



## Position paper: **ELECTRIC MOTORCYCLES**

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### In general

The policy of the European Union, its member states and EFTA member states is to reduce the use of fossil fuels in transport with 60% by 2050. In the communication of 2013 “Clean Power for Transport: A European alternative fuels strategy”, motorcycles are explicitly mentioned: “Powered two-wheelers, using different alternative fuels, could also contribute to these objectives.”. We also see a tendency to ban or toll vehicles with internal combustion engines (ICE) from cities, starting with diesel engines, but in many cases also with petrol engines. Also some countries have plans to allow only zero-emission vehicles, most probably including motorcycles, to be sold in the next decade.

Bio-fuels are currently the most important type of alternative fuels. They are mixed with petrol and diesel fuel and very limited available as ethanol. However, growing resistance makes, that this will change. Currently the highest expectations are for electric, battery-powered vehicles.

Already some electric powered two-wheelers are available for the public, both low-powered scooter type mopeds and motorcycles and motorcycles with high-powered engines. However, price, limited range, often lack of charging infrastructure and, for some people, lack of “experience” delay a market breakthrough.

### Electric versus internal combustion engine

- FEMA supports the introduction of new kind of motorcycles, including electric and other zero-emission motorcycles. However, the rider should always have, and keep, freedom of choice.
- The introduction of other zero-emission motorcycles should not go at the expense of traditional motorcycles. It should not be, that the owners of an internal combustion engine motorcycle pays more for financial incentives to the owners of an electric or other zero-emission vehicle.
- All types of motorcycles must adequate be facilitated: fuel infrastructure for petrol motorcycles must kept available and a fitting charging infrastructure for electric motorcycles must developed

### Charging infrastructure

- Charging infrastructure for motorcycles and other powered two-wheelers needs a grid all over Europe that meets the lower range of electric powered two-wheelers.
- Charging points must be suitable for motorcycles, technically harmonized and fitted with charging cables, because motorcycles often have no room for them.
- Paying must be able with courant debit- and credit cards, not only with special cards.
- Public charging points, also those that are combined with parking places, should be designed for two-wheelers too: smaller charging/parking places use less space. Fitting four instead of one or two sockets on charging poles (with charging cables) would have the same effect.