



[HIGHLIGHTS]

## PARIS PLANS TO RESTRICT PTWs



Incredible as it may seem to all who understand that promoting the use of PTWs will provide a sizeable improvement in urban traffic congestion levels, the City of Paris has approved a draft measure to restrict the use of PTW during peak pollution times.

[...read more on p. 2](#)

## [EDITO]



Dear Reader,

At a time when urban mobility issues are high on the agenda of our political decision-makers, two radically different approaches have been taken by two of the largest European Capital Cities. Paris, on the one hand, is contemplating the ban of PTWs during peak pollution times, while London, on the other hand, encourages their use with an exemption from the famous London Congestion Charge. The latter even encourages PTW riders to use bus lanes.

This Parisian debate is as frustrating to the Motorcycle Industry as it should be worrying to all. There is absolutely no doubt at all that PTWs contribute to an improved mobility in urban centres. The London figures are crying out loud for recognition: car use has fallen significantly in Central London and PTW use has increased quite dramatically – up to 20% - whereas motorcycle casualty numbers have fallen by around 8%.

The evaluation criteria of emissions that seemingly influenced Parisian Authorities are highly questionable if not downright absurd. They diverge from scientific approaches developed by EU-approved Research Institutes (a subject to be addressed in our next issue) and completely disregard the considerable efforts achieved by the Motorcycle Industry to comply with EU Standards in half the time it took the Automobile Industry to do so.

It is our decided opinion that Parisian Authorities are holding the wrong end of the stick. Restricting PTWs access to City centres is akin to ignoring their unequivocal advantages in terms of journey times and space-saving, which are most definitely two key-aspects of urban mobility.

Enjoy your read and ride safely!

Jacques Compagne  
ACEM Secretary General

## [NEWS]

 **February 23rd – UK – Department for Transport publishes the UK motorcycle strategy**


The UK Government publishes the first National Motorcycle Strategy (NMS) which is the culmination of five years of work by Government in partnership with the motorcycle community. The Strategy recognises that an increasing number of people are turning to motorcycles and scooters in order to beat congestion as well as riding bikes for leisure. The European Industry welcomes such initiatives. (more details on page 7).

 **March 18th – Austria – ACEM annual Spring Congress hosted by KTM**

The 13th General Assembly of the Motorcycle Industry in Europe confirmed ACEM missions and its commitment to work for a sustainable development of motorcycling. ACEM decided to set up a new internal organisation dedicated to safety and new investments to ensure the implementation of the Industry Plan for Action. The General Assembly also reaffirmed its confidence in Dr. Herbert Diess (BMW Motorrad) and renewed his two-year mandate as President of ACEM.

 **April 12th – Belgium - Belgium takes the lead with its first national motorcycle safety campaign**

The Belgian Institute for Road Safety (IBSR/BIVV) has launched the first national motorcycle safety campaign with the aim of making motorists aware of motorcycle riders. The objectives of this campaign are to draw motorists' attention to the fact that they share the road with, in this case, motorcycle riders and to lead them to more courtesy and respect towards them. (read more on page 6).

 **April 15th – Brussels – Thousands of lives can be saved by reducing road hazards**

Despite the relentless drive towards harmonisation of speed limits, blood alcohol levels and enforcement policies, the fact remains that some European roads are up to ten times safer to drive on than others. With political attention increasingly focused on reducing the number of road casualties, six organisations in charge of road safety programmes – among which ACEM - are jointly calling for a European legal framework to support safer road design & management. (read more on <http://www.acembike.org> - "news" section).

