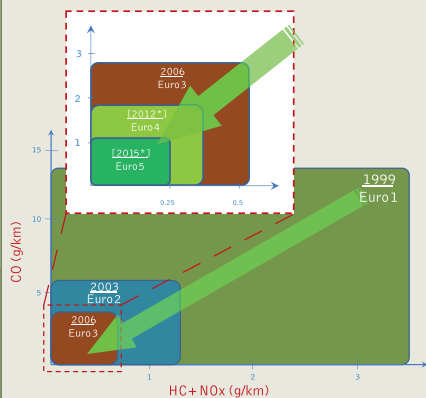


Environment



Objective: Parity with cars

ACEM's dual-stage commitment to reach car Euro 5/6 emission performance [by 2015*]



* earliest possible proposed implementation dates (subject to legislative process)

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Motorcycle euro standards

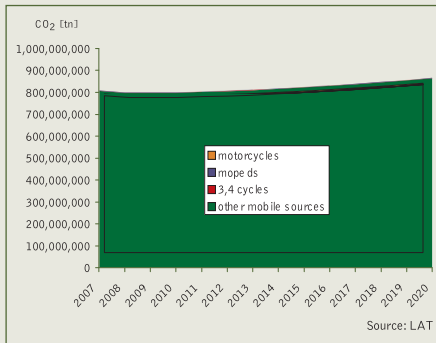
Over the last decade, by moving from ECE 40 to Euro 3, the Industry achieved important progress in reducing the environmental impact of Motorcycles (- 94 % of CO and HC, and - 50 % of NOx). ACEM members are committed to continuing this reduction process and propose for motorcycles a two-step reduction process:

- A Euro 4 stage in 2012, entailing a 25% reduction over Euro 3 in tailpipe emissions for motorcycles.
- A Euro 5 stage, three years later, realising a further 25% reduction in tailpipe emissions for motorcycles and achieving the goal of parity with Euro 5 gasoline passenger cars.

Mopeds euro standards

Over the same period of time, Industry achieved similar progress in reducing moped emissions between ECE 47 to Euro 2 (- 88 % of CO and - 76 % of HC+NOx).

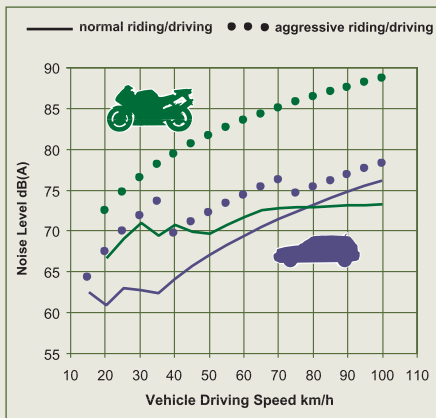
The upcoming Euro stage for both mopeds and motorcycles will be achieved through more representative test cycles, able to accurately reproduce the typical dynamic and usage of both PTW categories.



CO₂

ACEM members are committed to playing their role in reducing CO₂ in transport. The CO₂ contribution of motorcycles, mopeds, tricycles and quadricycles to overall transport is marginal. According to projections, it will further reduce and remain marginal in the future, compared to other mobile sources.

ACEM members support the introduction of CO₂ measurement for PTWs as part of the upcoming Euro stage as a necessary first step in the direction of a CO₂ strategy for PTWs. Labelling would then become possible to ensure objective consumer information.



Noise

Motorcycles fitted with a type-approved, road legal exhaust systems emit similar noise levels to passenger cars.

Original equipment exhaust systems undergo stringent type approval testing conditions, however appropriate riding behaviour can make an important contribution in limiting noise.

PTWs fitted with non type-approved, non road legal exhaust systems, can emit exponentially higher noise levels. The same applies for many type-approved non original equipment exhaust systems, due to less stringent type approval testing conditions.

ACEM members support that type-approval conditions similarly stringent to those applied to original exhaust systems should be applied to non original exhaust systems also.

Periodic inspection

Increasing type approval requirements determine motorcycle manufacturers having to invest into more complex and refined technologies to ensure the vehicles' compliance to higher standards.

Correct regular maintenance and servicing by the user is necessary to guarantee that the vehicles continue to ensure proper environmental performance over their lifetime use. Maintenance and servicing also make an important contribution to road safety.

Currently, a majority of Member States have introduced PTWs periodic inspection for environmental and safety reasons. However, PTWs are the only vehicle not falling under the scope of Directive 96/96/EC.

ACEM members support the inclusion of PTWs in the scope of Directive 96/96/EC, with appropriate periodicity requirements. Environmental checks should focus on tailpipe emissions and exhaust system noise.





Electric applications on leisure vehicles and fuel cell technology are being researched

New propulsion technologies

Research & Development departments within ACEM members are actively looking at solutions geared at addressing future environmental challenges. Many concept vehicles are being researched, some of these vehicles are progressively coming to the market.

New propulsion technologies range from engines able to run on E10 biofuels, to hybrid, to electric and fuel-cell powertrains.

The challenge is for authorities to support the development of these technologies with appropriate infrastructure, accompanied by fiscal incentives in order to promote the take-up of these vehicles.

Hybrid PTW applications and electric technology on small capacity PTWs are becoming available on the market

