

I filled in the form for PTI for motorcycles. Due to a technical failure the form is not processed. Therefore I send you this mail
I strongly oppose tot PTI for Motrcycles
I agree with the FEMA's point of view

Periodical Technical Inspection (PTI) is commonly seen as a tool to make
sure vehicles on the road are in
good technical condition. The Federation of European Motorcyclists' Associations (FEMA) does not put into
question the need for powered two wheelers (PTWs) to also be in good condition on the road. However,
FEMA argues that PTI will not improve road safety and only represents an
additional and unjustified
burden for motorcyclists. Discretion whether to include PTWs into PTI and the recognition of PTI results of
other Countries must be left to the Member States.
The reasons why the members of FEMA oppose harmonized and extended PTI for PTWs are the following:

1. A priori PTI is considered to contribute to road safety. Studies commissioned by testing
authorities¹ regularly confirm this impression. However, independent studies² put the safety
benefit of such testing regimes into question.
2. Motorcycle in-depth studies highlight that human behaviour is the primary causation factor of
accidents involving PTWs. Technical failures only account for 0.3% of all primary accident
contributing factors³. It is doubtful that an extension of PTI regimes would be able to reduce this
number significantly.
3. Countries in Europe having PTI regimes for PTWs⁴ do not show improved
accident figures.
4. Users of PTW are more aware of the technical condition of their vehicle simply because most
technical problems directly impact riding conditions. Besides, the vast majority of riders are well
aware of the risks related to riding a PTW and are clearly more safety conscious than most car
drivers. This fact provoked some EU countries (e.g. Sweden) to alter PTI
requirements for PTWs.
Moreover, technical failures of PTWs require instant action. Reliance on
regular annual
or bi-annual inspection is misleading. Hence, awareness campaigns, targeting riders having a
less passionate relationship with their PTW (along with novice riders in
particular), are able to
further decrease the small fraction of accidents caused by technical failures.
5. Geographical considerations have to be taken into account: in less densely populated EU regions

(e.g. Nordic countries) a considerable amount of time is needed to reach an appropriate testing centre. Road conditions also vary tremendously from one member state to another, impacting the specific needs for PTI.

6. As for the environment, the testing of exhaust emissions is not up to date. Up to now, there is still no harmonized testing methodology allowing exhaust emissions to be assessed consistently.

_ Extended warranties from manufacturers are the best incentive for regular technical maintenance of PTWs. This enhances the relationship between the user and a garage, which in turn is the best option to ensure the good technical condition of PTWs on the road.

Greetings

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