## [SUMMARY]

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## [HIGHLIGHTS]

# URBAN MOBILITY AND CONGESTION

## Do not underestimate PTWs' contribution



[Paris plans to ban PTWs]

### PARIS RESTRICTS PTWs

Incredible as it may seem to all who understand that promoting the use of PTWs will provide a sizeable improvement in urban traffic congestion levels, the City of Paris has approved a draft measure to restrict the use of PTW during peak pollution times. This was proposed in a threefold plan by the Region of Ile-de-France, but the City of Paris went a few steps further in its draft amendment: **“The PPA (Plan for the Protection of the Atmosphere) will permit regulatory measures destined to restrict the important growth in the use of PTW in Ile-de-France. The PPA must provide**

**for permanent as well as selective measures to be made enforceable in certain areas such as restricted or regulated boroughs.”**

At a time when urban mobility issues are high on the agenda of our political decision-makers, Paris is contemplating the ban of PTWs during peak pollution times, while London chose the exact opposite way, encouraging their use with an exemption from the famous London Congestion Charge.

### LONDON'S STANCE

The UK pioneered “city congestion charging”

with a ground-breaking scheme in London which was introduced in 2002. The original scheme was designed to cut the very high levels of congestion in Central London which is largely caused by car traffic.

The motorcycle community in the UK decided to work together to lobby for **an exemption from the charge for motorcyclists**. A campaign group called ‘Motorcycling for London’ was formed from rider and industry groups. Piaggio in the UK assisted the campaign by making it possible to run a high profile PR event with celebrities to highlight the benefits of PTWs as a way of helping to reduce congestion and pollution on what are among Europe’s most congested city streets.

The campaign was successful, though cycling and environmental groups lobbied heavily against the idea of an exemption for PTWs on the basis of safety and environmental concerns.

The Mayor of London supported the PTW exemption partly because of industry and rider arguments and partly because the camera technology is based on the reading of front number plates.

Since then, some remarkable results have been observed. Car use has fallen significantly in the Central London zone where congestion charging applies (initial figures suggested up to 25%, though more cars have started entering the zone as drivers have become more willing to

Despite the significant increase in PTW use by commuters, casualty numbers fell by around 13%



### PRESS RELEASE

**FFM's REACTION** [[www.ffmoto.org](http://www.ffmoto.org)]



The French Federation of Motorcyclists promptly reacted with a Press Release saying they were quite in favour of clean air and safety, but strongly opposed to any discrimination against PTWs. They say that PTWs were – again – targeted by the Paris City Council, particularly those with 2-stroke engines, and that the draft measures grossly disregard the considerable efforts made by manufacturers in reducing tenfold the 2-stroke emissions to meet euro 2 standards applicable since July 2003, with a further reduction to meet euro 3 standards applicable from 2006 onwards. The **FFM** and its CTSR (Transport & Road Safety Committee) have always promoted the strictest

compliance of PTWs in terms of power, noise and pollution levels. And it should be stressed that the Airparif survey does not include a time differential factor that would considerably reduce the pollution level per kilometre of a PTW if time spent in finding parking space and progression speed in traffic were taken into account.

The **FFM** reminded the Authorities that no further restrictions would ever be needed if the existing regulations were strictly enforced by a serious detection effort to identify machines that have been tampered with.



pay the charge). **PTW use increased quite dramatically – up to 20%.**

Airparif survey does not include a time differential factor that would considerably reduce the pollution level per kilometre

Safety fears proved groundless. Despite the significant increase in PTW use by commuters, casualty numbers fell by around 13%. An increase in use coupled with an actual fall in accident numbers is an extremely encouraging result. It is felt that the reasons for this are increased awareness of motorcycling and PTW users, coupled with a reduced risk from fewer cars in the zone. However, it should be pointed out that **across London as a**

doubt in terms of local air pollution as well.

The Parisian draft proposals aim at reducing overall traffic emissions by eliminating – on dubious grounds - the most mobile means of individual transport for urban commuters, the PTW being far more efficient than private motorcars in terms of road space, parking space, relative fuel efficiency, while at the same time being more user-friendly in terms of purchase price, road tax, insurance and maintenance costs.

Diametrically opposed measures to an identical problem then, as no expert will argue as to the direct relation between traffic congestion and air pollution. There is absolutely no question that the highest pollution is emitted by idling and slow-moving vehicles, so any measure resulting in an improved traffic flow will per se improve the quality of ambient air.

Massive traffic congestion obviously results in high levels of air pollution, so it is the case that Paris is trying to get rid of a large number PTWs, based on wrong assumptions.

