

PRESS RELEASE

March 18th, 2013



The European Parliament: representing EU Citizens or the needs of Big Business?

Next Tuesday 19th March, Members of the Transport Committee of the European Parliament (TRAN) will have their first discussion on Rapporteur Kuhn's report on the Commission's proposal to harmonize Road Worthiness Testing throughout Europe. Despite strong opposition from those affected (riders of 40 million powered two-wheelers), TRAN Rapporteurs refused to meet with riders' representatives, calling into to question the objectiveness and democracy of the decision-making process itself.

The Commission's proposal *2012/0184(COD) on Periodic roadworthiness tests for motor vehicles and their trailers* concerns the harmonization of Road Worthiness Testing (RWT) for Powered Two Wheelers (PTW) in Europe. It has already been rejected by The Council of Ministers of Transport quasi-unanimously on December 20th, 2012 due to the lack of objective justification, in addition to the economic and regulatory burdens involved.

European motorcyclists, in line with the Council of European Transport Ministers' views, are far from supportive of this proposal which should be left to the discretion of Member States to better fit with national road safety specificities. According to the PTW community, objective and independent studies prove that technical failure is almost never a direct cause of motorcycle accidents. From the start, the Commission proposal was based on grossly biased figures provided by a private German corporation ranked amongst the leaders of the RWT business. The evidence on which the Commission based its impact analysis is neither representative nor sufficient enough to justify the measure.

Without consulting representatives of the 40 million strong PTW community during a supposed 'public' hearing in January which only heard the views of professionals with a direct interest in the expansion of RWT, save one motorists organization, the TRAN rapporteur MEP Kuhn (Germany) and shadows finalized their report. No other road users or truly independent road safety specialist were welcomed to voice their expertise and concern. Despite several requests, MEP Kuhn hasn't replied to FEMA, who has consistently tried to address the other side of the question, namely the impact on the citizens of the EU, who will have to pay the bill.

Road users and motorcyclists in particular, have serious doubts about the objectiveness of the EU decision-making process and the actual motives and democratic values of our representatives. It would not be the first time the EU has been accused of not having its actual people's interests as a priority. One can only wonder how long it can really afford to carry on operating like this.

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Note to editors:

- FEMA position on the proposal 2012/0184(COD) Periodic roadworthiness tests for motor vehicles and their trailers: <http://www.fema-online.eu/RWT/20121112%20FEMA%20background%20paper%20on%20Road%20Worthiness%20Tests.pdf>
- Read all news over the issue on FEMA website <http://www.fema-online.eu/index.php?page=news-4>
- All relevant documents on road worthiness testing (periodical technical inspections) : <http://www.fema-online.eu/index.php?page=relevant-documents-on-rwt>
- Council of Transport Ministers' final text: <http://register.consilium.europa.eu/pdf/en/13/st05/st05018.en13.pdf>
- MEP Kuhn's report to be discussed at the European Parliament on Tuesday 19/03/2013 <http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&reference=PE-504.196&format=PDF&language=EN&secondRef=01>
- Overview of procedure + MEPs involved: <http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?lang=en&reference=2012/0184%28COD%29>
- Announced calendar for the adoption of the text at the European Parliament:
First discussions: 19/03/2013
Deadline for amendments: 27/03/2013
Vote in TRAN (European Parliament's Transport Committee): 29 or 30/05/2013
Vote in Plenary (estimation): 02/07/2013