



Agència  
d'Ecologia Urbana  
de Barcelona

## 2nd NSG MEETING MINUTES 16 September 2015 BCNecologia Headquarters Barcelona, Spain

### ATTENDEES

#### Public Administration

- Adrià Gomila, Ajuntament de Barcelona (Barcelona City Council), Director of Mobility
- Heriberto Muñoz, Ajuntament de Barcelona (Barcelona City Council), Department of Hàbitat Urbano, depended upon for all questions concerning electromobility.
- Ramón Pruneda, Barcelona Activa (Barcelona City Council), Energy and Mobility Unit. Agency that promotes key sectors.
- Sergi Barbens, Generalitat de Catalunya, ACCIO (General Management of Industry of Catalonia), Mobility Industry Unit
- Miquel Àngel Escobar, Generalitat de Catalunya, ICAEN (Catalan Institute of Energy), Energy Management Unit.
- Elena Argelich, AMB (Metropolitan Area of Barcelona), European Projects Area.
- Jaime Ruiz, ALEM (Local Energy and Climate Change Agency of Murcia), partner Ele.C.Tra, municipal energy management, topics concerning mobility, energy conservation and climate change.
- Salvador Rueda (director), Francisco Cárdenas (coordinator, Ele.C.Tra), Jordi Abadal (technical coordinator, Ele.C.Tra), Moisès Morató (energy coordinator), David Andrés (air quality, emissions and noise department), BCNecologia, Irene Capdevila (comm. manager), Urban Ecology Agency of Barcelona.

#### Civil Society

- Xavi Vallejo, Motoescuela, association of driving schools specialized in motorcycles, and ASOCAP, network of mobility experts.
- José Cuadrado, federation of driving schools.
- Laura Diéguez, CCOO, Environmental and mobility matters at one of the most important union organizations in the country.

## Business

- Tomàs Pallisé, Cooltra, motorcycle rental company. They have the largest electric fleet of motorbikes in Spain.
- Jordi Sala, URBAN RESILIENCE, startup infrastructure for infomobility.
- Joan Pallisé, Circutor, charging points manufacturer company.

# 1. PRESENTATION OF PROJECT ELE.C.TRA

- A. Jordi Abadal introduces himself and lays out the plan for the debate session
- B. Round of introductions
- C. Jordi Abadal presents Project Ele.C.Tra
- D. Debate

## 2. THE DEBATE

**Jordi Abadal** explains the conclusions that were extracted from the first National Support Group Meeting, which was held in April 2014. After that, he gives the floor to attendees to comment how they believe that electromobility's scenario has changed since then.

**Heriberto Muñoz**, representative of the Barcelona City Council, explains that, since then, two European projects about electric mobility in which participated the City Council have been completed (Molecules and SmartCEM). In these projects, the service of sharing of electric motorcycles, Motit, was also taken as a reference. He briefly explains the features of this service, which began with 40 vehicles and, as far as they are aware of, these units have been decreasing until now, when it seems that the service is stopped.

He also explains that during this time, the City Council has acquired 30 electric motorcycles for the Urban Police. This is a clear commitment to electric mobility by the City Council. He tells that these bikes are parked in a parking lot that exists at the Estació del Nord where they are charged.

On the other hand, he mentions that Cooltra lent them a couple of motorcycles for the workers of the Town Hall. An intensive use of these vehicles has been made, during nine months. A posteriori, after seeing the advantages of this type of mobility, some of these workers have become customers of Cooltra services.

He also points out some technological innovations by some manufacturers. Scutum also works on the possibility that the battery can be removed from motorcycle for its charging, for example.

**Ramón Pruneda**, from Barcelona Activa, takes the floor and says that he thinks that Motit began with an initial mass too small, that they never came to acquire enough critical mass and that it is possible that they focused on other lines of business.

Pruneda mentions legislative changes that allow an individual to install a charging point in their parking spaces only requiring communication to the community of neighbors. In this regard, the grant of the Movele plan has been very well received.