Our “Smart Wheels for City Streets” brochure is a clear statement of ACEM’s position on these serious issues.

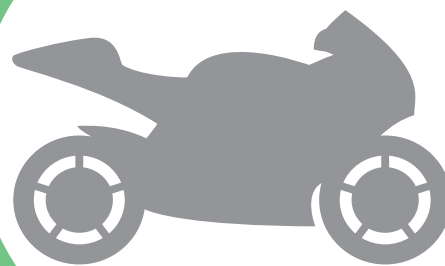
- As stated above, Powered Two-Wheelers provide significant environmental advantages over current patterns of car use.

- A factory-spec PTW is a quiet vehicle, often quieter than a motorcar. Excessive noise is always produced by fitting illegal after-market equipments such as the so-called “performance” exhaust systems which are never approved by the vehicle manufacturer. Users are always informed in the Owner’s Manual never to fit any after-market parts or components as this will invalidate the vehicle’s guarantee.

PTW manufacturers can reasonably not be held responsible for over-loud vehicles when these have clearly been tampered with, and appropriate enforcement of existing noise regulations is in the hands of the Authorities.

- Powered Two-Wheelers address the transportation problems outlined above, whilst at the same time allowing people to continue to enjoy the freedom that personal powered transport gives.

- Powered Two-Wheelers can play a positive role, along with the encouragement of cycling, walking and public transport in developing an integrated transport strategy for the future.



**whole, motorcycle casualty numbers have fallen by around 8%.**

London’s example shows that it is possible to integrate PTWs in traffic systems, provide favourably for them and see this result in better motorcycle safety. London is also running pilot schemes to allow PTWs to use bus lanes on a number of routes. Initial data after 18 months of the scheme shows that PTW access to bus lanes does not have a negative impact on safety. Indeed, if contaminated data which has been caused by road-works on one route is removed, significant safety gains can be demonstrated.

The message for other European cities considering congestion charging, or similar controls is clear. **Motorcycles are not part of the congestion problem which is causing concern.** Exemption, or favourable treatment in traffic policy, not only recognises the benefits of PTWs as environmentally advantageous transport, but can also lead to significant improvements in PTW safety.

#### ACEM’S VIEWS...

London’s daredevil policy was meant to alleviate traffic congestion and unquestionably proves to be successful in doing just that. It also yielded unforeseen benefits in terms of increased mobility for a large number of Londoners with more PTWs on the streets and less casualties. And no

any measure resulting in an improved traffic flow will per se improve the quality of ambient air



As demonstrated by the London example, PTW-related casualties or injuries do not increase proportionally with the number of PTWs on the streets. Again in the hands of the authorities is the question of motorcycle-friendly infrastructures and adequate enforcement of existing laws of all sorts. Thousand of lives can be saved, urban traffic congestion can be alleviated, mobility can be improved, local air pollution can be reduced. The Motorcycle Industry has contributed and will continue to contribute more than its fair share to improve awareness in whichever area it can be influential.



## [REPORT]

## ACEM SETS UP ITS NEW SAFETY STRUCTURE

## Manufacturers' safety priorities being implemented

Ensuring the safe use of their products has always been of a major concern for ACEM members. In 1996, ACEM decided to launch the first large-scale European in-depth study on motorcycle accidents (MAIDS). Then, the MC industry has signed the European Road Safety Charter and committed itself on the accelerated introduction of advanced braking systems. Following the knowledge acquired and recommendations from this important European Project, – officially released in July 2004 – ACEM presented the Industry's Plan for Action to tackle the most important issues of motorcycle safety.

Not even 6 months after having presented its safety priorities, ACEM has put in place a new structure in order to ensure the proper implementation of this Plan.

