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BAG Pedelec Report PC04/13 iss1rev4

Bicycle Advocacy Group (Malta)

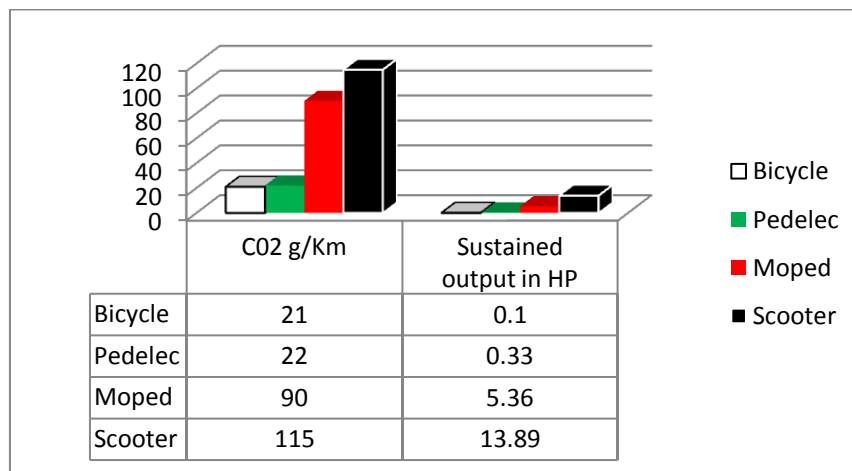
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Executive Summary

The issue of bicycle use and importantly their increased use is an important one. However social dialogue tends to dwell upon conflicts with the established car culture rather than multi-modal solutions. This is unfortunate as elsewhere in Europe bicycles are being associated with economic growth, for instance the European Cycling Federation (ECF) cite the value of Europe's bicycle tourism is approximately €44 Billion euros in 2012.

To understand what the bicycle can bring in benefits, the ECF identified the external costs of private car use as being some €240 Billion euros (BAG estimates Malta's share to be approximately €8-9Billion). In contrast cycling saved the EU €119 Billion euros in the same year. Therefore bicycles are not just a cheap alternative transport mode, but represent a significant value added, environmentally friendly transport mode for society as a whole.



This may explain why many EU states are actively encouraging cycling. But while cycling uptake of those who cycle anyway is fairly easy, the shift to mass cycling for those who do not do so can be problematic. This can be overcome by the use of 'pedelecs' as defined under EU directive 2002/24/EC, which treats pedelecs below 250w as bicycles.

Following a serious accident involving a petrol powered moped, the Ministry of Transport and Infrastructure and/or Transport Malta has appeared to bolster the existing Pedal and Low Powered Cycle Regulations of 2004, citing the need for 'cyclists to show some responsibility' by bolting on the Motor Vehicles Insurance (Third Party) Act to cover the shortfall in SL65.26 which only defined moped class vehicles as needing insurance under clause 20 under SL65.26. That it was unexpected to have to insure these vehicles is indicated by the insurance industries inability to provide a quote with 81% of brokers, agencies and companies failing to quote. Of the 19% who have suggested that they could do so, none, several days later have been able to provide a quote.

The spirit of EU directive 2002/24/EC is that pedelecs are bicycles, in BAG's opinion this is very clear. To suggest otherwise will negatively impact uptake. While TM cites a natural cycle growth, as proof that this is not necessarily the case, BAG would suggest that this natural evolution will fail to bridge the non-cycling gap, facilitate eco-friendly bikeshare investment or even reduce (petrol) engined moped abuse, as long as bureaucratic obstructions to purchasing and using pedelecs remain in force.



Introduction

It is not clear to BAG why TM accepted petrol power assisted bicycles that was the cause of the accident in Fleur D-Lyes, when far safer design types such as mopeds made by reputable motorcycle marquee manufacturers such as Honda, Yamaha, Gilera etc have been around for years and are often legislated to offer 16year olds a transport mode. TM's strategy was cited as applicable, 'because other EU states had them (petrol powered bicycles)'.

Petrol Powered Bicycles

Although cited as being noisy, being abused by under-aged riders, available in registration-busting-kit-form, these machines have an initial low purchase cost (half the price of pedelecs due to battery cost) and they can maintain higher speeds, 45KPH, which makes them attractive to younger riders. However clearly they are environmentally unfriendly, have certain safety issues when not assembled under competent supervision and do not have the increased health and environmental benefits of pedelecs.

This acceptance of petrol powered bicycles, 'as is', in much the same way that 'quad bikes' have been accepted (although illegal on the road in the UK for instance, because of their dubious safety record on the public highway), is particularly significant to this report and in particular pedelecs.

