

Reply from the Swedish Motorcyclists Association, SMC

SMC is Sweden's only motorcycle association for riders on the road. With roughly 65 000 members, an awarded education programme, legal advisory, consultants to the government and authorities in all working fields concerning PTWs, Powered two wheelers. SMC plays a significant role within road safety and environment for PTWs in Sweden. We represent both members and 500 000 motorcycles and moped owners in our country.

We are in favour of an initiative to produce a EU strategy for sustainable and smart mobility. However we would like to change the namne to Sustainable, smart and **safe** mobility.

SMC has worked with environmental issues for many years, at different levels and in different fields. Two years ago we wrote a sustainability report with Svemo, the organisation for motorcycle sport. The report is unique and the first in the world. The report describes our work and is based as much as possible on Global Reporting Initiatives (GRI Standards). Link: https://www.svmc.se/smc_filer/SMC%20centralt/Rapporter/2019/Sustainability_Report_V2.pdf

Include PTWs

First of all, PTWs must be included in the work to create a EU strategy for a sustainable, safe and smart mobility. PTWs are often excluded which is strange since these vehicles can contribute to a large extent to the strategy for sustainable, safe and smart mobility. The number of fossil free PTWs is increasing. About one third of the sold mopeds in Sweden this year are electric. Motorcycles and mopeds are smart vehicles that can contribute to increased accessibility and reduced congestion with the right stimulation. SMC believes in a continued increase in PTWs to meet the need for transport in our growing metropolitan areas.

Unexpected advantages in covid-19

The Covid-19 pandemic has also shown many advantages of PTWs in different contexts. All riders have been aware of them but we've not been recognized by politicians and authorities. Citizens in Stockholm were asked to stop using public transport this spring. At the same time the parking fees for PTWs were removed to encourage the use of PTWs until the pandemic is over (an initiative from SMC). Persons in health care have been offered PTWs from producers to use in their work for a safe mobility. There is now a growing fleet of PTWs are transporting goods, food, medicin etcetera to citizens in the risk groups who are staying at home according to the recommendations from the government.

Emissions from PTWs in Sweden

Carbon dioxide emissions from road traffic in Sweden in 2018 were 15,45 million tons of carbon dioxide. Of this, motorcycles and mopeds contributed 0.5 percentage (0.080 million tons). All motorcycle traffic in Sweden for one year corresponds to 8 900 persons * who fly round-trip Stockholm-Bangkok. This can be compared to around 300,000 Swedes traveling to Thailand each year. The number of PTWs is increasing while the emissions are going down. This is a result of cleaner bikes.

Several studies show that if more people choose to ride a motorcycle instead of a car, queues and exhaust emissions would decrease and the parking spaces would suffice. Furthermore, if motorcycles were allowed to use the bus lanes, accessibility is improved, riding time is reduced, and carbon dioxide emissions are reduced further.

Bonus – include PTWs

In 2018, the Swedish government awarded €35 million annually 2018-2020 among those who bought an electric bicycle, electric scooter and electric motorcycle. The aim was to get more people to commute with climate friendly vehicles. The government believed that the use of global resources and climate emissions would decrease, if more people use a light

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vehicle instead of a car. The new registration of electric motorcycles was faster compared to electric cars in 2018. In order to stimulate the purchase of electric motorcycles, a "super-motorcycle bonus" corresponding to the car should be introduced.

Travelling and charging – a challenge in a big country

Sweden is a huge country with 10,2 percent of the land mass in Europe. But the population is rather small and there are 22,2 persons living on each square kilometer (Netherlands have 0,9 % of the land mass and 411,3 living on each square kilometer).

Despite our geography and rough climate, powered-two-wheelers have over the last years come to play a significant role in our urban areas. The greater Stockholm area for instance has 2,3 million inhabitants placed on an area of roughly 6500 sqkm. Therefore, travelling distances can be long. Thus, public transport, walking or cycles are not always an option. People living in Greater Stockholm therefore often need to find other alternatives to commute to and from work, the car being the most popular choice. However, the results of this are traffic jams on our main roads and within the city. Outside the bigger cities in Sweden the public transport is limited or non-existing. Individual transport will always play a role in urban and rural areas. Motorcycles do and will always play a significant role in this topic and must therefore not be forgotten in the planning and engineering of future urban transport.

Increased demands on gas stations has reduced the places where you can fill up your tank. Already today it can be difficult to travel in parts of Sweden with a motorcycle with combustion engine due to their small tanks. A plan for sustainable and smart mobility must include ways to charge all vehicles /fill out tanks every 100 km.

The charging stations must be open to PTWs which is not the case today in Sweden where motorcycles aren't allowed everywhere. It must be obvious and made clear that motorcycles can use all charging stations and are included in the plans of charging infrastructure. Smaller vehicles have smaller batteries and must charge more often.

Encourage innovations

We need a global standard for the charging of electric vehicles. There is also an urgent need for a common payment method for charging electric vehicles. The system today is not acceptable and is one factor that reduce the interest for electric motorcycles.

All stakeholders should encourage the use of electric motorcycles and other powered two-wheelers as well as the development of better, more lasting and more environmental-friendly electric engines. This spring SMC has published 16 articles about buying, riding and owning an electric motorcycle. SMC want to increase awareness among riders about the new technique. The articles have raised discussions among motorcyclists in social media and forums. It is obvious that there are very different views on the electric bikes. Both the consumers and the decision makers need to be informed more about fossil-free motorcycles. Articles:

<https://www.svmc.se/smc/SMCs-arbete--fragor/Motorcykeln/Att-kopa-aga-och-kora-elmotorcykel/>

SMC wants to see a future where the new registration of fossil-free motorcycles increases. At the same time motorcycles with internal combustion engines must continue to live in some way, perhaps through the development of alternative fuels. Today's motorcycles are becoming increasingly cleaner and have an obvious place in tomorrow's transport system.

Historic vehicles

Our historic vehicles must also be allowed to remain. Sweden has a world-unique engine culture and technical expertise. The ability to repair, recycle or recreate old items are skills that must be preserved and passed on to future generations.

