

CCMI hearing
"Industrial change and prospects for the motorcycle industry in
Europe"
Milan
November 11, 2009


The contribution of two-wheel motor vehicles
(2WMV) to mobility in a big city
The case of Paris
(2000-2007)

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Who is growing faster?

Métro	+13,6%
RER & RATP lines A and B)	+10,3%
SNCF (trains. other RER)	+20,5%
<i>Total rail-based traffic</i>	+12,15%
Bus	-16%
Private cars	-23,7%
Private cars (ring road)	-7,4%
Taxi	+0%
2WMV	+36%
<i>Total road traffic</i>	-13%
Overall Total	-0,77%

Who's share is the bigger?



Métro	32%
RER & RATP lines A and B)	9,2%
SNCF (trains. other RER)	16,7%
Total rail-based traffic	58%
Bus	4,3%
Private cars	23,6%
Private cars (ring road)	8%
Taxi	3,4%
2WMV	2,2%
Total road traffic	41%
Overall Total	100%

Where are they coming from?

- Source of the new 380 millions passenger/km appearing in Paris between 2000 and 2007.
- Survey in Paris in November 2008 (Kopp et al, 2008b) involving 141 2WMV drivers.

From Public transportation!

Category	% per category
Longstanding 2WMV users	20.16%
Former public transport users	53%
Former car users	26.5%
Former cyclists	0.41%
<i>Total</i>	100

The consequences of the shift towards 2WMV

- ☐ Time
- ☐ Accidents
- ☐ Pollution
- ☐ Cost of maintenance
- ☐ Change in the welfare

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Accidents

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Δ number of minor injuries	302	652	249	1,203
Δ number of serious injuries	26	54	21	100
Δ number of deaths	1	3	1	5

About the accidents

- ❑ On average 21 2WMV deaths in Paris (average 2006-2007) for a means of transport accounting for 16% of passenger/km
- ❑ 6 (average 2006-2007) fatalities concerning cyclists which account for a mere 0.1% of trips

Conclusion

- ☐ Beneficial
- ☐ Natural
- ☐ No public policy
- ☐ Bad legal environment (Parking, Buses lanes)

Recommendations

- ❑ Integratated approach = Vehicles+urban public policy
- ❑ Public policy could improve the cost-benefit balance of 2WMV usage by taking measures that would reduce the number of accidents