringing forward a Future of Transport Bill for the purposes of not only addressing current e-step scooter concerns, but future-proofing regulation to cater for the inevitable evolution of vehicle products, helping manufacturers bring new products to market in the process.

Transport Research Laboratory (TRL) and Warwickshire Manufacturing Group (WMG) contracts

The Government awarded contracts to TRL and WMG to define e-step scooter regulations in the UK, seeking evidence to identify the technical requirements for their design, construction, and maintenance. This shows a commitment to ensuring safety, inclusivity, and environmental sustainability in e-step scooter regulations.

Low-Speed Zero Emission Vehicle (LZEV) Category

The Department for Transport (DfT) has announced plans to create a new LZEV category, specifically aimed at promoting the growth and adoption of light electric vehicles while maintaining safety standards. E-step scooters will be the first vehicles to be included in this dedicated sub-category.

Challenges and remaining issues

1. Still no Future of Transport Bill. While industry welcomes the Government's

ambitious vision for the sector and the initial steps taken, it must now deliver fresh legislation.

2. Existing regulatory framework is outdated and stifling innovation.

A lack of a flexible regulatory framework disincentivises innovation and makes the UK less attractive to investors.

3. Still no holistic approach to harnessing the full range of L-Category vehicles.

Where the Government has made progress, this has been focused solely on e-step scooters and not on L-Category vehicles as should be the case.

Recommendations

To advance this action we urge the Government to consider the following recommendations:

1. Bring forward a Future of Transport Bill which sets out a regulatory framework that guarantees vehicle safety and compatibility with future technology.

2. Implement MCIA's proposals for a new electric light moped (L1e-CA). This would enhance access to eco-friendly, cost-effective transportation options, particularly where active travel is impractical. This would contribute to reducing carbon emissions from commutes to work and school and educating young individuals on safety rules. Unlike current e-step scooters, our proposed new vehicle category would require mandatory use of a helmet ensuring users (the majority being young people) are safer on these vehicles.

3. Implement MCIA's proposals to bring e-step scooters under L-Category regulations. This would ensure their safe

design and quality in meeting the test standards that are required for the use of motor vehicles on public roads.



MCIA's proposed electric light moped (L1e-CA)

Future potential

It is hoped these recent developments and the collaboration with TRL and WMG, along with the creation of the LZEV and/or MCIA's 'light electric moped' category, will assist the DfT in developing effective regulations for not only private e-scooters, but vehicle categories fit for the future too. Creating a well-regulated, lower-powered electric moped category has the potential to drive innovation, promote UK manufacturing, and foster new technology development. We recommend swiftly establishing a technical and legal framework to introduce these innovative products to the market.

The focus on safety, inclusivity, and reducing carbon emissions is a positive sign that the Government is taking a comprehensive approach to addressing the challenges associated with increasing private e-scooter use.

It is crucial that the regulatory framework remains sufficiently flexible and proportionate to accommodate technological advancements, promote innovation, and enable the successful integration of both private e-scooters and L-Category vehicles into the UK's transportation landscape.



Developing the component and system supply chain in the UK for zero emission L3-Category motorcycles and L7 Cargo vehicles (actions 2 and 3) to encourage new entrants to the market, lower manufacturing costs and maximise the potential for greenhouse gas emission savings.

Government progress

The Government has taken initial steps to support the development of innovative vehicle technologies applicable to zero emission motorcycles and cargo vehicles. However, more action and consistent support is required to strengthen the supply chain and demand market in order to enhance the attractiveness of building these vehicles in the UK.

Feasibility studies

The DfT has sponsored feasibility studies that Zemo Partnership and MCIA initiated, supported by Innovate UK and facilitated through the Niche Vehicle Network (NVN).

The Government made available grant funding of up to £350,000 for research and preliminary investigations aimed at accelerating the development of zero emission PLVs. This initiative was open to UK registered micro and SME companies in the niche vehicle technology sector.

Challenges and remaining issues

While the Government has demonstrated a commitment to investigating innovative

technologies, several challenges and issues remain unresolved:

1. Supply chain development: While feasibility studies and grant funding are positive, the establishment and strengthening of a robust supply chain for zero or low emission motorcycles and cargo vehicles is a complex and long-term endeavour.

2. Industrial attractiveness: Ensuring the UK remains an attractive place to manufacture these vehicles requires additional actions beyond feasibility studies and grants.