He also explains that the DGT (Authority of Traffic) issues now a blue tag of 0 emissions that identifies the clean vehicles. Initially the motorbikes were exempt, but after the pressing of some institutions, this tag will be given to them too. It is a small label that it is placed next to the ITV's (Technical Inspection).

About the points of electric charge of the city, these are many and have a correct maintenance. He mentions the point situated next to IESE as the most important in the city, which has greater use, which is due to the use of electric motorcycles of Cooltra by students of this educational institution.

In any case, it is true that perhaps, at this time, it was expected a larger use of electric motorcycle and it hasn't happened. This is due to a number of variables

that, according to Pruneda, are very visible when compared with the case of electric car.

For example, there is a big difference between buying an electric motorcycle or one of combustion. If you have a scooter of combustion for €1500, you have to spend about €4000 to have an electric one. In the case of cars, the margin of difference between the two of them is lower.

He also says that when calculating the cost of life of the use of the vehicle, the consumption of some motorcycles is ridiculous compared to car's, so the cost savings in this expenditure is hardly visible or significant to be a deciding factor in the purchase of an electric motorbike.

In the case of cars, the big players have entered while in the case of motorcycles, not. This is due in part to a question of legislation. Within a couple of years, if the vehicles (cars) do not meet an emissions limit, they will be fined.

About the sharing of electric cars, he thinks that services from companies like Car2Go are not profitable but believes that it is a strategic commitment.

**Heriberto Muñoz** explains that in the case of electric motorbikes, the companies are so inexperienced that when the city council bought the vehicles for the urban police, the manufacturer, BMW, had not planned yet well how it was going to be operated the siren and other accessories that a police vehicle needs. As result of it, the bike must be connected to two plugs, one for the motor and the other for accessories.

On the subject of pollution, **David Andres**, from BCNecologia, intervenes to mark that Barcelona, as a city of more than 100,000 inhabitants which exceeds the limit of permitted emissions, is an area of protected environment and it will be necessary to decide if the access to certain parts of the city is only limited to clean vehicles. The town hall will have to decide if it subsidizes the ones that do not emit toxic substances or penalizes those that do. For example, in the case of motorcycles, if all of them will be able to park wherever they want.

**Xavi Vallejo**, from Motoescuela and ASOCAP, speaks of a label of quality that if companies want to achieve should opt to have fleets of clean vehicles.

**Miquel Àngel Escobar**, from ICAEN (Catalan Institute of Energy), mentioned the novelty in tolls managed by the Generalitat de Catalunya, which are now free for vehicles that do not contaminate. He also points out that starting from October 1 - it is already published - it will be given a grant from the ICAEN for the acquisition of electric vehicles, especially directed to fleets, but also to individuals. The subsidy varies depending on the characteristics of the applicant but may be €2000 or €2500 or 20-25% of the value of the vehicle.

As for the registration of electric motorcycles, in 2014 they were 240 in Catalonia and according to current data, it seems that at the end of 2015 will be a boom in the number of registrations.

On the other hand, the ICAEN also works in the grant of fast recharging points. The example of Barcelona should guide the installation of these points in the rest of Catalonia. The idea is to work on fast corridors, allowing the journey from Girona to Barcelona or Tarragona in electric vehicle. The priority is the Mediterranean corridor.

**José Cuadrado**, from the Federation of driving schools, shows his satisfaction on the first steps of electromobility and on the improvements that occur every day. He believes that much of the success of the implementation of electric motorbikes is on encouraging fleets to switch to electric vehicles. In the case of driving schools, he doesn't see yet that the market is mature enough. RACC offered 2 vehicles to driving schools, but there were too many complications, above all because the exam was not going to be performed with these vehicles.

**Xavi Vallejo**, from Motoescuela, says that driving license of automatic motorcycles could be used with electric vehicles, serving that as promotion and dissemination. If this license had a price below the normal price, that could be an incentive to make people to want to have it. In any case, he thinks that electricity has come to stay.

About the accident rate - a theme that emerged in the First National Support Group Meeting-, he says that one of the problems is the lack of training. People don't drive efficiently (they do not manage energy properly). If they did, this would dramatically increase the autonomy of the vehicles. They are not well equipped at the time of driving either. And that worries him in the issue of the sharing. The helmet is well introduced in the city but we would have to see what type of helmet the people may choose. And other elements will not be contemplated for sure.

