

## The Role of Powered Two Wheelers, Making a contribution to EU transport policies and society

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PTWs clearly provide the advantage of shorter journeys. With its relatively small size and efficient manoeuvring, the PTW makes optimal use of the existing infrastructure. PTW's can be compared favourably to other vehicles on many environmental parameters. As an affordable alternative to cars, they contribute to a widening of access to education and employment opportunities where public transport is limited. They increase working and leisure time, which leads to a better quality of life and an enhanced social integration ensuring independence and mobility to all. A distinct characteristic is the incomparable riding pleasure.

The statistics show that there has been a significant increase in the European motorcycles circulating park: +41% in five years. Also, UK statistics show that the kilometres travelled with Powered Two Wheelers have increased by +49% over the last decade. Other means of transport have increased only by 15%.

Transport Policies do not yet integrate Powered Two Wheelers sufficiently. Policy makers should also think motorcycle and be inspired by the successful experience observed in major European cities like Rome, London, Florence and Madrid. There are many contrasts in local, national and European transport policies with regard to Powered Two Wheelers. There is a need for homogenous data, objective analysis and harmonised approaches.

The evolution towards the third driving licence Directive, as proposed by the Luxembourg Presidency in June, is going in the wrong direction for the motorcycle community as a new exam is proposed in the stepped licensing approach. Such an additional exam has proved to be not successful: Germany had introduced such a test, but abolished it in 1993, because no additional safety benefit was measured. This new test will limit the access and additionally, make it more expensive. Potential riders will most likely delay getting the full motorcycle licence until 24 years old. This will prevent them to benefit from the stepped approach.

The second important point in the proposed driving license directive is the flexibility which is granted to the member states to shift the access ages backwards until 20. This is clearly discrimination in comparison to car access at 18.

The Motorcycle Industry has achieved significant improvements with lower emissions and fuel consumption. Also, the commitments and approach from the industry towards safety illustrates the level of importance that is given to road safety in the industry.

As shown in the example of London, the integration of Powered Two Wheelers in transport policies can be objectively beneficial. As a conclusion, the industry is asking for parity of treatment and esteem with other transport modes. The revision of the *White Paper* on Transport Policies and mid term review of the Road Safety Action programme will hopefully devote a specific section to PTWs. ACEM will provide PTW specific road requirements as an input for the directive on infrastructure audit.

The key message of this second ACEM annual conference is: **"think motorcycle"**.