Recommendations

Industry urges the Government to consider the following recommendations:

1. Supply chain development: Focus on the development of a comprehensive supply chain for low and zero emission motorcycles and cargo vehicles by fostering collaboration among niche vehicle manufacturers, system suppliers, and technology organisations. Encourage partnerships and support integration across the supply chain.

2. Long-term strategy: Develop a long-term strategy for the growth of the low and zero emission motorcycle and cargo vehicle sectors, aligning policies, incentives, and regulatory frameworks to support industry development.

3. Skills and workforce development: Invest in training and workforce development to ensure the UK has the skilled labour required for the advanced manufacturing of these vehicles. MCIA's apprenticeship scheme includes a level 3 electric vehicle maintenance qualification and we are

continuing to strengthen the industry's offering.

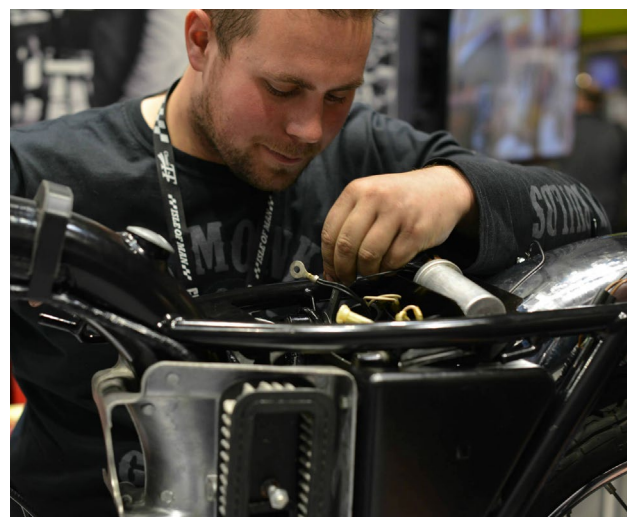
4. Infrastructure and facilities: Develop advanced manufacturing facilities and infrastructure to support the growth of the niche vehicle technology sector, including research and development centres.

5. Policy inclusion: Greater cross-departmental promotion of the DfT's stated aims for PLVs. The PLV industry is too often excluded from policy spanning Whitehall, most recently the Department for Business and Trade's 2023 Advanced Manufacturing Plan for the UK.

6. Market Promotion: Promote the benefits of all PLVs to create domestic demand and global competitiveness.

While the Government has taken initial steps through feasibility studies and grant funding, there is a need for a more comprehensive strategy to develop the supply chain for motorcycles and cargo vehicles.

This will require long-term planning, investment in skills and infrastructure, and the promotion of low and zero emission vehicle technologies to make the UK an attractive hub for the manufacturing of these vehicles.



› Drive Demand

Government Progress			Industry Progress
Commitment	Development	Delivery	

› DRIVE DEMAND – STIMULATING THE MARKET



A review of the current grant and incentivisation structure in the PLV sector



Conducting a public awareness campaign



Background

These actions aim to encourage users, potential users, and businesses to adopt low and zero emission PLVs. This can involve better communication about PLV options and financial incentives to boost purchases, especially in areas where PLVs are not yet economically viable but will become so as demand grows.



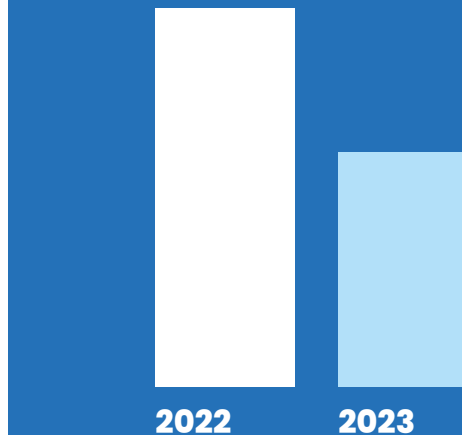
A review of the current grant and incentivisation structure in the PLV sector, including adopting learning from other vehicle categories where the roll out of low or zero emission vehicles has proven successful.

Government progress

The Government expressed an initial interest in exploring a bespoke PLV incentives programme, but nothing has been explored to date. This is particularly relevant in light of the major reduction in the Plug-in Motorcycle Grant (PiMG). Current grants and incentives for PLVs do not reflect the Government’s stated desire to increase uptake of PLVs.

The electric PLV market declined by 37.9% in 2023 which is completely at odds with the Government wanting to capitalise on the PLV sector’s potential.