SL65.26 is in conflict with EU Directive 2002/24/EC with respect to pedelecs. These have a maximum 'power assisted' speed of 25KPH that only supplements a cyclists own effort as defined by 2002/24/EC clause (h) have since been banded into another category of bicycle, under Maltese law, that of low powered bicycles with a speed limit of 45KPH, and not accepted as an alternative derivative of the bicycle. Ergo what is accepted or the process of defining is inconsistent.

There has since been a very damaging public backlash following a serious accident involving a petrol motorised 'low powered bicycle' and a pedestrian. The latter was knocked down whilst using a crossing while the carriageway lights were red, while the former was illegally overtaking a stopped car. Rather than prosecute the individual rider or look inwardly at the manner of enforcement, the ministry has appeared to act with alacrity to bolster the Pedal and Low Powered Cycle Regulations of 2004, citing the need for 'cyclists to show some responsibility'. This appears to be in response to a media panic and petition that originally aimed at regulating 'electric' bicycles, which were completely innocent, and which along with petrol bikes were already subject to the above regulation. Neither is the level of responsibility levied at cyclists is not consistent. Rather than tighten restrictions on the higher powered machines and faster bicycles under SL65.26 the biggest negative impact has been upon pedelecs that have a reduced speed of just 25KPH.

Why BAG has supported and defended motorised cyclists in the past

The simple answer is someone had to. BAG might not agree with petrol powered bicycles. However as these are accepted by the government, no matter how erroneously in our view, such riders, which do include a few honest and genuine commuting riders, deserve some form of representation as a minority group of road users. The Malta Cycling Federation, recognised as the National Governing body of cycle sport, does not recognise powered bicycles as bicycles, although it accepts pedelecs as the motion of these machines result in direct effort and input from the rider. BAG has actually stated that a way out for the government is to offer a scrappage/exchange scheme to facilitate petrol machine owners to upgrade to environmentally friendly pedelecs. Such a scheme is necessary due to the high

initial cost of the latter. BAG therefore BAG has defended riders of motorised bicycles used for the genuine purposes of commuting, as a necessary evil foisted upon it by the government's policy on the same machines, however BAG is in the light of a reciprocal level of support agreed that it is time to draw a line in the sand and to align itself with the MCF's policy on these vehicles.

Since the Valletta Road fatal accident in Luqa, in 2010 BAG has sought to represent such vehicles and their riders. Significantly in the said case BAG's research of the accident site pointed to an excessively poor carriageway surface on either side of the road that necessitated drivers from opposite directions to use the middle of the carriageway. Clearly while the car driver's assertion that the motorised cyclist was in 'his lane' was true, so was the opposite, that the driver was possibly in the cyclists lane too.

Insurance availability

BAG also started monitoring the availability of insurance for this class of petrol powered bicycle as required under SL65.26 then LN129 of 2004. The outcome of its research is that BAG and its members have been unable to locate a source of third party cover for this vehicle type for some years. Due to the inclusion of pedelecs in the powered bicycle class this is now a factor in their ownership. Although a few insurance companies have now 'switched on' to this issue in response to TM's recent press release, the pedelec's potential use by the older set and pensioners may mean that insurance costs may be a significant addition to the costs of purchasing/using such a bike.

Clearly such insurance should have been available since 2004, at least for moped type vehicles. However only one (5%) of the twenty one insurance companies and brokers contacted have replied that such insurance may be currently unavailable, although 19% expressed a willingness to quote once the situation was clarified by TM. This fact is significant if TM's assertions are true, that such insurance is applicable upon power assisted pedal power bicycles (& pedelecs) and should have, reasonably, been available since 2004.

Extrapolation into commuting cyclists

The strength of the car lobby, however, and the assumption that;

- a) cycling is the same as when they had a bike or that;
- b) traffic for cyclists (or cycling in traffic) is the same as when they were teens themselves.

This means that while car drivers can extrapolate the impact of increased and faster traffic on themselves (cars) they often fail to understand its impact on cyclists. Cyclists in order to keep as safe as reasonably practicable, in faster, denser traffic is manifested as best practise in wider road secondary and primary positions, increased visibility and awareness. Things are therefore clearly very different than in our grandfathers day and the old admonishment just to wear something bright and keep left is simply no longer enough. This same area to the left of the carriageway is also used by drivers to disembark, walk to and often loiter in, because it is an empty cushion of safety where cyclists, despite being admonished to be there, are often unexpected. This creates a contested and quite dangerous space. The practises of parking front to kerb which makes seeing cyclists difficult when reversing out into traffic and providing lateral safety zones to parked cars while not applying 'sharrows' for cyclists, are clear indications that this pervades infrastructural design. The better acceleration and cruising speed of pedelecs help cyclists achieve better visibility ahead of traffic at junctions and keep out of the gutter which is more visible.

Influencing cycling uptake

While cycling uptake of those who cycle anyway is fairly easy, the modal shift to mass cycling, of and by those who do not cycle in an overly obese and inactive society is highly problematic. The twin obstacles of the countries steep hills (not helped by the prohibition of bicycles from tunnels) and sweating, often cited as barriers to cycling by local non-cyclists, mean that for many making a modal shift away from private cars in Malta is virtually impossible.

