



Conclusions of the 1st NSG Meeting in Barcelona 2nd of April 2014 Room ADELAIDA, RACC Headquarters Barcelona, Spain

I. THE FIRST PART OF THE DEBATE DESCRIBES THE ROLE OF THE ELECTRIC VEHICLE WITHIN THE CITY

What does the electric vehicle have to offer?

Why has it still not completely started? It is agreed that it is **not well known**. Many residents and tourists do not know that they can rent these vehicles, or the advantages that they have...

At the moment we are at a stage in which the electric car piques curiosity. If you stop at a streetlight, the other drivers frequently ask you questions about your electric vehicle.

The **main problem** is a **fear of the battery running out**, of “being stranded”, an irrational fear because current models maintain a degree of autonomy, even in situations of inefficient battery use.

It has been proven that **the main market is in fleets**, or larger groups of vehicles. Ever since the government decided to draft tenders to require part of their public vehicle force to be electric, their presence in the city has grown. With respect to the private sector, the biggest market is in local businesses (delivery pizza, mail service...), the reason being that someone has done the mathematics beforehand to be sure that a shared electric motorcycle is worth it. A normal person tends not to do these calculations.

Question: **what can the government do?** Response: **make sure the infrastructure is there**. It is very discouraging to go to recharge and discover that the recharging station does not work.

The government should set the example and make their fleet even more electric. **More public purchase of electric motorcycles is requested**. The Guàrdia Urbana (local police force), for example, should already be using electric motorcycles.

Overall, we are in a process that is just now beginning and that will continue expanding with the decline of oil.

An added difficulty is that the conventional motorcycle is treated very well right now, with people parking them wherever they like... in this respect there needs to be many additional advantages in order to convince someone to switch from gas to electric.

Linked to the role of the government as a driving force is the **network of recharging points**. To begin with, in Barcelona, there is an extensive network of these stations that are public and free for their users (the government pays for the purchase), but this cannot last forever. Soon they will pay for electricity in the same way that people pay for gasoline now. This represents new business opportunities.

It is also noted that **electric vehicles can be charged at home or in parking lots**. For this the neighbouring communities will have to be helped with respect to organizational, technical, urban, and government matters.

It is mentioned that the current network of gasoline stations (where these days almost everything is sold) could be used as recharging points by recycling them for this purpose.

Another segment of the discussion makes reference to the **electric market**: it is commented (above all by the business sector) that selling electric motorcycles is very complicated, and that a very large company should assume the economic risks that this implies for the present.

Electric bicycles are brought up: a good analysis of the experience with shared bicycles needs to be made, a program that has already expanded to many cities because of the elements it shares with the shared motorcycle. Its establishment is considered very important (above all in sectors with defined populations, or in areas with more hills) and theft is identified as a big problem that needs solving.

For the purposes of starting informational campaigns, it is noted that within our environment there is a lack of awareness with respect to the electric vehicle in general, and that all of the prejudices from this sector will translate to the electric motorcycles, while maintaining their distinct potentialities.

II. THE SECOND PART OF THE DAY'S DISCUSSION CENTRED ON THE IMPLEMENTATION OF ELECTRIC MOTORCYCLE SHARING

A characteristic: the difficulty in countries with a Mediterranean environment and in Spain in particular, is the **reluctance to abandon the ownership to certain consumer goods, including vehicles** (house ownership is the paradigm). For example, systems like carsharing still have very little usage.

When the time comes to promote the shared electric motorcycle, we ask it not be an indiscriminate promotion. Prioritizing, through varied metering, for example, off-peak usage hours in which electricity is cheaper.

Price integration (public transportation, sharing systems...) and the creation of the personal mobility card in Barcelona could be elements that contribute to its use.

The **economic difficulties** are important. Of the some 650 sharing initiatives in the world, almost none are profitable.

With respect to the **advantages, better environmental conditions** are mentioned. It is noted that although the electric motorcycle does not have harmful emissions for the quality of city air, if the electricity does not come from renewable energy sources the only thing we are doing is moving the same problem to a different place. Furthermore, not all emissions are kept in the electric vehicle, those due to bearings, resuspension of particles, fluids... all of these will continue existing, so drastic measures in the reduction of traffic are the main need. This is not to say that the switch from car to motorcycle is not beneficial. It could be interesting to prioritize the electric motorcycle in the most polluted areas of the city.

In the case of Barcelona, where motorcycle usage is very high (30% of all vehicles are motorcycles) it is proposed – without stopping to promote its use – to prioritize the change from the conventional motorcycle to the electric, and thus share the market better.

It is noted that **future vehicles must run on renewable or residual energy**.

It has been proven that **the principal concern with regards to motorcycles is safety**, whether electric or gasoline powered. It is necessary to put more effort into road-safety education. It is asked that the government acts on the physical factor of the road itself (eliminating visual obstacles, pavement, passing lanes...) since with respect to the human factor and the vehicle itself the government has fewer means to act. It is warned that the strengthening of the electric motorcycle grants more access to the inexperienced or insufficiently qualified driver and that it is asked of businesses to be very **careful with the maintenance of the motorcycles** in order to minimize vehicle related accidents.