# Article information:

“한국시장의 다양성·라이더들 지지 덕에 성공”  
<https://v.daum.net/v/20230411100017306>

# Article summary:

1. BMW Motorrad celebrates its 100th anniversary this year and has seen significant growth in the Korean market, selling 3,550 units in 2022.

2. The company plans to introduce various safety and riding education programs to establish a healthy motorcycle culture in Korea and expand the size of the motorcycle market.

3. BMW Motorrad is focusing on electrified mobility in urban environments and plans to introduce various models celebrating their 100th anniversary, including a model that succeeds the Boxer GS, the world's most successful premium motorcycle.

# Article rating:

Appears strongly imbalanced: The article is written in a biased or one-sided way, and the information it provides is not trustworthy enough to be considered a reliable source. You should consult other sources to find reliable information on the presented issues.

# Article analysis:

The article titled “한국시장의 다양성·라이더들 지지 덕에 성공” (Success thanks to the diversity of the Korean market and the support of riders) discusses BMW Motorrad's success in the Korean market and its plans for future growth. While the article provides some useful information, it also contains several biases and one-sided reporting.

One potential bias is that the article only focuses on BMW Motorrad's success in Korea, without providing any context or comparison to other motorcycle brands in the market. This could give readers a skewed perspective on the overall state of the motorcycle industry in Korea.

Additionally, the article seems to be promotional content for BMW Motorrad, as it repeatedly highlights their plans for new models and emphasizes their commitment to safety and riding education programs. While these are certainly positive aspects of BMW Motorrad's business strategy, it would have been more balanced if the article had also discussed any potential risks or challenges facing the company in Korea.

Furthermore, there are several unsupported claims made throughout the article. For example, when discussing electrification in Korea, BMW Motorrad's Marcus Müller-Chambre states that "the mileage area of less than 100 km round trip will be the main market for electric motorcycles." However, there is no evidence provided to support this claim.

The article also misses some important points of consideration. For instance, while Müller-Chambre acknowledges that motorcycles are prohibited from using highways in principle in Korea, he does not address how this might impact BMW Motorrad's sales or growth prospects compared to other markets where motorcycles can use highways.

Finally, there are unexplored counterarguments that could have been included in the article. For example, while Müller-Chambre emphasizes BMW Motorrad's commitment to safety and riding education programs as a key factor in their success in Korea, it would have been interesting to hear from critics who might argue that these programs are not enough to address the inherent risks of riding motorcycles.

Overall, while the article provides some useful insights into BMW Motorrad's business strategy in Korea, it is marred by biases, one-sided reporting, unsupported claims, missing points of consideration, and unexplored counterarguments.

# Topics for further research:

* Criticisms of motorcycle safety and education programs
* Comparison of BMW Motorrad's success in Korea to other motorcycle brands
* Impact of highway restrictions on motorcycle sales in Korea
* Challenges facing BMW Motorrad's growth in the Korean market
* Electric motorcycle market trends and projections in Korea
* Consumer preferences and attitudes towards motorcycles in Korea

# Report location:

<https://www.fullpicture.app/item/ca9dab50da96f99bdd87b41c77ccf016>