These problems can be overcome in part by the use of 'pedelecs' as defined under directive 2002/24/EC, 1(h), which treats and defines pedelecs below 250w as a bicycle. BAG is also aware of two current pedelec 'bikeshare'/public bike project proposals, which would appear to be the desirable for maximal non-cycling public uptake. There is a need therefore for cyclists to maintain a certain level of road speed and acceleration conducive to good traffic flow outside of the 'contested space' to the left of the carriageway where parked cars for instance are present. It is after all the door zone and being 'doored' that we seem to hear most about and it is probably the most serious contribution to the ambiguous level of safety of keeping left in modern traffic. Additionally as stated previously the pedelecs increased speed reduces the dynamic envelop (lateral wobble or weave) of the bicycle dramatically, while acceleration away from traffic lights etc with traffic is enhanced.

In addition suppliers and delivery services have a choice, increase their vehicle fleet in traffic clogged areas to keep up with deliveries or as some enlightened entrepreneurs have elected, follow the lead of cycling couriers. There is a reason why bicycle couriers make money. They are quicker than even motorcycle couriers in dense traffic and more cost effective. But the advent of the e-bike or pedelec has been a game changer and now we are seeing many companies in Europe using a derivative the e-cargo bike to make effective, efficient low cost local deliveries where trucks and vans get snarled and cost the most. This saving can then be passed on to the customer making their product more attractive.

Clearly the pedelec/ped-cargo-bike is essential to this mind-shift.

While TM cites a natural growth in bicycles (the first time that it has recognised this), this growth has more in BAG's opinion to do in part to the failure of the transport system itself. While cycle growth without any promotional input from TM, may seem a natural evolution, this appears to be driven largely by foreign cyclists and existing mainstream cyclists. Given the barriers noted above it is doubtful if this will bridge the gap to non-cyclists, particularly as it stands now as the 'cheapest form' being a normal bicycle without any form of assistance.

The fallout

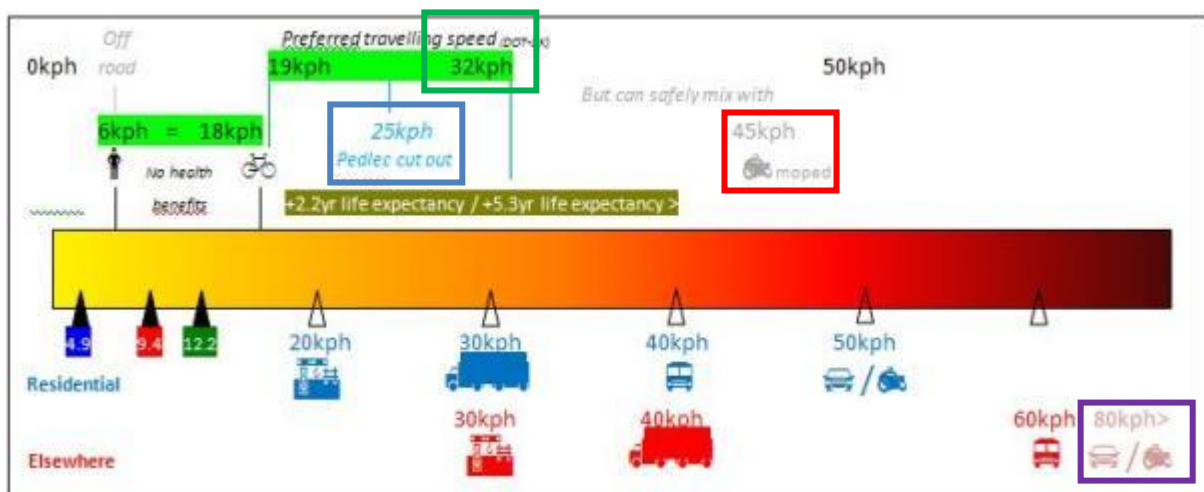
The Pedal and Low Powered Cycle Regulations of 2004, were introduced to capture vehicle types that fell outside the Motor Traffic Act. The definition of pedelec in the subsidiary legislation (law L.N 365 of 2012), fails to match or exceed the spirit of EU directive 2002/24/EC, while these vehicles appear to be combined into a power assisted pedal cycle definition which includes petrol powered bicycles up to 250w/25KPH. Low powered cycles (max speed 45KPH) appear to include moped class vehicles, the latter of which were the only class to incur the insurance (clause 20) under SL65.26, which as noted earlier was significantly difficult to obtain.