Electric PLV sales in 2023



Bespoke incentives

There is a clear need for bespoke PLV incentives. Given the varying use cases across our seven different vehicle categories, there must be a nuanced approach to promoting PLVs. The exclusion of specific categories of PLV (e.g., L7) sends a conflicting message to the market, where grants for electric NI vans remain available but not for smaller, lighter PLV alternatives. MCIA is in the process of developing its own proposals as to what a future PLV incentives programme could and should look like.

Challenges and remaining issues

1. Lack of action: Despite initial interest in bespoke PLV incentives, no concrete action has been taken to review or revise the grant and incentivisation structure for PLVs. MCIA and Zemo Partnership will bring forward proposals this year, but the Government must do more to meet industry halfway.

2. Impact of grant reduction: The significant reduction in the PiMG exacerbates the urgency of having alternative incentives in place to support the adoption of PLVs, even if just in the short to medium term whilst a longer-term programme is developed.

3. Incentive design: The Government's commitment to a bespoke incentives package needs to be followed up with detailed proposals and designs that cater to the specific needs of the PLV sector and its users.

Recommendations

To advance this action we urge the Government to consider the following recommendations:

1. Policy advocacy: Continue advocating for the review and revision of the grant and incentivisation structure with the Treasury, emphasising the urgency and importance of these incentives in saving the Exchequer money.

2. Incentive package development: Parallel to MCIA and Zemo Partnership's proposal development, the Government should consult with industry to cater for the specific needs and use cases of PLVs.

3. Financial support analysis: Explore the potential financial implications of future incentives and how they can be funded, especially given the reduction in the PiMG.

4. Engage the public: Raise public awareness about the benefits of PLVs and the importance of Government incentives in promoting their adoption (in tandem with action 5).

5. Stakeholder engagement: Continue engaging with relevant Government departments and agencies to ensure the recommendations receive the necessary attention and support.



Conducting a public awareness campaign jointly led by Government and industry to promote the existence, availability and benefits of low and zero emission PLVs to consumers and businesses.

Government progress

The Government decided not to pursue this action, instead focusing on the local authority decarbonisation toolkit (see action 8). However, there is a continued need to educate the public about the purpose and availability of PLVs to modernise urban, suburban, and rural area transport.

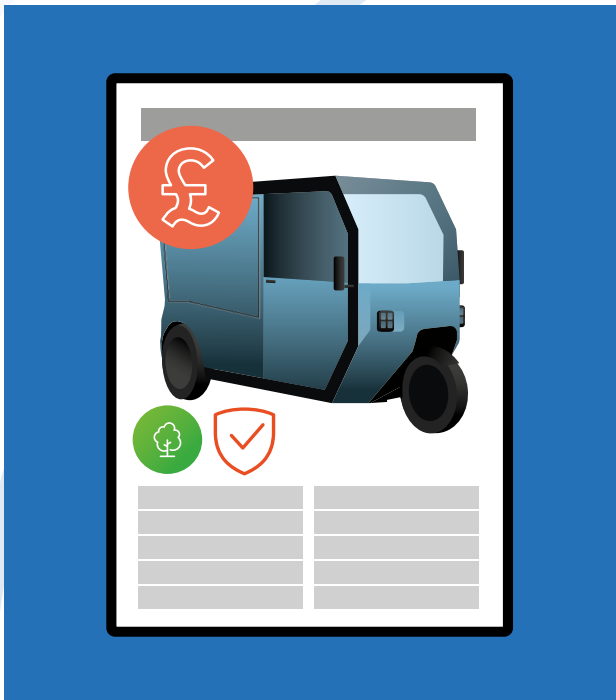
The future of mobility is not restricted to swapping petrol cars for electric cars. Guided by *The Right Vehicle For the Right Journey* maxim, the Government must also encourage a modal shift toward lighter mobility, which is more energy, resource and space efficient.

Challenges and remaining issues

1. Communicating the benefits: Educating the public about the benefits of our sector's vehicles, including environmental benefits, cost savings, and improved mobility, remains a critical challenge.

2. Modernisation goals: Without a comprehensive awareness campaign, the

potential to modernise urban, suburban, and rural areas through greater use of PLVs may never be fully realised.



Recommendations

To advance this action the Government must consider the following recommendations:

1. Public awareness advocacy: The Government should initiate consultations with the industry to develop a public awareness campaign, utilising a communications pack that highlights the benefits of PLV usage, such as low running and charging costs and reduced Vehicle Excise Duty. This process should entail assigning specific actions to both parties, with agreed timelines, objectives, and milestones.