Several task groups have been initially defined and im-

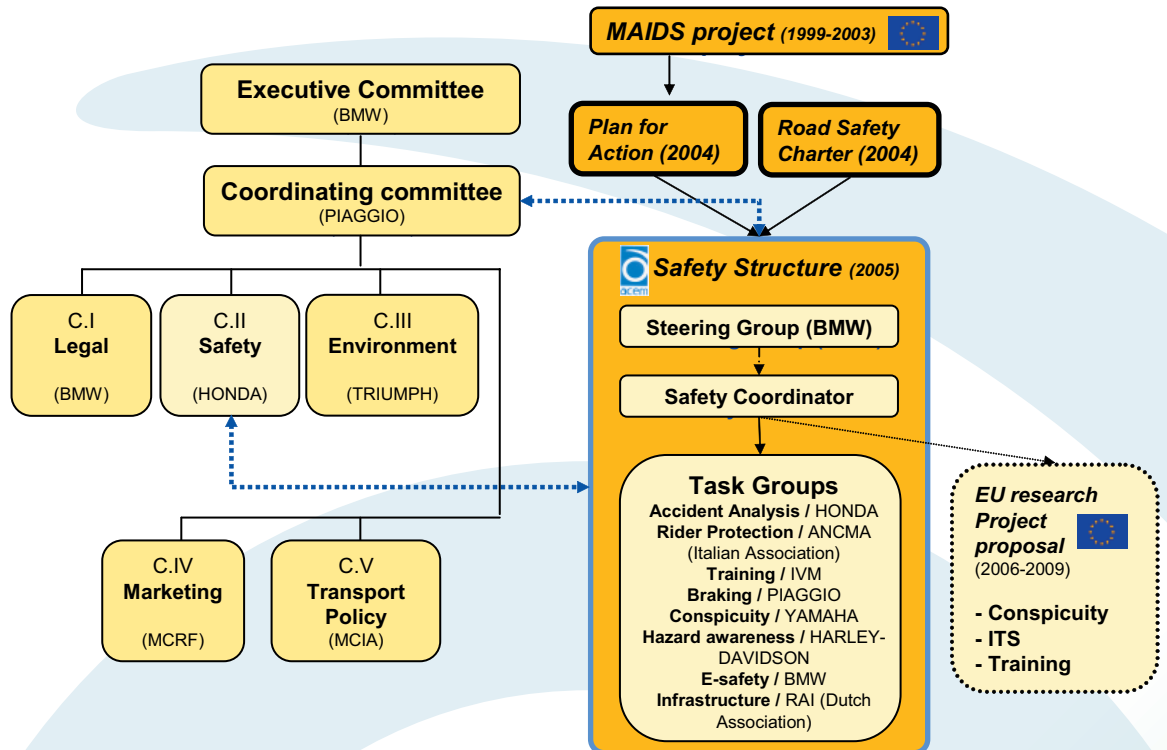
plemented, each focusing on a

specific action domain.

the elaboration of a best practice manual for infrastructure design is already being implemented

The Task Groups include Accident analysis (HONDA), Rider Protection (ANCMA-Associazione Nazionale Ciclo Motociclo Accessori), Training (IVM-Industrie-Verband Motorrad Deutschland), Braking (PIAGGIO), Hazard awareness (HARLEY-DAVIDSON), E-Safety (BMW/HONDA), Conspicuity (YAMAHA) and Infrastructure (RAI-Rijwiel en Automobiellindustrie). At this moment, priorities in the task groups are being worked out, whereas some items are already being implemented such as the preparation for the installation of the MAIDS database at the ACEM office and the elaboration of a best practice manual for infrastructure design.

To ensure the European outreach of the R&D activities, ACEM is preparing a proposal for a research project which should, when accepted by the European Commission, start in 2006.



To support the above mentioned challenges, a safety coordination function has been defined for which the ACEM team welcomed a new staff member, Mr. Edwin Bastiaensen. The new Safety Coordinator will have the task of coordinating the safety activities in the safety structure under the supervision of the Safety Steering Group.

[ACEM's new safety structure]

## ACEM'S NEW SAFETY COODINATOR



Edwin Bastiaensen  
Safety Coordinator

Edwin Bastiaensen has joined ACEM end of April this year as the new Safety Coordinator and will be leading the development of a new EU project on pre-competitive R&D items as identified in the Safety Structure.