TM has subsequently deemed to enforce the Motor Vehicles Insurance (Third Party) Act to cover the shortfall in SL65.26 and impose this upon all other 'motorised' vehicles additionally decreeing that pedelecs should be treated as non-bicycles. BAG feels this is a horrendous mistake, placing 25KPH only-powered-when-the-cyclist-pedals pedelecs as a piggy-in-the-

middle-between normal bicycles that can be propelled in excess of 25KPH and petrol powered machines that can legally hit 45KPH, while incurring all of the disadvantages of the latter. Additionally the purchase cost of pedelecs is as high as some of the cheaper 125cc bracket scooters and motorcycles. BAG maintains that this grouping will negatively impact upon mainstream bicycle uptake, eco-friendly pedelec uptake and pedelec bike-share schemes.

Bicycle (Budget)	Pedelec	Low Powered Cycle	Scooter/ M/C
€ 200-800	€1,300-1,500	€800	€1,300
32KPH fast commuting	25KPH max (pwrd)	45KPH max	+80KPH
Zero running costs	V.Low running costs	Low running costs	Low running costs
21g CO2/Km	22g CO2/Km	90g CO2/Km	115 CO2/Km
	Helmet	Helmet	Helmet
	Insurance € TBA	Insurance € TBA	Insurance €90
	Speedo	Speedo	Speedo
	Registration	Registration	Registration
	Theory test	Theory test	Full test
	16 years of age	16 years of age	18 years of age

Commuting cyclists tend to travel at approximately 19-32KPH significantly the assisted power for pedelecs cuts out at 25KPH or half of this commuting speed range. This makes a pedelec very controllable and safe.



Note: The black needlepoint markers indicate the average door to door speeds of passengers using the Arriva bus service (blue) at 4.9KPH, car drivers (red) at 9.4KPH and cyclists (green) at 12.2KPH are somewhat indicative of the advantages of using a bicycle especially within crowded conurbations such as Sliema etc...

The high initial cost coupled to the prohibitions affecting the pedelec make it less attractive to purchase. In a bizarre twist, TM's insistence that pedelecs be included with other powered cycle types and deferral of EU Directive 2002/24/EC means that it is no more hassle and less costly to register, insure and own the petrol powered bicycles that was the focus of the protest and petition, than a pedelec. Ergo sales for environmentally friendly pedelecs will fall and petrol powered bicycles may actually increase, when the cost benefits are compared.

The initial focus of the protestor's petition driven by a hatred for the noisy petrol powered machines so often abused by under-aged drivers, sought erroneously to regulate electric bicycles (that with pedelecs are conspicuously in the beginning of the SL65.26 regulations) was an outstanding success. The sad fact is that it will neither regulate, as enforcement is the weak link this class of vehicles abusers, nor deter them.



Can a pedelec use a shared path? Not according to the law.

Effects of legislation

The lasting effects of making a pedelec a non-bicycle are;

1. Emphasis on pedal bicycle based mode.
 - a. Less non-cycling uptake of this mode of transport.
 - b. Shower grants to businesses may be required.
2. A potential shift in sales from pedelecs to petrol bicycles (* linked).
 - a. Grants on initial high costs of pedelecs to offset this.
3. Loss of public bike share investment.
 - a. Pedelec based bike shares would have to include helmet provision/management, possibly with government assistance, although this also affects the issue of hi-viz vests too the latter is effective on 'human powered' bike shares also.
 - b. Inconvenience - No helmet no ride.
 - c. Sanitary issues of shared helmet use – ecology impact of washing.
 - d. Limited to 16yrs + and riders with a theory test/licence (it is not clear how this is achieved at POS)
4. Public bike share will;
 - a. Have to be 'human power only' to be viable.
 - b. Subject to massive government subsidy.
5. Impact upon 'pedelec' tourism;
 - a. Tourists would have to comply with provisions.
 - b. Difficulty of arranging insurance if point of origin state does not include/facilitate insurance for pedelecs.
 - c. Advertising provisions to tourists/other EU state workers/nationals.
 - i. Details at point of entry, Ports, Airports, cruise liners etc...
6. Increased insurance costs;
 - a. Direct, to the cyclists.
 - b. Indirect car insurance premiums due to claims against them.

7. Increased traffic delays associated with accident/insurance claim requirements.
8. *Resultant impact upon the environment.
9. *An increase in social health bill.
10. *Increased noise pollution.
11. Indicating to other EU states and ministers a poor faith in or commitment to Sustainable Urban Mobility Plans.
12. Indicating to other EU states and ministers a poor understanding of bicycle mobility.
13. Impact on local mobility.
 - a. How do pedelecs negotiate tunnels now they are not bicycles? (They cannot drive through, or can they? Nor can they use the footpath)
 - b. Can a pedelec use a (shared with pedestrians) cycle path? (If a low powered cycle cannot then a pedelec cannot).
 - c. How can a family use a pedelec – if insured under a named driver?

Compare this to the governments wishes to invest in electric technologies, is indicative of a lack of joined up thinking and clearly points to the need for the development of a National Cycling Policy.



