

NATIONAL MOTORCYCLE DEALERS ASSOCIATION NEWSLETTER MAY 2020



Lexmoto saw a small success in a tough April for the industry

COVID-19 DEVASTATES MOTORCYCLE REGISTRATIONS IN APRIL

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'RIDE COVID SAFE TO WORK'

As the current lockdown rules are beginning to be relaxed, the Government has issued guidance that recommends public transport be avoided, and that walking, cycling or driving should be used as alternative means of commuting. Despite this, powered two wheelers were not mentioned, despite their comparative safety, convenience, and regulated features. Therefore, the NMDA, along with the industry, is looking into promoting the use of motorbikes during the COVID-19 outbreak with the tagline '**Ride Covid Safe to Work**'.

A reminder that the NMDA is your trade body and here to help and advise you on regulatory and operational issues that affect your business. However, if there are issues that we have not covered, or you have concerns about, please do contact us on the NMDA helpline 01788 538303.

Stephen Latham
Head of NMDA

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All sectors of machine were negatively affected, with 'touring' motorcycles plummeting -96.3%, while even the least affected 'scooters' registered a loss of -69.2%.

Honda once again was the best-selling brand with 312 new motorcycles, but preference for low powered and cheaper vehicles allowed Lexmoto to climb to second with 177 registrations.

Most of the small number of registrations in April are likely to have been from online sales, with many being sold to key workers as a safe, independent option to travel to work.

With the ongoing lockdown, many motorcycle businesses are looking to having a digital presence to sell new and used bikes online. This will help them weather the storm against them as we reach almost two months of closures, and the NMDA will continue to support their businesses throughout.

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Scooters and motorcycles offer a safe method of commuting to isolate from Covid-19, but with advantages over walking, cycling or driving:

- Speed – typical 125cc motorbikes can reach up to 60mph, which is ideal for longer commutes on A-roads, and much faster than a push-bike.
- Economic to run – the fuel economy of a motorbike can reach around 90mpg.
- Only 1 day of training needed – to ride a scooter or motorbike solo on the road, only one day of training is needed once you have a provisional licence. The compulsory basic training (CBT) course, once taken, allows anyone over the age of 17 to ride a motorbike up to 125cc with L plates on the road. This is a very time-efficient way of gaining a mode of transport that is much faster than walking or cycling, and less time consuming than gaining a car driving licence.
- Ease of parking – many car parks will have dedicated motorbike parking spaces, which will usually be quieter than the car spaces.
- Environmentally friendly – as they have smaller engines and complete the journey time faster, motorbikes emit far less CO2 than cars.
- Freedom – motorbikes have you as close to nature as a push-bike does, and access to all the same areas as cars, but with all of the advantages above.

The NMDA & MCIA are working on this potential campaign, and are looking into logos and graphics to go with it.

TEMPLATE LETTER TO YOUR MP REGARDING POWERED TWO WHEELERS AS PERSONAL TRANSPORT

Dear [your MP],

I am writing to you as one of your constituents who is employed in the Powered Two Wheeler (PTW) industry. The PTW industry collectively generates net annual sales in excess of £7billion, while employing around 50,000 people across approximately 5,700 businesses in the UK and I am requesting your assistance in getting PTWs recognised as a serious transport mode for our time.

PTWs, in the form of low and zero emission scooters and light motorcycles, are a clean and efficient transport mode that require little road space for travel or parking and which can meet the needs of a variety of commuters, while at the same time fulfilling their social distancing and environmental obligations.

In the current climate they are the perfect alternative for those who would usually use public transport, but for whom walking and cycling are not viable options. Access to small PTWs is straightforward, with most requiring just the completion of a one-day training course, called CBT.

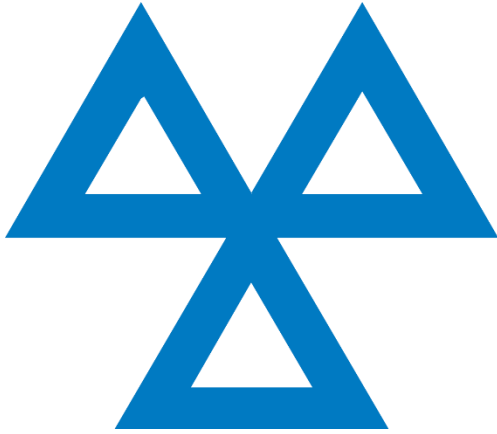
With so much going for them, it could be assumed that they would be heavily promoted by Government, as the country works towards easing lockdown, but unfortunately that is not the case.

In his briefing on Saturday, 9th May, the Secretary for State for Transport, the Rt. Hon. Grant Shapps MP, when promoting alternatives for public transport, extolled the road congesting private car and fast-tracked the consultation on un-regulated e-scooters, but ignored PTWs, even though they are already the choice of more than a million road users, legal and regulated.

Consequently, I would very much appreciate your assistance in encouraging Government and others to promote PTWs as a valid alternative to public transport and beyond.

Yours faithfully,
[Your name]

BE AWARE! MOTORCYCLES WITH MOT DUE BEFORE 30 MARCH WERE NOT GRANTED ANY EXEMPTION AND MAY NOW BE UNROADWORTHY



Following the Government announcement that motorcycle and car MOT will receive a six-month exemption, thousands of riders may now believe their motorcycle will benefit from the exemption when actually they are still due a class 1 or 2 MOT test.