Before joining ACEM, he was Project & Development Manager for active safety at the Brussels

based public-private partnership organisation ERTICO – Intelligent Transport Systems Europe. At ERTICO, Edwin has been leading European projects on active and preventive safety, advanced in-vehicle digital maps, and legal and liability issues related to the introduction of Advanced Driver Assistance Systems. Before coming from the Netherlands to Brussels in 2002, Edwin served for the Dutch Ministry of Transport in the fields of Intelligent Transport Systems and road safety policy and research. Edwin Bastiaensen holds a Master of Science in Industrial Design Engineering from the Technical University of Delft in the Netherlands.

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# OVERVIEW OF PTW MARKET DEVELOPMENT IN EUROPE

## The industry is strengthening

After some years of overall decreasing markets in Europe, it seems that the trend has changed since the year 2003 with slight increases for the last two years thanks to the recovery of the motorcycle market.

The positive impact of equivalence (B/A1) in Spain is worth considering

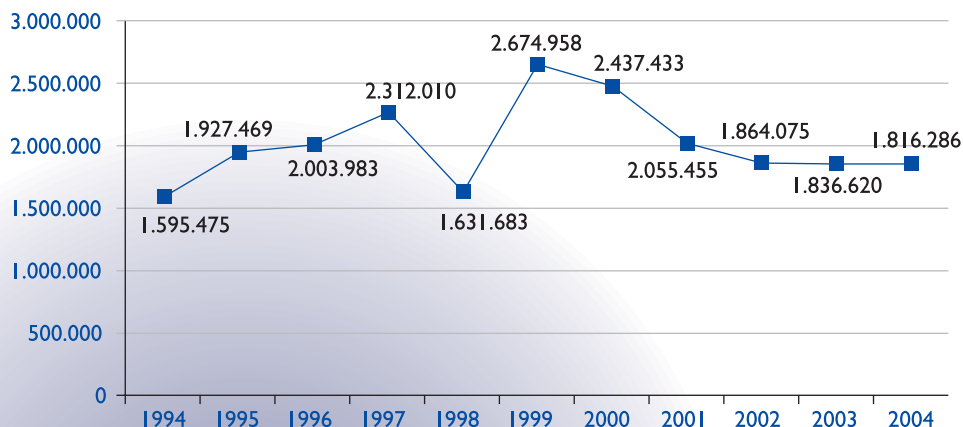
Besides, the development of ACEM members confirms in a way that the powered two-wheeler (PTW) industry is gradually strengthening.

### MOTORCYCLE REGISTRATIONS

For registered motorcycles above 50cc, we are finally observing a slight increase of approximately 2% compared to the year 2003. But the developments in the various European markets are quite different. In Spain and Italy, the increases were remarkable with 40% and 13% turning the Italian market into the biggest motorcycle market in Europe. The result of Spain with the positive impact of equivalence (B/A1) is worth considering. However, other big markets are still lagging behind like Germany (-8%), France (-4%) and Great Britain (-6%).

### MOPED DELIVERIES

However, the trend is unfortunately not the same for unregistered PTWs. The overall market for scooters under 50cc and mopeds is still decreasing. While countries like Sweden (+43%),



Finland (+40%) and Austria (+9%) observed an significant increase, some other countries are still showing difficulties: Italy (-20%), the UK (-25%) and Ireland (-40%).

