

## 5.1.7 Do You Know That ? Electric Two-Wheelers

**Author :** *Marie Castelli, AVERE France*

Electric vehicles are not limited to cars and commercial vehicles. Today, there is a broad range of two-wheelers, from electric bicycles to powerful motorcycles. This two-wheeler market is booming. On a global scale, the market is largely dominated by China.

This dynamism is due to particularly voluntarist public policies. For instance, in major Chinese cities, thermal two-wheelers are prohibited.

In Europe, two markets fare good (Figure 5.15). First, the Netherlands, mainly for 50 cubic centimeter vehicles, the second and most important is France.

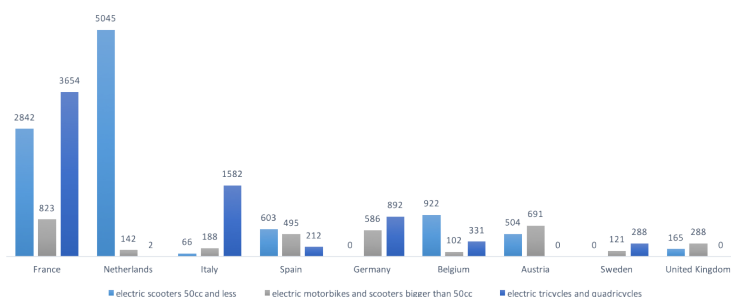


FIGURE 5.15 – Registration of electric scooters, motorcycles and quadricycles. Main European markets in 2016 - AVERE France

Last year in France, no less than 5 451 electric motorbikes and scooters have been registered (Figure 5.16). This is 2.7 times more than in 2015. As you can see, this market is very dynamic.

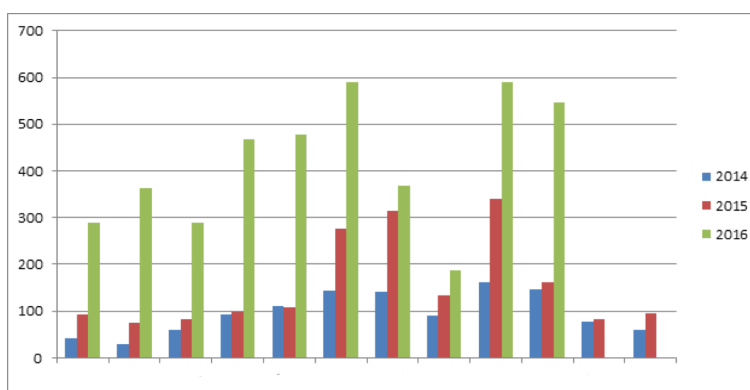


FIGURE 5.16 – Evolution of electric scooter sales in France 2014-2016 - AVERE France

Who are the stars of this market ? Logically, in France too, 50 cc bikes since the current models offer an autonomy of 60 to 100 km which perfectly corresponds

to city uses and it does not create any fear linked to electric vehicles' autonomy. Thus, last year this market experimented an impressive 178% growth with 4 650 registrations.

As for 125 cc bikes, the BMW C-Evolution has been carrying the market over the last two years. This success is far from being over, since in 2017, BMW will release a new version with a 160-km autonomy instead of 100 today.

Finally, even though it is marginal, the electric motorcycle segment is also very dynamic. Zero Motorcycles largely dominates its competitors with a broad range of powerful motorcycles.

We see that although this market is emerging, it is already dynamic. For instance, at the Milan Motorcycle Show, we have seen that there were nice expectations since very emblematic models will be released, such as the Vespa.

But in this very positive landscape, we must remember that electric two-wheelers still face very strong reluctances. First, the high cost. This is due to the low production level. Second, the need to install outlets on the street, or else how can they be charged? The French network is very small. Finally, and above all, the reputation of the products and benefits is still quite low today. In that regard, car-sharing offers are being developed, such as Cityscoot or Mober in Paris. We are quite confident that the French people will get used to these vehicles which have the added benefit of being silent.