90% of bike/car accidents are the car drivers fault.

In common with EU statistical data most near-miss bicycle incidents appear to be associated with either traffic incursions at junctions (20%), dooring (8%) and being clipped (29%). In 90% of cases it is the motorists fault. It is therefore, logical that by making a greater number of cyclists take insurance that cyclists will raise a greater number of claims against motorists, this will increase car insurance premiums and effective traffic delays as cyclists wait for wardens and/or police to attend the scene of the accident, before removing the vehicle.

Aging Population Concerns

Clearly pedelecs can be used as mobility devices and BAG feels this should extend to the elderly using them on promenades etc... An electrically assisted bicycle can increase their range and allow more socializing , it can also have a positive effect on their morale. In the same way as Segways are allowed to. SL65.26 allows children under the age of 12 years to cycle on footpaths (but does not specifically set a speed restriction - This means that a 12 year old may well ride at a lot faster than 6KPH and still present a danger to pedestrians). Yet an elderly gentleman or gentlewoman on a pedelec is hardly likely to race down the promenade. It is proposed that the government also offers the elderly the ability to use a pedelec as a mobility device on footpaths and pavements or grants a suitable financial enticement to purchase a Segway.

Recommendations

BAG considers that current thinking has painted TM into a corner, which require either a public retraction or significant investment. In order to create a favourable cycling environment and promote cycling uptake, the following recommendations are suggested.

1. That either TM;
 - a. Adopt 2002/24/EC in the full spirit of the directive, or;
 - b. Exceed it, such as allowing 300w pedelecs to be classed as bicycles, or;
 - c. Develop a proper derogation which also allows such financial and ease of use incentives for environmentally and ecologically friendly pedelecs, offsetting the initial cost of pedelecs.
 - i. This should follow a cost benefit study.
 - ii. Be backdated to 2004.
 - iii. Include measures to similarly encourage pedelec based bike shares to offset the financial burden of the low powered/low powered pedal bicycle provisions that act upon them.
 - iv. Explore alternative ways to absorb the CO2 emissions targets that pedelecs as opposed to petrol power assisted bicycles would achieve (possibly by imposing higher CO2 emission targets from cars).
2. Properly enforce the existing laws and regulations to deter petrol powered bicycle abuse. (BAG see this as one root cause of the source accident).
3. Advise insurers of their responsibilities and ensure that provide realistic policies are both available and accessible considering the target consumer groups.
4. Offer an incentive or scrappage scheme to existing owners of petrol powered machines to up-grade to a pedelec.
5. Develop a national cycling policy aimed at encouraging cycling as a sustainable transport mode, to avoid similar diversions from best practise.
6. Appoint a cycling czar or bicycle department as a focal point for all things cycling.
7. Set aside resources for training TM and ministry personnel in cycling infrastructure and the attendance at cycle transport seminars and workshops such as VeloCity.
8. Make it a target to sign up to some of the ECF's charters.
9. Make it a target to raise Malta from its 27th spot in the ECF's rankings.
10. Make it a target for the Minister to attend Velocity conferences etc..

Conclusion

BAG (Malta) feels that the knee jerk reaction to the original scope (electric bike) petition and pedelecs sudden equity with the low powered bicycle or moped bracket is more than a simple coincidence of expediency. That both fail to be mindful of the fact that at 25KPH a pedelec is receiving assistance to the cyclists own power, at the median of commuting cyclists speed range, and that at 26KPH the power is switched off and the pedelec is therefore transformed back into a humble bicycle, is indicative of a significant failure to understand the qualities and advantages of a pedelec defined under 2002/24/EC. Expanding the scope of existing provisions, potentially favours the purchase of petrol powered mopeds raising sustainability concerns. While admittedly *bonafide* sellers of mopeds can offer a properly assembled machine, the abuse by young riders buying engine kits over the internet is unlikely to be kerbed and may increase as uninsured/registered machines are sold-on. Clearly the element of enforcement was, and still is, missing. While BAG cannot condone the actions of the cyclist involved in the Fleur-de-Lyes accident, by a similar logic, the failure to instantly reign-in bendie-buses after hit-and-runs with cyclists, would appear to indicate that this 'responsibility' is decidedly one way.

BAG (Malta)

Appendix A – Technical Report (prepared by Dr G. Debono)

Recent publicity in the published media about power assisted bicycles has resulted confusion over the subject of power-assisted bicycles. Unfortunately there was no differentiation between low-powered pedal-operated electric-assist bicycles, electric bicycles.

For the sake of clarity power assisted bicycles need defined. The most clear definition is the pedelec as referred to in EU Directive 2002/24 EC. The definitions are as follows:

1) Pedelec

As per definition in Article 1 (h) of EU-Directive 2002/24/EC:

“Bicycles with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of 0.25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedaling”
(EU-Directive 2002/24/EC excludes pedelecs as defined here from type approval).

