



To: Yamaha Motor Europe N.V.
Koolhovenlaan 101
1119 NC Schiphol-Rijk, the Netherlands
Att: Mr. Eric de Seynes

From: Norwegian Motorcyclists' Union (NMCU)
P.O. Box 351, 1502 MOSS, Norway
Ref: Mr. Morten Hansen, Gen. Secr.

Date: 22nd June 2017

Dear Mr. de Seynes

The Norwegian Motorcyclists' Union (NMCU) is the organisation representing motorbike riders in Norway. NMCU is an active member of FEMA (Federation of European Motorcyclists' Associations).

I am writing to you to make you aware of a change in the Norwegian taxation scheme for motorcycles. From 1st July 2017 the Government will introduce a CO₂ component in the registration tax that has a dramatic effect on the price of at least two Yamaha models on the Norwegian market. Due to the high CO₂ emissions, the MT-10 SP gets an *additional* tax of 4420 euro and the R1 got an *additional* tax of 2038 euro (see Annex).

The tax increase will most probably have an effect on the sales of these two models in Norway. Then again one might say that the Norwegian market is so small that it does not matter much, but it is the view of the European riders' organisations that Norway is probably only the first country to introduce emissions based taxes.

Also, to be honest, we are a bit puzzled by Yamaha introducing 2017 models on the market with higher CO₂ emissions than a Volvo XC90 SUV!

We the riders, your customers, certainly want to keep the top range, state of art motorcycles models, but with CO₂ emissions close to or above 180 g/km we fear there is a risk that high performance bikes like the MT-10 SP might be taxed out of parts of the European market in the years to come. Or fall victims of future city bans.

My question to you is simply; is there anything Yamaha can do to lower the CO₂ emissions from the MT-10 SP and the R1? If necessary at the expense of the maximum power output or the maximum top speed of these beautiful bikes?

Thank you in advance for your reply with your comments.

Kind regards
Norwegian Motorcyclists' Union (NMCU)

Morten Hansen, general secretary



To: Kawasaki Motors Europe NV
Jacobus Spijkerdreef 1-3
2132 PZ Hoofddorp. The Netherlands
Att: Mr. Kawakami

From: Norwegian Motorcyclists' Union (NMCU)
P.O. Box 351, 1502 MOSS, Norway
Ref: Mr. Morten Hansen, gen. secr.

Date: 22nd June 2017

Dear Mr. Kawakami

The Norwegian Motorcyclists' Union (NMCU) is the organisation representing motorbike riders in Norway. NMCU is an active member of FEMA (Federation of European Motorcyclists' Associations).

I am writing to you to make you aware of a change in the Norwegian taxation scheme for motorcycles. From 1st July 2017 the Government will introduce a CO₂ component in the registration tax that has a dramatic effect on the price of at least two Kawasaki models on the Norwegian market. Due to the high CO₂ emissions, the Z900 got an *additional* tax of 4117 euro and the ZZR 1400 got an *additional* tax of 2554 euro.

The tax increase will most probably have an effect on the sales of these two models in Norway. Then again, one might say that the Norwegian market is so small that it does not matter much, but it is the view of the European riders' organisations that Norway is probably only the first country to introduce emissions based taxes.

Also, to be honest, we are a bit puzzled by Kawasaki introducing 2017 models on the market with higher CO₂ emissions than a Volvo XC90 SUV!

We the riders, your customers, certainly want to keep the top range, state of art motorcycles models, but with CO₂ emissions close to, or above 180 g/km we fear there is a risk that high performance bikes like the ZZR 1400 might be taxed out of parts of the European market in the years to come. Or fall victims of future city bans.

My question to you is simply; is there anything Kawasaki can do to lower the CO₂ emissions from the Z900 and the and the ZZR 1400? If necessary at the expense of the maximum power output or the maximum top speed of these beautiful bikes?

Thank you in advance for your reply with your comments.

Kind regards
Norwegian Motorcyclists' Union (NMCU)

Morten Hansen, general secretary



To: Piaggio & C. Spa
Viale Rinaldo Piaggio, 25
56025 Pontedera (PI), Italy
Att: Mr. Roberto Colaninno

From: Norwegian Motorcyclists' Union (NMCU)
P.O. Box 351, 1502 MOSS, Norway
Ref: Mr. Morten Hansen, Gen. Secr.

Date: 22nd June 2017

Dear Mr. Colaninno

The Norwegian Motorcyclists' Union (NMCU) is the organisation representing motorbike riders in Norway. NMCU is an active member of FEMA (Federation of European Motorcyclists' Associations).

I am writing to you to make you aware of a change in the Norwegian taxation scheme for motorcycles. From 1st July 2017 the Government will introduce a CO₂ component in the registration tax that has a dramatic effect on the price of at least two Piaggio models on the Norwegian market. Due to the high CO₂ emissions, Aprilia Tuono V4 1100RR got an *additional* tax of 3941 Euro and the Moto Guzzi Audace got an *additional* tax of 8284 euro (see Annex).

The tax increase will most probably have an effect on the sales of these two models in Norway. Then again one might say that the Norwegian market is so small that it does not matter much, but it is the view of the European riders' organisations that Norway is probably only the first country to introduce emissions based taxes.

Also, to be honest, we are a bit puzzled by Piaggio introducing 2017 models on the market with higher CO₂ emissions than a Volvo XC90 SUV!

We the riders, your customers, certainly want to keep the top range, state of art motorcycles models, but with CO₂ emissions close to, or above 180 g/km we fear there is a risk that high performance bikes like the Aprilia Tuono might be taxed out of parts of the European market in the years to come. Or fall victims of future city bans.

My question to you is simply; is there anything Piaggio can do to lower the CO₂ emissions from the Aprilia Tuono and the Moto Guzzi Audace? If necessary at the expense of the maximum power output or the maximum top speed of these beautiful bikes?

Thank you in advance for your reply with your comments.

Kind regards
Norwegian Motorcyclists' Union (NMCU)

Morten Hansen, general secretary