2. Detailed proposals: Develop a detailed proposal for the public awareness campaign with industry, outlining its objectives, target audiences, messages, and communication channels.

3. Collaboration: Seek collaborations with relevant Government departments, local authorities, and relevant organisations to garner support and resources for the campaign.

4. Demonstration projects: Initiate pilot projects in selected urban, suburban, and rural areas to demonstrate the practical benefits of our sector's vehicles.

5. Data Collection: Collect data and research on the potential impact of such a campaign on modernising areas and achieving sustainability goals.

There is a continued need for a public awareness campaign to educate the public about our sector's vehicles and their benefits.

The Government must work with industry to raise awareness of the benefits of our sector to deliver on the Action Plan. While the Government has acknowledged the mobility and environmental advantages of our sector, this holds little value if awareness of these advantages is confined to Westminster and Whitehall.

› Improve Access

Government Progress			
Commitment	Development	Delivery	Industry Progress

› IMPROVE ACCESS – OFFERING A VIABLE ALTERNATIVE



6

Simplifying the existing licensing regime across all L-Category segments



7

Increasing mobility in rural communities by providing access to affordable zero emission PLV solutions



Background

These actions aim to increase access to low-cost, low and zero emission PLVs for personal transport, commuting, and last mile deliveries. PLVs offer affordable, eco-friendly transportation for urban, sub-urban, rural, and work/school journeys not well-suited for regular petrol/diesel or electric cars. A simplified licensing system would ensure broader access while upholding testing and training standards.



6

Undertake a full-scale review of the existing L-Category licensing regime with the aim of making it more accessible, less complex, and less costly for riders and Government agencies.

Government progress

The Government's initial response involved assigning the task to the Driver and Vehicle Standards Agency's (DVSA) Motorcycle Strategy Group, but it did not make a concrete commitment to reform the regime, only to look at it as an area for potential reform.

Formation of the DVSA Motorcycle Strategy Group

The Government's decision to involve the DVSA's Motorcycle Strategy Group was a step in



the right direction. However, disappointingly, the Group has since been deprioritised by DVSA, diverting resource towards tackling the backlog of driving tests.

A Licence to Net Zero Campaign

The launch of MCIA's '[A Licence to Net Zero](#)' campaign is a positive development. It showcases the industry's proactive engagement with the reform process and demonstrates a commitment to working collaboratively with the Government and its agencies to improve access and address key concerns.

Challenges and remaining issues

1. Government commitment:

The Government has not yet committed to initiating a full-scale review of the L-Category licensing regime. While the initial involvement of the DVSA's Motorcycle Strategy Group was positive, a firm commitment to initiate a review is now needed.

2. Timeline: It's important to establish clear timelines for a review. As industry grapples with the challenge of meeting the Government's ambitious phase out dates, a commitment to a licensing review will provide industry with certainty.

3. Stakeholder collaboration: Continuing collaboration and communication between the Government and relevant stakeholders is essential. This will ensure that proposed reforms align with industry needs and Government objectives.

Recommendations

To advance this action the Government must consider the following recommendations:

1. Officially support "A Licence to Net Zero", enhancing the collaboration between industry and the Government.
2. Instruct the DVSA's Motorcycle Strategy Group to investigate licensing reform and concerns around accessibility, cost, and complexity. This should be followed by a formal representation to the Minister on its findings with clear recommendations and timelines for a prompt and efficient review process.
3. Gauge and mobilise public support for reform and increase awareness regarding the necessity of an updated licensing regime.

While progress has been made, a firm Government commitment and a clear path for reform have yet to be established.



Promote mobility in rural communities by providing affordable zero-emission PLV solutions, leveraging schemes such as the Wheels to Work scheme.



Government progress

While initial meetings were held with the DfT and the Wheels to Work Board, no concrete action has been taken to implement this recommendation. Furthermore, while the Government's "Future of Transport Rural Innovation" document promotes light and micro mobility options such as e-bikes, it stops short at mentioning L-Category vehicles.

Initial engagement

The DfT's willingness to engage in discussions with industry and the Wheels to Work Board is a positive sign, indicating receptivity to the concept of increasing rural mobility through low and zero emission PLV solutions.

Industry involvement

Industry has been proactive in developing proposals for the Wheels to Work scheme which demonstrates a commitment to driving change and improving rural mobility.

