



Notification Number: 2016/568/UK

## Plug-in Motorcycle Grant (PiMG) Scheme

Date received : 24/10/2016

End of Standstill : 25/10/2016

Fiscal Measures : Yes

### Message

Message 001

Communication from the Commission - TRIS/(2016) 03286

Directive (EU) 2015/1535

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2016/0568/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201603286.EN)

#### 1. Structured Information Line

MSG 001 IND 2016 0568 UK EN 24-10-2016 UK NOTIF

#### 2. Member State

UK

#### 3. Department Responsible

Department for Business, Energy and Industrial Strategy  
Europe Directorate  
1 Victoria Street  
London, SW1H 0ET

Email: [technicalregulations@bis.gsi.gov.uk](mailto:technicalregulations@bis.gsi.gov.uk)

#### 3. Originating Department

Department for Transport  
Office for Low Emission Vehicles (OLEV)



Great Minster House, 76 Marsham Street, London, SW1P, 4DR.

Email: [olev.enquiries@olev.gsi.gov.uk](mailto:olev.enquiries@olev.gsi.gov.uk).

#### **4. Notification Number**

2016/0568/UK - T40T

#### **5. Title**

Plug-in Motorcycle Grant (PiMG) Scheme

#### **6. Products Concerned**

The grant scheme will provide funding to support the uptake of zero emission motorcycles and scooters in the UK.

#### **7. Notification Under Another Act**

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#### **8. Main Content**

The Plug-in Motorcycle Grant (PiMG) scheme will provide up to £3.75 million in grant funding over the next four years (August 2016 to March 2020).

The scheme is non-discriminatory with regard to the origin of the product concerned. In particular, it avoids favouring only the sale of vehicles of domestic manufacturers. Moreover, the schemes do not include characteristics which could discriminate against similar motorcycles or scooters coming from other Member States, or outside of the European Union. The scheme also does not discriminate against different technologies that can be used in ULEVs. The scheme will be annually reviewed.

#### **PARAMETERS**

##### **Eligibility Criteria:**

As a core requirement motorcycles and scooters must be of a type that requires: vehicle registration with UK authorities, driver licensing, the provision of insurance, and the wearing of a protective helmet to be ridden legally on UK Roads.

In addition, qualifying motorcycles and scooters must hold European Community Whole Vehicle Type Approval for specific categories of vehicle (L1e or L3e to Directive 2002/24/EC or L1e-B, L3e-A1, L3e-A2, L3e-A3 to Regulation (EC) No. 168/2013/EC), and meet further requirements with regard to vehicle mass, minimum speed, minimum range, vehicle and battery warranty, battery degradation and electrical safety.

#### **9. Brief Statement of Grounds**

The Plug-in Motorcycle Grant scheme is designed to promote the uptake of zero emission motorcycles and scooters in the UK and aligns with current UK Government strategies that seek to create a path to a sustainable mass market for ULEVs. Expansion of the ULEV market is a key area for the UK to meet its green house gas (GHG) aspirations as set out in the UK document '2050 Pathways' and the European Document 'EU Transport GHG Routes to 2050'.

Zero emission motorcycles and scooters can offer clear advantages over cars in urban areas by lowering



emissions and improving urban air quality, reducing congestion and reducing noise. In addition, the purchase of a zero emission motorcycle or scooter could be considered as more affordable to some UK consumers not able to afford an ultra-low emission car in the current market. Lowering the cost of entry into ULEVs could help increase the exposure of low emission technology across other modes, and might help 'normalise' ULEV technology more generally and may help accelerate consumer acceptance for battery electric vehicles.

This measure features a de facto technical specification linked to fiscal or financial measures affecting the consumption of products or services by encouraging compliance with those specifications, requirements or rules (as defined in Article 1(1f) of Directive 2015/1535/EU) and therefore no standstill period is required.

**10. Reference Documents - Basic Texts**

No Basic Text exists

**11. Invocation of the Emergency Procedure**

No

**12. Grounds for the Emergency**

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**13. Confidentiality**

No

**14. Fiscal measures**

Yes

**15. Impact assessment**

No.

**16. TBT and SPS aspects**

TBT aspect

No - The draft is not a technical regulation nor a conformity assessment

SPS aspect

No - The draft is not a sanitary or phytosanitary measure

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European Commission

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GROWTH DIRECTORATE-GENERAL

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