

## Comments on ACEM Conference, 26th January, 2011 Brussels

Right To Ride's Elaine Hardy gives an overview of some of the important issues discussed when she attended the ACEM conference in Brussels.

There was an intense debate between the manufacturers and the Commission during the conference.

There was a big audience which included the Managing Directors of BMW and Ducati.

### Market Decrease

They explained to Philippe Jean (Head of the DG Enterprise, Automotive sector) that the market has decreased by 30% and it still hasn't bottomed out.

They argued that the regulations will put many companies out of business.

I asked Philippe Jean what was the rationale for reducing the production limits of small series manufacturers, (motorcycles and trikes from 200 to 50, motorcycle and sidecar combinations from 200 to 100 units). The short answer is that they want to stop people abusing the system which implies that they aim to penalise legitimate small series manufacturers.

However, Mr Jean stated that they are willing to discuss this.

Tom Waterer MCIA also raised this question and explained that small series companies like Norton, CCM and Harris are producing new models and these limits would kill their business. Equally ACEM has commented that they are very unhappy about the proposed limits.

### Test Authorities and Enforcement

Tom Waterer mentioned a fundamental conflict of interest between test authorities and enforcement and asked how the Commission could resolve this.

The Commission representative Philippe Jean's answer was once again blaming people abusing the system and said that there had to be more enforcement, but again he suggested that they are willing to discuss the matter.

### Production Limits

On production limits - I raised this again after the meeting with Guido Gielen (DG Enterprise) and he said that this (limits) was proportionate to car small series production. As there are far more cars, the production for small series cars is limited to 1000, therefore proportionately motorcycles, trikes and sidecars should be reduced to reflect overall production.

I think it would be beneficial if small series companies could produce briefs about their production and business plans, which could convince the Commission to reconsider the limits.

I got the impression that the proposals are not set in stone and that there will be quite a lot of changes made, because the Commission can't be seen to be destroying manufacturing and because the IMCO (Internal Market and Consumer Protection Committee) will not agree with everything they've proposed.

The IMCO has concerns about the volume of schedules especially with regards to emissions. Accordingly it seems likely that the calendar for all the deadlines will be moved back.

### Advanced Braking Systems - ABS

ACEM has given the Commission a carrot by accepting mandatory ABS - (ABS and CBS) but have asked for more time to enable them to do it. Although they have asked to include Enduros and Trail bikes in the regulations, they have made it clear that these motorcycles must not have ABS brakes because they are mainly for off road use and that ABS would be dangerous on these motorcycles.

The Commission representative seemed to be happy with that.

Fortunately nobody in the audience made demands for a switch for ABS.



It is likely that the Commission will accept the fact that certain motorcycles like Adventure Trailies will have them anyway.

Although it appears that the industry may get around this issue by re categorizing Adventure Trailies as Enduros.

It is likely that the IMCO will agree with ABS and AHO (Automatic Headlights On) legislation (although accepting that the industry needs more time to implement ABS).

### **Repair Maintenance Information - RMI**

Regards RMI (Repair Maintenance Information), ACEM has concerns regarding fraud and piracy.

For example in the car industry, many so-called professionals have laptop computers crammed with programmes covering a multitude of vehicle makes and use them with reverse engineered (cheap copies of the OEM's proprietary device) interface modules from the far east. Some go so far as assembling these as kits and selling them on within their trade.

So while the Commission is determined that RMI should be shared with independents, I presume the industry will need to put forward their case as to what information is shared to avoid fraud and piracy.

### **Anti-Tampering - Modification**

There was no discussion on anti-tampering due to the fact that the Commission is currently carrying out a study to identify whether there is a problem and if so to what extent, through TRL, a UK based company.

Wim van de Camp, IMCO rapporteur gave his views which were that he represents parliament and that he has no intentions of giving the Commission an easy time – especially on the calendar of the proposals.

### **Conclusion**

To conclude, it was apparent that there will be a lot more horse trading going on before the final decisions are made.

I understand that the FIM representative is doing a good job on behalf of motorcyclists and working very closely with the industry and the Commission on the various issues.

Presentations from the ACEM conference, including audio files from, Stefan Pierer, President ACEM, CEO KTM and Wim van de Camp, IMCO rapporteur - [http://www.acem.eu/cms/conference\\_2011.php](http://www.acem.eu/cms/conference_2011.php)

ACEM's response to the proposals – ACEM Newsletter - <http://www.acem.eu/NWSL/news126/index.html>