



MAG Ireland

The Irish Motorcyclists' Action Group

Press Release

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///**Headline**///

IRISH BIKERS SAY ROADWORTHINESS TESTING PROPOSAL 'DISPROPORTIONATE'

Opposition to EU proposals grows

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Irish motorcyclists will take to the streets on Saturday 22nd September as part of MAG Ireland's "No Con Test" Demo which aims to highlight flaws in the latest EU proposals for roadworthiness testing.

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The EU Commission is framing a regulation for mandatory roadworthiness testing which aims to include motorcycles for the first time, citing safety as a primary reason¹. This is despite internationally accepted evidence showing that mechanical failure is simply not a significant contributory factor in motorcycle accident causation². Roadworthiness Testing for motorcycles is therefore an enormously expensive solution to a problem that quite simply doesn't exist.

MAG Ireland will stage a demonstration in Dublin this coming Saturday, 22nd September to highlight the flaws in the proposals. This demonstration is timed to coincide with a series of demos in other EU countries, including a mass rally in Brussels which will see tens of thousands of riders converge on the European Parliament to demonstrate their frustration at the Commission's complete lack of proportionality.

Linda O'Loideoin, Road Safety Officer with MAG Ireland, had this to say on the issue:

"An NCT style test for motorcycles is simply a hugely expensive way of making the minimal possible impact on the less than 1% of accidents caused by mechanical failure in a mode that itself is less than 3% of Irish road traffic. This will substantially increase the cost of the existing NCT test and add to the burden of the already financially stretched commuter.

¹ See http://ec.europa.eu/transport/road_safety/events-archive/2012_07_13_press_release_en.htm

² See: <http://www.maids-study.eu>
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Here in Ireland, the RSA agrees³ that mechanical failure in motorcycles is not a significant factor in road safety, so the EU Commission's sudden insistence that this is a major issue simply doesn't hold water"

A European wide study⁴ of over 900 motorcycle accidents showed that just 0.3% of those could have mechanical failure classified as the primary cause. Even as a contributory factor, mechanical failure was cited in less than 2% of cases, and this is the internationally accepted figure.

Victor Donnelly, P.R.O. for MAG Ireland called for a proper cost benefit analysis to be carried out as provided for in section 4.2.9 of the *National Motorcycle Safety Action Plan 2010-2014* before Ireland adopts the proposal saying:

"Lets put this in context, we're talking about one in every 2,500 vehicles on the road here. It's madness and it's going to cost Irish road users a fortune. MAG Ireland has consistently pointed out that mechanical failures in items like wheel bearings, suspension or steering components which routinely cause cars to fail the NCT would render a motorcycle unrideable in the first instance, given the dynamics of a single track vehicle."

Experience in countries which implement mandatory roadworthiness testing for motorcycles shows that very few fail the test, and of those which do the majority of cases relate to tyre tread depth as opposed to mechanical failure. It is for these reasons that motorcycles were excluded from previous regulations.

"There can be no denying that this proposal will be hugely expensive to implement given the relatively low numbers of motorcycles on the roads in Ireland" said Mr. Donnelly.

The Dutch Parliament has recently issued a letter stating their opposition to this measure on the grounds that the EU simply hasn't got it facts right. MAG Ireland is totally opposed to the imposition of unproven so-called "safety" measures which have no basis in scientific research. Irish riders deserve better than the short sighted and hostile attitudes displayed at local, national & EU level.

On the 22nd of September, Irish riders will take that message to the public by taking to the roads of the capital to demand proper progressive evidence led policies which riders can support.

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³ See: http://www.rsa.ie/Documents/Road%20Safety/Motorcycles/National_Motorcycle_Action_Plan.pdf - Section 4.2.8

⁴ Source: MAIDS Study
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About MAG Ireland:

MAG Ireland (The Irish Motorcyclist's Action Group) was set up in 1985 and represents the interests of Ireland's 30,000+ motorcyclists, scooter and moped users.

Areas tackled by MAG Ireland include road safety, training, road conditions, technical harmonisation, tax issues, consumer issues affecting riders, licensing and insurance.

MAG Ireland offers a wide range of benefits to its membership including discounts at many retail outlets and events, a quarterly newsletter and information services. See <http://www.magireland.org> for more.

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