As per definition in Legal Notice 129 of 2004, Malta:

"pedelec" means a pedal electric cycle whose electric motor is activated as soon as the rider starts pedalling and deactivated as soon as the rider stops pedalling;

2) E-bike

“A power-assisted bicycle that can be propelled solely by means of its motor”

(this is not a standard definition, but is useful for distinguishing pedelecs from other forms of powered bicycle)

3) Bicycle powered by an internal combustion engine

Low powered electrically assisted bicycles, as defined by “pedelec” are currently excluded from any legal restrictions in the European Union and classed with bicycles for legal purposes. Such low-powered bicycles are defined as “cycles with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of 0,25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedaling”. This is the wording from Article 1, **Directive 2002/24/EC**, <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32002L0024:EN:NOT>).

This EU Directive came into force on May 9, 2003. It replaced Directive 92/61/EEC. The status of Pedelec-bicycles was thereby altered so that Pedelecs (with a maximum speed of 25 km/h and a motor no more than 250 Watts rated output) ceased to be subject to type approval and legal restrictions and became exempt from having to abide by the additional laws, applicable to other powered-assisted two wheeled cycles or other vehicles.

EU-Directive 2002/24/EC concerning the type approval for two and three wheeled vehicles was adopted by the EP and European Council and released on March 18, 2002. It came into effect on May 9, 2003 and replaced EU Directive 92/61/EEC. All EU members countries were required to integrate this Directive into their national legislation and abolish their previous regulations imposed to power assisted bicycles that fall within the EU definition “pedelec” on November 9, 2003. Malta has yet to comply.

According to this Directive, pedelecs up to 25 km/h and a motor with no more than 250 Watts rated output are considered bicycles and become subject only to the same legal constraints as the pedal bicycle. Electric bicycles which exceed 0.25kw and speed capability of 25 km/h must have a type approval and are classified as “Mopeds” (or “E1-bikes”) and must consequently abide by all additional laws.

In this context it is relevant to mention the EU is encouraging the use of pedelecs as a healthy alternative option to the motor car. The EU is currently cofinancing projects with ten partners from Austria, Czech Republic, Germany, Hungary, Italy and the Netherlands specifically to raise awareness about pedelecs as a viable means of transport among citizens as well as among municipal decision makers.

It is therefore pertinent to point out that by continuing to apply legal notice 129 of 2004 (amended by Legal Notices 408 of 2007, 504 of 2010), and not integrating EU-Directive 2002/24/EC into our traffic legislation not only contravenes EU Directive 2002/24/EC but also hinders the results which it was meant to achieve, namely, the aim Of the EU to encourage healthy non-polluting transport. That the EU is in favour of encouraging this healthy and clean, low-powered form of transport is supported by the multitude of projects to promote pedelec travel financed by the EU.

In 2004 I was the lead author of the think tank report "Towards a Low Carbon Society - the Nation's Health, Energy Security and Fossil Fuels", and more recently "Healthy Mobility in Sliema: A Case Study". In both of these reports a case is made for encouraging healthy mobility – both walking and cycling. I have also authored numerous articles published in the local printed media regarding healthy lifestyles; subjects included, among others: healthy aging, creation of pedestrian-friendly urban environment and prevention/mitigation of dementia through remaining active in old age etc. In regard to the latter, the pedelec allows cyclists to continue enjoying their healthy hobby into old age.

It is sad to see that Malta persists in doing nothing to encourage healthy mobility. Not integrating Directive 202/24 EC into LN 129 further confirms that Malta remains firmly on the side of car transport when other European cities are doing their utmost to cut down on car traffic.

(Dr) George Debono (M.D., D.T.M&H)

References:

DIRECTIVE 2002/24/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 18 March 2002 - relating to the type-approval of two or three-wheel motor vehicles and repealing Council
Directive 92/61/EEC
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2002:124:0001:0044:EN:PDF>

EU-Directive regulates Pedelec-Status <http://extraenergy.org/main.php?id=1281>

Mobility and transport. EU
http://ec.europa.eu/transport/road_safety/specialist/knowledge/pedestrians/promote_cycling_and_bicycle_helmets_or_not/promoting_cycling_changes_to_expect.htm

Go Pedelec Energy-efficient transport
http://eaci-projects.eu/iee/page/Page.jsp?op=project_detail&prid=1870

Go Pedelec !
http://www.cities-for-mobility.org/documents/worldcongress2010/cfm_world_congress_thomas_lewis.pdf

The Health Benefits of Cycling - Cycling for health and fitness
<http://cyclehelmets.org/1015.html>

Towards a Low Carbon Society - the Nation's Health, Energy Security and Fossil Fuels.
Healthy Mobility in Sliema: A Case Study.
<http://www.tppi.org.mt/~user2/index.php/reports>