Policy shift: The ambivalence toward L-Category vehicles within the "Future of Transport Rural Innovation" document is concerning, as it represents a policy shift away from its earlier commitment to expanding

the use of these vehicles in rural areas. The Government must consistently apply **The Right Vehicle For The Right Journey** maxim, considering the application of all light vehicle options as part of an integration transport solution

Challenges and remaining issues

1. Lack of concrete action: While there have been discussions and engagement, no concrete actions have been taken to implement this recommendation.

2. Policy inconsistency: The Government's lack of explicit focus on L-Category vehicles creates uncertainty. This will hinder progress in achieving affordable low and zero emission PLV solutions for rural communities if our sector is not considered with equal importance as other light mobility options.

3. Need for funding: Addressing rural mobility challenges, particularly with low and zero emission PLV solutions, will require financial support and funding mechanisms, which have yet to be established.

Recommendations

To advance this action the Government must consider the following recommendations:

1. Proactive proposals: Continue developing more detailed and proactive proposals with MCIA for the Wheels to Work scheme, highlighting how affordable low and zero emission PLV solutions can be effectively integrated into rural mobility plans.

2. Policy advocacy: Engage in ongoing advocacy efforts to persuade DfT Ministers to align with their earlier commitment to expanding the use of all PLV types in rural areas.

3. Funding and partnerships: Explore potential funding sources and partnerships to support the implementation of low and zero emission PLV solutions for rural communities. This may involve public-private collaborations and grant applications.

4. Public awareness: Raise public awareness about the benefits of affordable low and zero emission PLV solutions in rural areas. Industry must be supported with a coordinated information campaign on the capabilities and benefits (such as range and cost per mile) of PLVs in direct comparison to the regulated point of sale information for cars and vans

5. Collaborative dialogue: Maintain regular and productive dialogue with the Wheels to Work Board and relevant Government agencies to ensure the recommendations receive the necessary attention and support.

While initial discussions have taken place, concrete actions have yet to be initiated in response to our recommendation. It is essential to continue advocating for affordable low and zero emission PLV solutions for rural areas.

Alongside this, the policy inconsistencies across DfT and other Whitehall departments must be addressed, and funding options explored to support the initiative.

> Increase Integration

Government Progress			Industry Progress
Commitment	Development	Delivery	

> INCREASE INTEGRATION – INCORPORATING PLVs INTO INFRASTRUCTURE & COMMUNITIES



8

Engaging with local authorities through the Local Authority Transport Decarbonisation Toolkit



9

Creating a formal L-Category community



10

Engaging with industry to ensure zero emission PLVs are considered and incorporated into the development of the EV charging infrastructure.



Background

These actions aim to integrate PLVs into broader UK road transport solutions. This involves strategic planning for our different vehicle categories, both nationally and locally, encompassing aspects such as charging infrastructure and road space allocation. The goal is to enhance the overall experience for PLV users in terms of time, cost, comfort, safety, accessibility, and convenience, ultimately promoting the adoption of low and zero emission PLVs when suitable.



8

Engage with local authorities through the Local Authority Decarbonisation Toolkit to ensure zero emission PLVs form part of an integrated transport solution for the UK.

Government progress

The PLV industry's inclusion in the toolkit development and collaboration with local authorities demonstrates a positive first step towards educating people about the benefits of PLVs and highlights their

relevance to decarbonisation and sustainable transportation. Unfortunately, funding for further development and promotion has been removed.

Challenges and remaining Issues

- 1. Prescriptiveness:** The toolkit lacks specificity and prescriptiveness in guiding local authorities on how to effectively integrate PLVs into their transport planning.
- 2. Holistic integration:** Ensuring PLVs are seamlessly integrated into local transport plans is essential for a comprehensive and sustainable approach.

Recommendations

To advance this action, the Government must consider the following recommendations:

- 1. Prescriptive approach:** Collaborate with Government agencies to develop guidelines that clearly outline how local authorities should incorporate PLVs into their transport decarbonisation plans. These guidelines should include specific actions, targets, and best practice examples.

2. Continued education: Maintain an educational component that raises public awareness about the benefits and potential of PLVs as part of local authority transport planning, including developing a comprehensive communications campaign on disseminating the toolkit as widely as possible.

3. Monitoring and evaluation: Implement mechanisms for monitoring and evaluating the effectiveness of local authorities' efforts in integrating PLVs into their decarbonisation plans, including the effectiveness of the toolkit in terms of number of visitors to the website. Embedding consideration of PLV options in public fleet procurement processes (alongside zero emission considerations) could significantly increase the awareness of the sector.