Only motorcycles with MOT due dates on or after the 30th March have benefited from the exemption. Bikes with due dates prior to that will be still required to pass an MOT test to be legally used on the roads.

On 25 March 2020, the Government announced all cars and motorcycles which usually would require an MOT test will be exempted from needing a test from 30 March 2020. The exemption will last six months.

Legal changes needed to be made to allow the exemption to be put in place, so, although the exemption was announced on 25 March, the exemption was effective from 30 March 2020.

This means that only motorcycles with MOT due dates on or after the 30th March will benefit from this exemption. Bikes with due dates prior to that and have not passed their MOT test will still be required to pass an MOT test to be legally used - even if the MOT test happens after this April onwards.

Many franchised motorcycle dealers' workshops and independent garages that carry out MOTs are still legally open. The Government has not included them in the list of businesses that have to close during the Coronavirus outbreak so that they can continue to carry out works to keep all motorcycles on the road safe and roadworthy, therefore reducing the risk of accidents that would place additional strain on the NHS.

The MOT extension dates from 30 March, will be moved in batches, so that they are working 7 days ahead. That will mean, say, that every Tuesday – the following Tuesday's tests are moved 6 months ahead. The new 'due date' will appear in the MOT History Service when it is amended.

This process provides a degree of flexibility which will allow the Government to keep the changes under review as the Coronavirus emergency unfolds or reseeds.

NMDA urges riders to check their motorcycle' MOT due date and get an MOT test done if their machine is not eligible to receive an exemption thus ensuring it remains legal and roadworthy.

E-SCOOTER TRIALS TO BEGIN IN JUNE



The Government has fast-tracked trials of e-scooters as part of a £2 billion investment in green travel solutions.

E-scooter trials will start next month – a year earlier than planned - to help encourage more people off public transport in the wake of the Coronavirus pandemic.

Currently, e-scooters – which can travel at up to 15.5mph – are banned on roads and pavements in the UK.

A consultation into their legalisation was launched in March.

Requirements for both e-scooters and those using them are being explored to make sure they are safe for use on roads. This includes a minimum age and vehicle standards as well as insurance requirements. The review will also consider if local authorities should have extra powers to manage the impacts of e-scooters on public space, for example where they can be parked.

The trials will be offered to all local areas across the country and will allow government to assess the benefits of e-scooters as well as their impact on public space, with the potential to see rental vehicles on UK roads as early as June.

Andy Street, the Mayor of the West Midlands said: “This trial will help bring more flexibility, choice, and greener travel solutions for the region, at a time when we are facing a climate emergency and urging people to leave the car at home.

“We will also use the trial to look at the current transport challenges the coronavirus pandemic has presented us with and explore how e-scooters could be used to help tackle them.

“No region is better equipped than the West Midlands to test, review, and implement trials such as these at pace and scale, and that is testament to the hard work and innovation of those working in our future transport sector.”

RAC head of roads policy Nicholas Lyes said: “While drivers are lukewarm about the idea of having e-scooters on roads, they also often tell us they would like to have cheap, reliable alternative forms of transport so the Government is right to look at different ways for us to get around in congested cities.

“E-scooters could provide that alternative for short trips, though their safe use must always be the number-one priority. For example, it makes sense that these devices have safety features like reflectors and speed limiters fitted, and that options such as insurance and training are carefully looked at to see if they can bring additional safety benefits.

“The Department for Transport might also need to look at changes to the Highway Code to accommodate new forms of road transport.”

Source: [Fleet News](#)

NMDA DEALER ATTITUDE SURVEY SPRING 2020 – RESULTS PUBLISHED NEXT WEEK

The NMDA Dealer Attitude Survey for Spring 2020 is currently being processed, and results are expected to be published next week. The NMDA is grateful for all of the respondents to the survey, particularly in the current challenging circumstances. If you have any questions or for more information please contact Jordi Skilbeck – jordi.skilbeck@rmif.co.uk

WHAT YOU GET FOR YOUR MEMBERSHIP FEE

- **Legal services** – Free legal advice from in-house lawyers
- **HR & Employment advise** – Resources for providing HR documentation
- **Trading Standards** – Guidance advice handling legislation
- **MOT Training** – Training centres to update and instruct MOT testers
- **Conciliation & Arbitration** – Resolving trade and consumer disputes
- **Government Lobbying** – Ensuring we are in consultation over law changes
- **FCA Advise** – Keeping up to date with F&I knowledge
- **DVLA Partner** – Working with DVLA to assist future projects
- **DVSA Advisor** – Advising on MOT test requirements
- **Utility packages** – Reviewing potential on saving energy costs
- **Banking & Credit Cards** – Possible savings on banking charges
- **Business advice** – On call to assist dealers with day-to-day issues
- **BDN EXPO Trade Show** – Attend the annual motorcycle trade show
- **Monthly Sales Report** – Review of monthly motorcycle registrations
- **Monthly Newsletter** – Updating on issues, trends & results affecting your business
- **Quarterly member meeting** – Reviewing issues affecting the industry
- **Bi-annual Attitude Survey** – Monitoring dealer/manufacture relationship
- **NMDA Website** – Easy way to check on updates

For more information, please contact Ed Buckley (Membership Manager) on 07919576306 mobile or email ed.buckley@rmif.co.uk.