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Brexit – Motorcycle Safety Opportunities or Business as Usual?

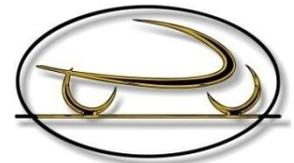


THE
MOTOR CYCLE
INDUSTRY
ASSOCIATION

Brexit Effects?

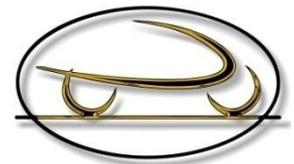
- Effect dependent upon which Brexit model the UK adopts.
- We can make a real difference to road safety if fully removed from the European single market.
- Any quasi European option (EEA or EFTA) will create trading opportunity but also an adherence to EU laws and statutes.

Irrespective we all continually strive to improve the safety of our road users and for MCIAs our powered two wheeler riders.



Post Brexit Motorcycle safety

- Manufacturing developments will not be impeded, irrespective of the Brexit model chosen.
- PTW's will progressively be developed to a single global standard.
- Two wheelers will continue to be enhanced with safety features that support the riders skills.
- Rider apparel will continue to develop to international CEN standards and beyond.
- For some time to come all this new technology is likely to be expensive which will be detrimental to take up and usage.



Motorcycle Safety now and in future

- Motorcycles and scooters can make a significant contribution to addressing the Nation's transport and traffic congestion problems.
 - Congestion cost up to £9bn year. Number of hours lost in traffic jams up 27% since 2012. Drivers spend 12 working days stuck in traffic! (London).
- But despite a significant long term casualty reduction, motorcycling remains disproportionately represented in overall road user fatalities.
- Regardless of Brexit, something must be done to safely unlock the motorcycle potential



The MSTP

Pre Brexit during 2014 NPCC and MCIA launched a ground-breaking generational, strategy to increase motorcycle usage and reduce rider casualties:

The Motorcycle Safety and Transport Policy Framework.

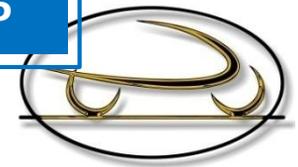
This document is based on the premise that more motorcycles could reduce casualties

This will be re-launched with details of progress so far and a very important announcement on 22/23 November

How will this be delivered in light of Brexit?

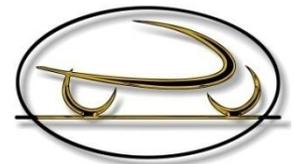


MSTP Themes



Post Brexit – Licence Acquisition

- Theme 2 - Education
- Subject to the right Brexit model the Driving Licence Directive can be reviewed (eventually!)
- PTW users can be better prepared for using the roads via a training and testing regime that is:
 - A) not overly onerous
 - B) suits their needs
 - C) delivers maximum relevant training
 - D) Relieves the pressure on DVSA Examiners and test sites
 - E) Encourages periodic re-assessment and development



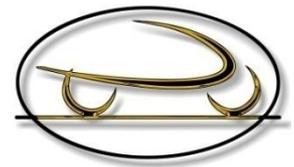
Post Brexit – Licence Acquisition

- 3 DLD intended to encourage riders to take a progressive route. Instead the A1 licence is gained by 70 riders per month.
- Brexit could allow changes to licence categories to reduce permanent learners
 - No benefit to taking test on 125, only benefits removing L plates or carrying a pillion
 - Consider allowing access to PTWs up to 250cc?



Post Brexit – Licence Acquisition

- Progressive learners are subjected to taking exactly the same test for each category
- There is no incentive to encourage taking this progressive and more expensive route to motorcycling.
- Although these rules were not imposed by the EU they were guided by the principles of the Directive
- Some creative thinking, free of EU regulation could be extremely beneficial



Post Brexit – Instructor Standards

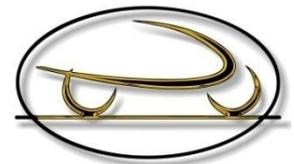
- Instructor qualification – rumoured to be the subject of 4DLD

ATBs report long delays in getting new Instructors approved by DVSA. Approval is offered FOC so is often abused. Instructor training is left to each ATB.

Industry has been waiting to see what 4DLD will require

- Latest consultation from DVSA ‘Mutual recognition of professional qualifications’ Implementing EU legislation –

Clearly EU regulation is with us for some time



PPE

- There have been huge advances in PPE
 - New CE standard will still be implemented regardless of Brexit
- Recognised in the MCIA/NPCC Framework
- TfLs Motorcycle Safety Action Plan
 - Promote and Increase use & availability of PPE
 - Encourage manufacturers to develop new types of clothing/PPE advances
 - Broaden range to suit all riders
- Technology comes at a price.....



The Cost of Safety?

- One of the newest developments for riders is air bag technology.
- Offers excellent protection and can dramatically reduce injury.
- Many riders are interested in using air bags but only the 'better off' riders can afford it. (£300-£1,000+)
- Economies of scale will reduce cost slowly
- Brexit would enable UK Government to remove VAT for all approved PPE (not just helmets) making massive savings for riders and reducing NHS costs



So how could the picture change post Brexit

- The economic environment in the country may generate a review of agencies responsible for testing.
 - Resources already being cut, agencies streamlined
- A national network of accredited trainers could provide a new form of relevant, progressive training and authority to use the road.
- Revision of licence categories to encourage progressive access
- Reduced price for approved PPE, better uptake by riders



Summary

- Regardless of Brexit:
 - The MSTP widely adopted will enhance rider safety
 - More PTW's on the road will improve both motorcycle and general road safety
 - Testing and training improvements should be embraced
 - PTW's will continue to be developed with an ever increasing array of built in safety features
 - Rider clothing will continue to be developed to ever exacting standards
 - All of this can be further enhanced by a supportive and progressive rider, licencing, training and testing environment.