**Jaime Ruiz**, from the Local Energy Agency of Murcia, explains what has been done in Murcia during this time. He takes distance from Barcelona because they are at very different times. During this period, they have attempted to promote the use of electric motorcycles. First, by make it visible. They have painted 10 places for parking electric motorbikes in front of the two stores that sell this kind of vehicle in the city, so they can be exposed. What we pretend by the moment is that people see them, that they know they exist.

During the celebration of the week of mobility, one of the activities consisted on people testing, free of charge, an electric motorcycle. On the other hand, other actions in favor of electromobility by the murcian consistory consisted of incorporating electrical chargers in points of service of the bicycle sharing system. Among 60, 15 were required to have this charging point for car, bike or motorbike.

Ruiz also echoes of concerns that transmit them the electrical motorcycle shops. They explain that one of the problems encountered is that banks do not offer renting services for electric motorcycles. He is also aware of that there is a lack of electric charging points. It was proposed to parking companies, to put some in their premises, but they are not interested in that line of business.

Regarding the renting, Ramón Pruneda explains that what fails is the residual value. Banks are unaware of how it is the second-hand market for the electric motorcycle, and they do not risk to value it, so the residual value is zero. It happens that neither the manufacturers themselves give a residual value to its own product.

Pruneda also speaks of the experience with car parks in Barcelona. Charging points have been installed in those that are of municipal property, but they have a relative success. They offer the possibility of rental places with free recharge during night, but not everyone is willing to pay the price of a parking lot for a motorbike.

Ruiz comments the strategy of cities like Rotterdam where, as he read recently, in 4 years they have installed fourteen hundred charging points in the city which have cost seven million €. He adds that he doesn't want to imagine what it will cost to keep them in good condition. He doubts that this is the way to establish electric mobility. He thinks that it is more logical to inform or subsidize domestic charge points. That people go assimilating this reality in a more natural way.

**Sergi Barbens**, from the Generalitat de Catalunya ACCIÓ, considers that the sharing can expand the landscape of electric mobility and progress in ICT. He puts as the example the possibility of some motorcycles of removing the battery to charge it in house or in the office. The Government of Catalonia plays for high stakes in this type of mobility. It implies an important development at industrial level because some manufacturers of electric motorcycles (seven) are in Catalonia. He believes that in order to see a boom in the industry, they should produce 5000 units per year, but the annual sales forecast for these companies are of about 100. And he thinks too that the reason why it is not soaring is because the big players have not entered. But a joint project with manufacturers and component makers is trying to solve this.

**Adrià Gomila**, director of mobility of the Barcelona city council, starts his speech explaining that, despite the change of Government, it will continue playing for high stakes on electric mobility. There will be a greater alignment of electric mobility with the general mobility in the city. It will affect all: buses, goods, taxis, bicycles...

He thinks that on the issue of the motorbike they should focus on three aspects:

- Road safety. They must work to reduce accidents associated with this type of vehicle.
- Emissions (both atmospheric and acoustic). This aspect is solved with electric motorcycles.
- Parking management. They will gradually move motorcycles from sidewalk to road and, subsequently, from road to underground parking.

This may be achieved because the Plan of Urban Mobility of Barcelona, which was approved in March, provides for a lesser use of the car. In fact, there is a strategy for the reduction of the car. On that scenario, returning to the case of the car parkings in Murcia, it is possible that these entrepreneurs need to reinvent themselves and consider other lines of business to use those square meters: to have points of recharge or be a space for loading and unloading, for example.



Regarding sharing systems, he explains that the Bicing - public bicycle sharing system - has already 8 years old and a half. In March 2017 the contract ends and decisions will have to be taken to see to where the service is heading in the future. Since some months ago, there is a testing of electric Bicing, with 300 bikes. These vehicles stations are all, with the exception of three or four, in underground car parks. Electric Bicing works separately from the normal Bicing. Subscribers pay €15 more to make use of this service.