### 2004 ACHIEVEMENTS

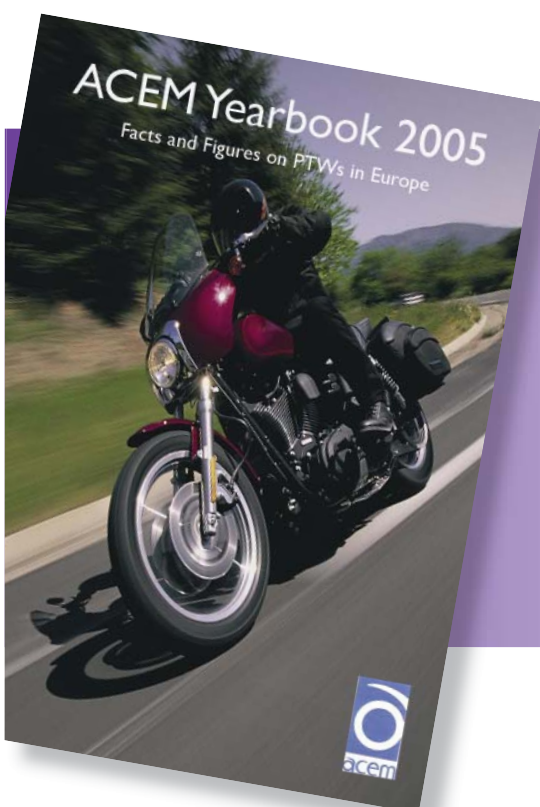
With the new PIAGGIO Group, ACEM now includes among its members a PTW manufacturer with Worldwide competitiveness in the scooter market with a total volume of 600,000 units and the most desirable scooter and small motorcycle brands like Vespa, Piaggio, Derbi and Aprilia.

While KTM is now strongly pushing forward into new segments like street bikes, they

won almost everything in the off-road competition world (read more p.8). The same goes for YAMAHA, with their success in the MotoGP and the introduction of the MT01, its new "Torque Roadster" concept, a V-Twin with a torque of 170 Nm!



This year also saw the launch of HONDA's first Euro 3 compliant scooter, with a fully integrated fuel injection system for a four-stroke 50cc: the Zoomer. And the success of PEUGEOT with the Ludix is rather impressive - 45.000 deliveries within 9 months!



## ACEM YEARBOOK 2005

### Facts and figures on powered two-wheelers (PTW) in Europe

In July, ACEM will publish the fourth edition of its yearbook on PTW facts and figures. This data collection is possible thanks to a fruitful collaboration with all National Associations members of ACEM. The document is aimed at providing an up-dated collection of data on PTWs in Europe.

This edition of the yearbook will be divided into 4 sections: the PTW Industry, the use of PTWs,

PTWs running costs, and access to PTWs.

For next editions, ACEM intends to further develop the collaboration with members and other national and international bodies in order to provide even more complete data, particularly regarding the ten new member states, environmental and safety figures..

## [FACTS & FIGURES]

### [MOTORCYCLING & SOCIETY]

## RIDING, A MATTER OF PRIDE FOR ALL *BLUE KNIGHTS*

When law enforcement forces ride their bikes to give the lead

Whenever travelling by bike, they adopt behaviour beyond reproach. Whenever possible, they promote safety and courtesy. Who are they? Active and retired law enforcement men and women who enjoy riding motorcycles. Why? To show that motorcycle riders are not just roadhogs.

The Blue Knights is a non-profit fraternal organization created in 1974 in the United States. Today, it gathers over 18.500 members in over 520 chapters worldwide. They aim at providing mutual assistance, enjoyment, entertainment,

education, physical, mental and social benefit to its members and the general public. Promoting and advancing the sport and the safety of motorcycling as well as serving the interests of motorcycle owners and users are also high in their list of objectives. Besides, they also want to develop the fraternal spirit between law enforcement personnel and the general public.

#### LINKS

- The Blue Knights, a nice name for a nice program! - [www.blueknights.org](http://www.blueknights.org)



### [EVENTS]

## A NATIONAL CAMPAIGN FOR MOTORCYCLE SAFETY - A FIRST FOR BELGIUM

“Don’t lose sight of motorcyclists”

Each year, in collaboration with local governments, the Belgian Institute for Road Safety (IBSR/BIVV) runs a public awareness campaign dedicated to vulnerable road users. This year’s campaign focuses on motorcycle safety and was organised with the help of the Belgian Motorcycle Council. This is the first-ever national motorcycle safety campaign.

As reminded by the Belgian Minister for Mobility and Transport, Renaat Landuyt, the increasing number of PTW on the roads implies that this category of road users could no longer be ignored in terms of mobility policy and road engineering.

