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The Voice of Motorcyclists in Canada

MEDIA RELEASE

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Ontario's McGuinty Government Continues to Ignore Motorcycle Safety, Fuel and Space Efficiency

TORONTO, ONTARIO – August 9, 2007. Motorcycles and scooters continue to be ignored in the policy and programs of the Ontario Government, say members of Canada's leading motorcycle advocacy group.

“The recent Eco-license announced jointly by the Ontario Environment Minister and Transportation Minister is a great initiative” says Peter Jacobs, President of the Motorcyclists Confederation of Canada (MCC). “Unfortunately, motorcycles have been ignored in this initiative, as was the case with the fuel-efficient auto rebates, and the HOV lanes access regulations.”

“They don't consult with rider groups” says Jacobs, whose members include the Ontario Road Riders Association (ORRA) and the Ontario Federation of Trail Riders (OFTR). “The MCC, ORRA and OFTR have been writing to the MTO over the past two-and-one-half years, yet neither group was invited to recent Stakeholder Consultations on Motorcycle Fatalities and Injuries. They say they didn't know we exist.” Those consultations, held June 21 and 26, were by invitation only, and not publicized on the MTO website.

The Government's most recent initiative will reward cars, light trucks and commercial vehicles with such incentives as HOV lane access and free parking. Motorcycles are not mentioned.

“The City of Toronto provides free street parking to motorcycles and scooters, recognizing their fuel efficiency and space efficiency” says Jacobs. “We don't understand why the MTO ignores this.”

Further the MCC and ORRA have pointed out, with the support of major motorcycle rider training organizations that motorcycles should be allowed anytime access to HOV lanes as it provides a safer riding environment. (Presently a motorcycle with only the rider may not use HOV lanes.) “This is a safety issue, and is the case throughout the US and in BC”, Jacobs points out, “yet when we’ve gone to the Ministry they’ve said ‘...where do you stop? First it’s motorcycles, then scooters, then the Smart cars and so on.’ Now they’re addressing cars and trucks and still ignoring motorcycles. It’s a clear bias. Even the City of Toronto has a motion before the Public Works and Infrastructure Committee to allow motorcycles into HOV lanes within the City.”

“Motorcycles and scooters consume less fuel and produce correspondingly less greenhouse gases, which is the stated headline of the new government program,” Jacobs says. “Motorcycles meet all required emission standards, and with more and more machines coming with fuel injection and catalytic converters, other emissions are being reduced as well.”

Motorcycles have been ignored in the federal and provincial purchase rebates for fuel efficient motor vehicles as well.

MCC calls for all riders to challenge their candidates to declare their positions regarding motorcycle issues in the upcoming Ontario provincial election.

MCC is Canada’s largest association representing the interests of responsible motorcyclists. It is a not-for-profit national advocacy organization that together with its member organizations advances motorcycling issues throughout Canada. Its membership comprises more than 200 clubs and organizations with over 70,000 riders from across the country.

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