So attendees can get an idea of how is working the electric Bicing, Gomila explains that while a conventional bike makes an average of 7 - 7.5 trips daily; an electric one is making 0.7. In other words, it moves ten times less. He thinks that this is happening because there is no a critical mass for the use of electric bikes. While for the Bicing, you have many options to park the bike, Electric Bicing is limited to many fewer stations. They are very different systems. But it can be seen that while the Bicing bicycles "go down", the electric Bicing bikes "go up" to the higher districts of the city. He also adds that as it is a pilot it is difficult to draw conclusions.

He explains that the City Council wants people to use the bike, whether it is public or private. And what they wanted to do with the Bicing was to encourage such use. It happened that there were no bike lanes and, therefore, there were no cyclists. And as there were no cyclists, bike lanes were not made. They opted for the bike, however, and began to make bike lanes and the Bicing was established. Three or four years ago, the service had 150,000 subscribers. And, however, that number was later reduced. But what they have seen is that the private bicycle use has been increasing. He thinks that perhaps the sharing works in the way so people know that means of transport and subsequently proceed to buy it.

As for the electric bicycle, the intention is to extend bike lanes area to areas with slopes. And it is a first step towards private electric bicycle. All that refers to these themes is recorded in the Plan of Urban Mobility of Barcelona, drawn up by the Urban Ecology Agency of Barcelona.

**Jordi Abadal** asks attendees if they believe that there is room for more than one company's sharing of electric motorcycles in a city like Barcelona.

**Pruneda** responds that it is small country for two. He explains the case of Madrid, where it has been announced that it will enter Car2Go to offer a car sharing service, and BMW has decided not to compete.

**Tomàs Megía**, from Cooltra, thinks that the sharing of motorcycles should be a private initiative. He explains some examples of various services that already exist in cities like Berlin and Paris (some of them with motorbikes of combustion). And he speaks of the success case of San Francisco. He thinks that the first who arrives, wins. They are working on a proposal for Barcelona.

**Adrià Gomila** points out that while a carsharing must pass by the Administration to settle in a city (because of the issue of parking), a motosharing doesn't need it.



**Megía** says that several services of carsharing coexist in Berlin, but they do not give numbers. He suspects that they are not profitable. He says that the calculation that they have done for Barcelona is that are needed 6 bikes per Km<sup>2</sup>, which represents 250 motorcycles. - He comments that the viability of the system will depend on how bikes will distribute around the city, which is unknown. He believes that at this point, the electric bike's property will be for believers, that the fleets of these vehicles are starting to become a reality and that the motosharing will be a boom. To make it profitable motorbikes must be driven more than 50 km a day.

**Joan Pallissé**, from Circutor, speaks of charging points. The current business is in ultrafast charging points. He says that it is important to make a good maintenance of them if they don't want to have problems. He demands to prescribers not to place conditions impossible to comply for the installation of charging points, to avoid unnecessary complexities. He explains the different types of current connectors and that one of them is going to be imposed gradually.

**Elena Argelich**, from AMB, asks if it is possible "to hook" the hordes of tourists who disembark for hours in the city to use electric motorcycles. But the other participants see it interesting but difficult to manage.

**Heriberto Muñoz** speaks of the case of the rental service of motorcycles for touristic tours situated next to the Estació del Nord, which have very few customers.

The attendees discuss how useful would be to be able to go to areas of the metropolitan area, such as industrial estates, which are isolated and are not well connected by public transport. But as the bikes could not be left at those sites, only could be used to go to them, make the pertinent arrangements and return to the center of the city.

Nor is it clear that the open sharing (no stations) is the best solution, since people prefer to know where exactly are the bikes (there are precision problems with the location of the motorcycle in certain urban fabric).

**Salvador Rueda** says that there is no bad business but bad time. If you start your business before the market is mature enough, it will be a ruin. If you do it just at the right time, it will be a success.

All agree that the T-Mobility (a card that pretends to integrate all the means of transport) would be a good incentive for the success of systems like the sharing of motorcycle, but it is a project that while at the substance is shared by the new team of government of the city, it is not in the form in which it must be managed. So we will have to wait and see.