While PLVs have been included in the toolkit and collaborative efforts have begun, there is a need for greater prescriptiveness in guiding local authorities and greater dissemination of the toolkit itself. The development of clear and specific guidelines, along with holistic integration into transportation planning, regulatory support, and ongoing public education, will be crucial in ensuring that PLVs play a significant role in local transport decarbonisation initiatives.



Create a formal L-Category community to engage with the Government and monitor the delivery of this Action Plan

Government progress

MCIA and Zemo Partnership created a formal community in 2022, including all stakeholders with a vested interest in seeing the PLV sector thrive.

Since its creation, the group has met several times. However, despite the group's best efforts to coordinate and manage the delivery of the Action Plan, the Government has failed to meet industry halfway in terms of the effective evaluation and monitoring of the Action Plan's delivery. We have welcomed the Government's attendance at a couple of meetings but, beyond that, the Group has been left to its own devices with no Government support.

Recommendations

To advance this action the Government must consider the following recommendations:

1. Active involvement: The Government must take a more active role in the Community in 2024 and take more direct ownership over the actions which relate to it the most. Industry cannot bring forward legislation, amend or update regulations and provide financial support. The Government must play its part.

2. Action Plan delivery management: As above, industry has limited control over delivery of the actions. The Government should appoint a dedicated resource within DfT to manage delivery of the Action Plan in partnership with industry, meeting on a monthly basis to assess progress against each action.



Engaging with industry to ensure zero emission PLVs are considered and incorporated into the development of the EV charging infrastructure.

Government progress

As with all actions, industry consistently experiences inconsistencies across Whitehall in terms of DfT's stated ambitions for our sector. The situation is no different for charging infrastructure, with a significant lack of PLV inclusion.

Although most zero emission PLVs have swappable batteries (batteries that can be lifted out the vehicle and charged via a three-pin plug), many PLVs - in particular L3-Category motorcycles - need bespoke charging facilities.



Recommendations

To advance this action the Government must consider the following recommendations:

1. Dedicated motorcycle charging stations:

Allocate funds from the Low Emission Vehicles Infrastructure (LEVI) fund specifically for the development of dedicated motorcycle charging stations. Designate areas within existing charging facilities for motorcycles, ensuring they have access to bespoke charging solutions.

2. Incentives for private sector involvement:

Provide incentives for private businesses, such as gas stations and parking facilities, to install PLV-specific charging infrastructure.

Offer tax breaks or grants to businesses that invest in and maintain PLV-friendly charging stations.

3. Standardisation of charging connectors:

Encourage industry stakeholders to develop standardised charging connectors for PLVs to streamline infrastructure deployment.

Implement regulations or incentives that promote the adoption of these standardised connectors to ensure compatibility across different charging stations.

4. Integration with public transportation hubs:

Incorporate PLV charging stations into public transportation hubs, encouraging commuters to choose environmentally friendly alternatives for their last-mile connectivity.

Collaborate with local transport authorities to integrate PLV charging infrastructure into existing transit terminals and park-and-ride facilities.

5. Incentivise EV Manufacturers:

Provide incentives or subsidies to electric motorcycle manufacturers to invest in R&D for innovative charging solutions.

Encourage manufacturers to include standardised charging cables and connectors with their vehicles, making it easier for users to access charging infrastructure.



6. Local government collaboration:

Collaborate with local governments to identify key areas where motorcycle charging infrastructure is most needed.

Include motorcycle charging considerations in urban planning and development initiatives, aligning with the goal of promoting sustainable and efficient transportation.

7. Data collection and monitoring:

Implement systems for monitoring and collecting data on motorcycle charging usage to inform future infrastructure planning.

Regularly assess the effectiveness of the charging infrastructure policy and make adjustments based on the evolving needs of L-Category road users.



Motorcycle Industry Association

MCIA represents over 90% of the supply side of the industry; the manufacturers and importers of Powered Two Wheelers (PTWs) and other L-Category vehicles, accessory and component suppliers and companies providing associated services.

For Further Information Please Contact

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Zemo Partnership

Zemo Partnership is a not-for-profit, independent partnership, jointly funded by the Government and its members, whose breadth of backgrounds and perspectives make the Partnership unique. Being collaborative, it brings together government, industry, NGOs, experts, and a wide range of key stakeholders at the highest levels, with a shared vision of accelerating transport to zero emissions.