Future of mobility in the EU
<http://www.europarl.europa.eu/committees/en/tran/studiesdownload.html?languageDocument=EN&file=29991>

Appendix B – Campaign Poster

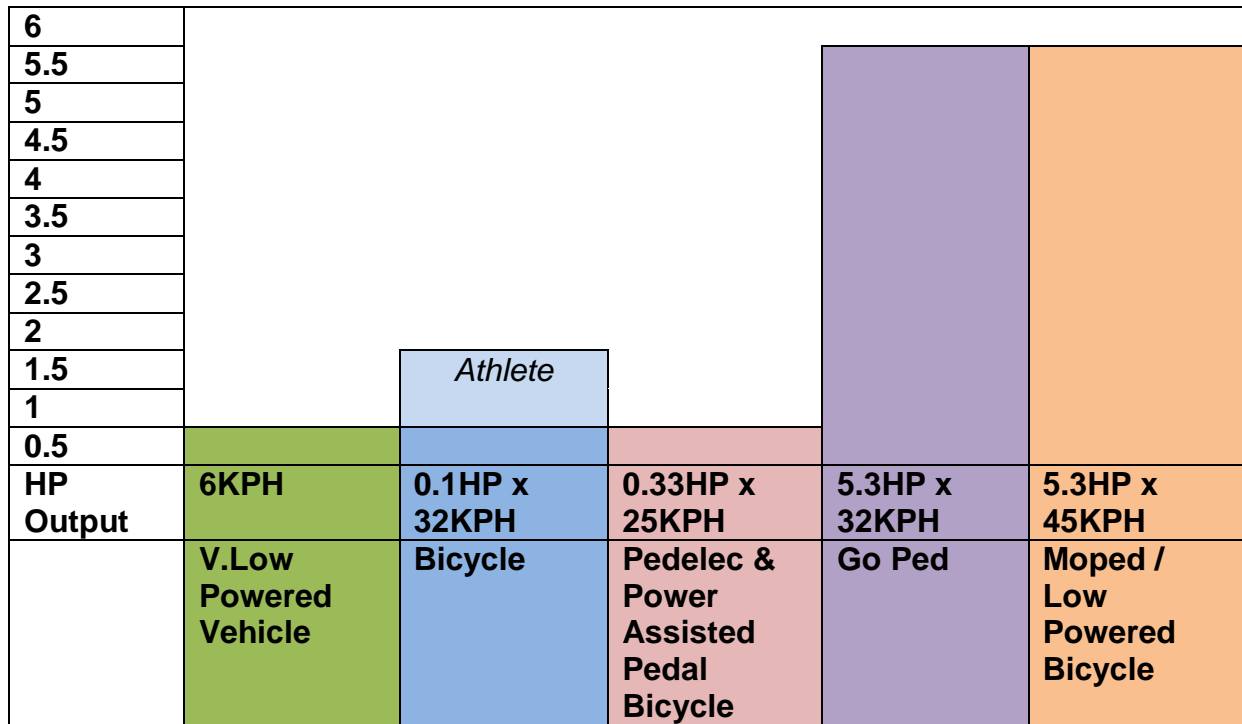


The Malta Power Assisted Bicycle Buyers Guide

Pedelec		Low Powered Bicycle	
			
Must be registered*	✓	Must be registered	✓
Must be insured*	✓	Must be insured	✓
Max speed under power (KPH)	25	Max speed under power (KPH)	45
Needs no physical effort from the rider	✗	Needs no physical effort from the rider	✓
Environmentally friendly	✓	Environmentally friendly	✗
Cheapest running costs	✓	Cheapest running costs	✗
Silent	✓	Silent	✗
Needs a bicycle helmet*	✓	Needs a helmet	✓
Needs a high viz vest at night*	✓	Needs a high viz vest at night	✓
Can exceed 25KPH under power	✗	Can exceed 25KPH under power	✓
Requires a rider to take a test*	✓	Requires a rider to take a test	✓
Needs a speedometer in KPH	✓	Needs a speedometer in KPH	✓
Minimum age limit*	16	Minimum age limit	16
Subsidy to cover high initial cost	✗	Subsidy to cover high initial cost	✗
CO2 output per Km (car = 271g)	22g	CO2 output per Km (car = 271g)	?
Doesn't need to be pedalled	✗	Doesn't need to be pedalled	✓
Runs on petrol	✗	Runs on petrol	✓
Can be used in tunnels	✗	Detours don't matter you can go faster	✓
Can be used along EuroVelo & Sibit routes	✓	Can be used along EuroVelo & Sibit routes	✓
Positive impact on national health bill	✓	Positive impact on national health bill	✗
Low initial purchase cost	✗	Low initial purchase cost	✓
Which one are most people going to buy	✗	Which one are most people going to buy	✓

Appendix C - A graphical representation of power/speed scale for vehicle types in SL65.29

This demonstrates the disparity of power outputs between pedelecs and moped, pedelecs are further differentiated from power assisted pedal cycles in other EU states by making them equivalent to bicycles.



