

**IMMA Presidents' Mr Eric de Seynes intervention  
during the 86<sup>th</sup> Inland Transport Committee,  
Geneva, 20 February 2024**

Program: [Draft Programme HLS ITC 2024-02-15 v2.pdf \(unece.org\)](#)

Excellencies, ladies and gentlemen,

It is an honor for me to stand here, as President of IMMA, among excellencies, senior government and institutional representatives, and industry leaders and provide a perspective from the global two-wheeler industry on the work under the Inland Transport Committee, in particular on the new agenda for Greenhouse Gas Reduction for inland transport.

IMMA is the voice of the global motorcycle manufacturing industry. IMMA benefits from the ECOSOC status to UNECE and has since its creation 75 years ago, been a contributor to the Working Party 29 on the harmonization of vehicle technical regulations. Motorcycling is one of the most common and popular modes of transport around the world, thanks to their affordability and flexibility.

People use motorcycles, or Powered Two Wheelers (PTWs), as a mode of transport for various day to day urban and rural mobility purposes, including commuting, delivery and taxi services.

In terms of GHG reduction, PTWs should also be recognized as a lean and efficient mobility solution.

Also, Traffic management and infrastructure adaptations that adequately consider PTW integration, can further enhance their environmental benefits.

Motorcycle manufacturers are also part of the GHG reduction movement and are adapting their offerings worldwide to aid in achieving carbon neutrality and limiting global warming. The approaches by government and industry depend on economic circumstances, infrastructure readiness, availability of different energy resources and vastly differing geopolitical situations.

Governments and industry must tailor transport decarbonization policies to their regional and local situations and jurisdictions as confirmed in the draft that has been presented to ITC for adoption.

Indeed, decarbonization strategies require:

- Inclusive, and technology-neutral approaches
- that can be adapt to local contexts
- and not least, vehicles should remain affordable.

The decarbonization of motorcycles requires consideration of specifics of two wheeled vehicles such as their relatively small size, low weight, and little space for storage of batteries or fuel: Design modifications may have significant impact on handling, braking and maneuverability.

Considering the regional diversities in the fleets of vehicles, riders' different needs, preferences and vehicle purposes, a combination of diverse approaches towards decarbonization is required to enable innovation and healthy competition.

I provide examples of three directions:

- Low-carbon biofuels, for example, can provide large scale well-to-wheel greenhouse gas emission benefits;
- e-Fuels will play an important role, especially for the PTW segments that are hard to electrify and also offer the possibility to decarbonize vehicles in the existing fleet;
- Short range, low power electrified PTWs, adapted for urban mobility, are gaining but overcoming range and affordability continues to be a challenge. For such vehicles, the Industry is working hard on diverse innovations and concepts such as battery swapping.

And, not to forget, industry continues to invest in research for other, new technologies for specific applications.

In summary, the global powered two-wheeler industry is working hard to address the challenges of reducing emissions. Powered-two wheelers face unique technological challenges, due to the vehicle size, handling dynamics and keeping vehicles affordable. The journey towards a zero or low carbon transport network also involves need for enabling conditions such as setting targets related to alternative fuel infrastructures, availability and quality of new fuel types or blends, commodity prices, and distribution points or charging facilities and other. Efforts should be shared in the transport ecosystem: they should be coordinated across the transport, energy and road infrastructure sectors.

In conclusion, the IMMA and its members will continue to contribute to this common journey through the WP.29 through as well as directly with governments across the world.

Thank you.