

Rezumat Scrappage scheme for motorbike

motoDNA NGO - main task is to promote of responsible motorcycling. Since 2019 we are member of the European Federation of Motorcycle Associations - FEMA.

Motivation - we all live in large urban areas daily hit by the air quality in the cities of residence. It is not easy to see people around you coming to the hospital with various problems due air pollution. motoADN started in 2018 a study / analysis to identify ways in which we can get involved in solving this problem.

Facts:

- In the main cities of Romania, the issue of air quality can no longer be ignored;
- The pollution generated by the increasing number of personal cars used in the city, is an important component of the poor air quality in the city;
- Public transport is not a viable alternative to travel and does not provide sufficient mobility, therefore it is necessary to support / develop alternative means of travel - the alternatives being: walking, cycling and scooters / motorcycles;
- Motorcycle / scooter transport is a real alternative, applicable immediately and cheaply for the simple reason that it does not require the modification of the existing road infrastructure.
- The pollution generated by a scooter / motorcycle is lower than that produced by an electric car - see study France or summary in doc 3.pdf. On average, a scooter / motorcycle is 21% less polluting than an electric car and with 50% less compared with classical car;
- A scooter / motorcycle is a smaller polluter, having a smaller direct impact when compared to a car and also has a positive indirect impact by reducing the traffic jams and implicitly the car parking time, which leads to a reduction in polluted emissions of all traffic.
Some official reports show that the indirect impact is 4 time bigger than the direct impact. This figure can help you to have a clear image about the important impact of using a scooter for commuting.
- A study in Belgium shows that passing 10% of participants in traffic from car to scooter leads to a 40% reduction in the time spent in traffic jam.
- The number of new registrations of motorcycles in Romania is double from year to year. But 70% are imported used motorcycles - they can create big problems of safety and pollution, considering that the EURO norms were implemented on motorcycles long after the ones of the car. An example is the city of Bucharest where the average motorbike age is 15 years compared to 11 years for cars. This fact is due to the traffic congestion that causes many drivers to choose to ride on a scooter or motorcycle and the limited budget makes them bring in Romania used motorcycles to solve this problem in a cheap way.

How to solve this issue?

- The Scrappage acquisition program to support the purchase of new PTW and reduce the import of the more polluting used PTW;
- Easing the passage from the car to the scooter by simplifying the procedure for obtaining the permit for the A1 category known as "125cc Law" - we support the parliamentary request for granting both A1 and those who already have category B and meet certain criteria - seniority and motorcycle school courses;
- Increased road safety - through road safety programs carried out together with local administrations - Strategies to stimulate motorcycle / scooter travel;

„RABLA MOTO” – Facts & figures:

- Over 8,000 signatures on the online petition;
- Support of the main motorcycle clubs and associations in the country;
- Importers are interested in participating in such a program, similar to the involvement in the car program;
- I initiated discussions with the former management of the AFM and I reached the creation of a working group with representatives of the AFM and of the Ministry of the environment. Political changes delayed discussions - I attached the minutes meeting to the working group
- In January 2020, we managed to resume talks with the new management team of AFM;
- In January 2020 we sent an updated proposal for the scrappage scheme;

- Estimated 2,000 vouchers in 2020 with an average value of 6,000 lei - for information, in the case of cars we discuss 60,000 vouchers;
- The AFM feedback is positive, but we have no written answer in this regard.

RABLA MOTO – from idea to regulation:

- The scrappage program was prepared by the motoDNA NGO during 2018. We initiated the project and the action plan and also, we tried to identify the key factors that can lead to the implementation of the project.
- In January 2019 the program was officially started by the official letter with the Environment Fund Administration (A.F.M.) – part of the Environment Ministry. We showed in that letter the importance of the program and we had requested meetings with AFM- to analyse the opportunity of such a program.
- In April 2019 we sent a return to the initial address and we started the official discussions
- April 2019 - we launched the online petition to support this action - petition that has reached 8,000 support signatures up to now.
- April 2019 – we participated in the opening of the Bucharest motor show - SMAEB and through the support of the organizing team we promoted the action within the show - also we managed to bring to the press conference the AFM Vice President to talk about the program and the AFM strategy.
- In May 2019 we had the first meeting of the working group initiated with AFM and the Environment Ministry. Representatives of the importers and motoADN had participated to the meeting. AFM wanted to verify that importers are willing to get involved in such a program. We have set out next steps for the working group;
- August 2019 we sent to AFM a note of foundation of the whole program together with estimates of the possible beneficiaries. We also included a market analysis regarding the volume of units sold per vehicle category as well as pollution figures per each vehicle- material requested by AFM;
- September 2019 - the second meeting of the working group was cancelled due to political changes. The entire management of the AFM was changed.
- January 2020 we were able to resume the discussions recently with the newly appointed AFM management positions.
- Jan 2020 - we sent a summary of the meetings held in 2019 to update the information held by the new management.
 - Jan 2020 - We had two meetings with the president of AFM and we established that another meeting would be in a broadened framework to be sure that the project has the support of the motorcycle community in Romania;
 - Jan 2020 – we organise a meeting with community representatives – 10 clubs and associations;
 - Jan 2020 - sent to AFM an update proposal of the scrappage scheme.
 - Feb 2020 – meeting with Minister of the Environment for sustaining our request
 - Feb 2020 – meeting a state secretary from Environment Ministry, responsible for AFM actions
 - Feb 2020 – press conference of Minister of the Environment for announcing the new scrappage scheme for 2020 - 2024

Regulation in force from 1st of March 2020:

- Entire program has 60.000 vouchers for cars and PTW;
- We estimate around 2.000 vouchers to be used for PTW;
- Voucher for new PTW acquisition is 3.500lei – approx. 700eur. You can receive this “classic voucher” if you destroy an old car;
- eVoucher for acquisition of a new electric PTW is 3.000lei – approximately 650eur. This voucher can be cumulated with the classic voucher and you can have a total amount of 1.350eur supported by the government;
- We are still waiting for the implementation document – technical rules and regulation to start the program. Official starting day is 1st of March