Appendix D – Insurance responses

Malta Insurance Association.

Further to your enquiry, the Association is informed that the local Motor Insurance Sector provides cover for the types of vehicles you have mentioned. Nevertheless, you will appreciate that the Association cannot recommend one Insurer vis-a-vis another one.

May we suggest that you engage the services of an Insurance Broking firm which would be able to scout the local Insurance market on your behalf and revert with the most competitive proposal(s) identified...

(However..)

Thomas Smith Insurance Agency Ltd

...In the meantime do kindly bear with us with regards to the quote on the pedelec. Basically the situation at present is under discussion with Transport Malta and our own Insurance Association are awaiting certain clarifications from them, one of the uncertainty is as to whether power-assisted vehicles (ie where the power stops when the rider stops pedalling) are being considered by TM as 'motorised' or not.

A motor insurance policy can only cover motorised vehicles.

With regards to your enquiry to insure the normal single gear do note that our Home Insurance Policy under the Contents Part provides cover both for the actual bike up to a limit of €600 and also will cover the liability under the Personal Liability Section which provides cover up to a limit of €1,200,000 (Do note that this limit is total for all the liability sections covered under the policy). We are not in a position to provide cover limited to the bike but if you do take up insurance for your home contents then this cover is automatically included.

I look forward to hearing from you and as soon as I receive some feedback from our Association and TM I will get back to you with regards to the pedelec.

Allcare Insurance Limited

We thank you for approaching us to quote. Unfortunately we are not in a position to quote for this vehicle.

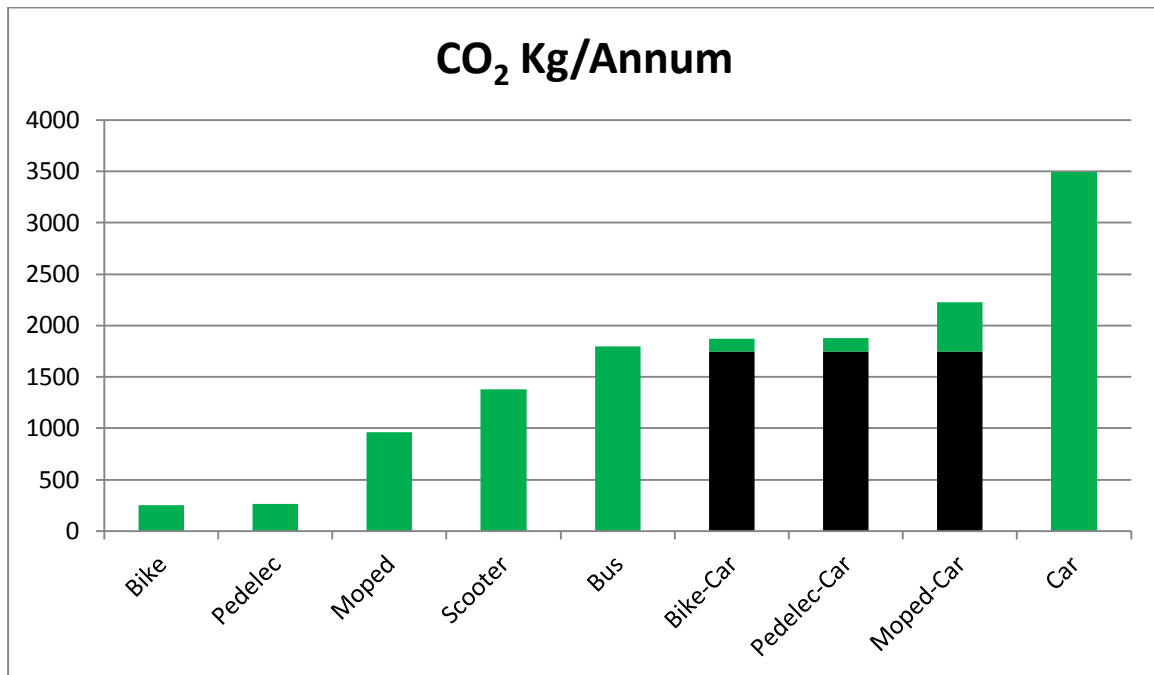
Having said this, with your approval , we can forward your request to Allcare Insurance Brokers who may be able to assist you with this enquiry.

Elmo insurance Ltd

Sorry for the late reply. With regards to the license, could you kindly contact Transport Malta, since at the moment they are in the process of debating whether or not they should have a license or not. They would be able to help you out more in that area.

In order for us to issue a favorable quotation, we would need additional information on your wife....

Appendix E – CO₂ Emissions Comparisons



In multi-modal elements the portion relating to car use are displayed by black shading.