#### THE APPROACH

The objectives of this campaign are to draw motorists’ attention to the fact that they share the road with, in this case, motorcycle riders and to lead them to more courtesy and respect towards them. It broaches the subject of riders feeling unsafe without blaming the motorists. Leaving motorcycle riders filtering through traffic lines, paying attention when changing lane and bearing in mind that motorcycles move-off quicker; are some examples of respectful attitudes towards PTWs. Reflecting the appropriate behaviour to be adopted by all road users, the campaign approach is not aggressive. The message, spread by means of posters, TV spots and

fliers, is positive and humorous.

In parallel – A better integration of motorcycle requirements in road design – is a publication outlining the specific road infrastructure problems encountered by riders on Belgian roads and makes recommendations to road officers. Besides, a folder - Drivers, do you know the riders? – presents PTWs to car drivers and is the perfect tool within the scope of this campaign. Spring is obviously the ideal period to launch a motorcycle campaign, with Summertime looming and considerably more PTWs on the roads.



## [FIGURES]

## ENVIRONMENTAL FACTORS

Not to be neglected...

Primary accident contributing factor  
Source : Motorcycle Accident In-Depth Study (MAIDS), 2004 - <http://maids.acembike.org>

	Frequency	Percent		Frequency	Percent																											
Human – PTW rider	341	37.1	<table border="1"> <thead> <tr> <th></th> <th>Frequency</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>PTW rider</td> <td>900</td> <td>43,7</td> </tr> <tr> <td>Other Vehicule rider</td> <td>589</td> <td>28,6</td> </tr> <tr> <td>PTW technical failure</td> <td>32</td> <td>1,6</td> </tr> <tr> <td>OV technical failure</td> <td>10</td> <td>0,5</td> </tr> <tr> <td>Environmental causes</td> <td>300</td> <td>14,6</td> </tr> <tr> <td>Other</td> <td>87</td> <td>4,2</td> </tr> <tr> <td>Unknown contributing factor</td> <td>141</td> <td>6,8</td> </tr> <tr> <td>Total</td> <td>2059</td> <td>100,0</td> </tr> </tbody> </table>		Frequency	Percent	PTW rider	900	43,7	Other Vehicule rider	589	28,6	PTW technical failure	32	1,6	OV technical failure	10	0,5	Environmental causes	300	14,6	Other	87	4,2	Unknown contributing factor	141	6,8	Total	2059	100,0		
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Human – OV driver	464	50.4																														
Vehicle	6	0.7																														
Environmental	72	7.7																														
Other failure	37	4.1																														
Total	921	100.0																														

Secondary accident contributing factors

Source : Motorcycle Accident In-Depth Study (MAIDS), 2004 - <http://maids.acembike.org>

## ACEM COMMENTS:

The roadway and other vehicles (OV) were the most frequently reported collision partner. Efforts need to be pursued to ensure that road repairs are done "properly" with PTWs in mind. Parties in charge of improving the urban PTW environment are urged to work with local agencies to identify and develop solutions which will reduce the number of visual obstructions, to improve the line-of-sight, and to improve the condition of European roadways for PTWs. This would effectively reduce the number of accidents and injuries that are due to environ-

mental causes.

Initiatives such as «Pour une prise en compte des motards dans l'infrastructure» or « IHIE Engineering Guidelines for Motorcycling » (see beside) are warmly welcomed.

Besides, ACEM committed itself to bring the best practice know-how together for discussion with (local) road and traffic authorities, and seek means of raising the awareness of road engineers to accommodate the specific requirements of PTW riders.

## [PUBLICATIONS]

## IHIE Engineering Guidelines for Motorcycling [April 2005]

The Institute for Highway Incorporated Engineers (IHIE) publishes its good practice guide to assist UK traffic engineers, highway engineers, road safety officers and transportation planners to deliver their local measures to reduce casualties and improve road environment.

Available at IHIE – The Morgan House – 58 Russel Square London WC1B 4HS – Fax: +44 (0)20 7436 7488 – Email: [secretary@ihie.org.uk](mailto:secretary@ihie.org.uk) – Tel.: +44 (0)20 7436 7487



## Rapport MAIDS – French version

The most comprehensive in-depth study currently available for Powered Two Wheeler (PTW) accidents in Europe.

Available on MAIDS website – <http://maids.acembike.org> (free registration needed - downloadable version to be found in the Support/FAQ section)



## «Pour une prise en compte des motards dans l'infrastructure» / «Aandacht voor motorrijders in de weginfrastructuur» [April 2005]

The Belgian Institute for Road Safety (BIRS) publishes its good practice guide on Motorcycling

for road design professionals.

Available on BIRS website : [www.ibsr.be](http://www.ibsr.be) (in French) or [www.bivv.be](http://www.bivv.be) (in Dutch)

## MAIDS brochure – Spanish version

Summary of the major findings of the Motorcycle Accident In-Depth Study.

Also available in English, French and Italian on ACEM website [www.acembike.org](http://www.acembike.org) (publication section)

## “La lutte contre le bruit de la circulation” – French version

This brochure deals with noise nuisances and all kind of means to reduce the noise from PTWs. It aims to fill the information gap and to dispel prejudice.

Also available in English on ACEM website – [www.acembike.org](http://www.acembike.org) (publication section)



## “The Government's Motorcycling Strategy” [February 2005]

The first national motorcycling strategy ever published in Europe. From the UK Department for Transport.

Available on the Department for Transport's website: [www.dft.gov.uk](http://www.dft.gov.uk) (publication section)

## [AGENDA]

	November	15-20	IT (Milan)	EICMA, Motorcycles <a href="http://www.eicma.it">www.eicma.it</a>
	October November	27-07	UK (Birmingham)	International Motorcycle and Scooter Show 2005 <a href="http://www.motorcycleshow.co.uk">www.motorcycleshow.co.uk</a>
	September October	30-10	FR (Paris)	Mondial du Deux Roues <a href="http://www.mondial-deuxroues.com/index2.htm">www.mondial-deuxroues.com/index2.htm</a>
	July	20	worldwide	The Ride to Work DAY <a href="http://www.ridetowork.com">www.ridetowork.com</a>
	June	18-19	FR (Clermont-Ferrand)	MOTOSTRA <a href="http://www.motomag.com/rubstra">www.motomag.com/rubstra</a>

## [OUR MEMBERS]

ACEM represents 12 manufacturers and 12 national associations in 11 countries. ACEM members are responsible for 85% of the total production of an economic sector of more than 230.000 jobs, and an economic value of more than 1.5 bn Euros.



## THE KTM GROUP

KTM SPORTMOTORCYCLE AG, the core company, manufactures racing motorcycles in Mattighofen, Austria, that can be used both for competition and for fun.

The KTM brand can look back on a longstanding tradition in motorsports. 98 World Championship titles and victories in all major rallies as well as countless national champion titles more than amply demonstrated its superior technical competence. In 2004, KTM won the "Dakar" rally for the fourth consecutive time and the Rally World Cup. Titles in Motocross, Enduro and Supermoto World Championships as well as several manufacturer titles made KTM the most successful

manufacturer in the past season.

Successes in motorsports will not be of much use to the customer unless the experience gained is implemented in volume production. KTM has committed itself to this principle. Whatever proves its worth in raving will be applied to the production bikes.

KTM history is simultaneously the history of motorsports. KTM is dedicated to motorsports and uses it to position and sell its products.



street sectors and expand its existing position even further, utilizing its distinctive brand of motorcycles, distinguished by their performance, light weight and extremely good handling.

As a producing enterprise, the KTM Group is aware of its ongoing responsibility towards the environment. The motorcycle logistics system on returnable metal pallets developed by KTM, making additional packing material unnecessary for the most part, is an outstanding system and exemplary for the entire industry.

KTM set its sights on becoming Europe's largest motorcycle manufacturer. In addition to the steady expansion of KTM's position as the world leader in the offroad sector, further advances into the street bike market are also essential. KTM intends to penetrate the new, sports-oriented



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ACEM is a non profit association which represents the views of European PTWs & national associations

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