

## FIM Alternative Energy Newsletter

ISSUE #6, February 2010

Introductory words by Robert Rasor, FIM AEWG Chairman



It seems as though 2010 will be a "benchmark" year for alternative energy, electric vehicles and emerging competitions to challenge manufacturers, organisers and enthusiasts. Already we have announced the FIM International e-Power Series, the TTXGP UEM Series involving national federations, several key conferences and the first alternative energy presentation by the FIM at the prestigious 2010 IAMF Conference to be held at the Geneva Auto Show.

In addition, we have seen increased focus by manufacturers on electric powered PTWs which reveals much of what we can expect in our future - perhaps more quickly than we thought! Indeed, 2010 will be an interesting year for all facets of alternative energy but especially for motorcycling.

Robert Rasor, FIM Vice-President, FIM AEWG Chairman

## FIM Ride Green Eco Enduro rides towards a promising future



In December 2009, motorcycling shed some light on the somewhat gloomy news coming from the Copenhagen Summit on Climate Change. While negotiations between leaders of this world were stalling, electric motorcycles were (silently) roaring around Denmark. The FIM Ride Green Eco Enduro was a complete success, not only considering the race itself but also the media attention and the number of officials it attracted.

The idea behind the FIM Ride Green Eco Enduro was to organise a race with electric off-road bikes to prove that racing with electric bikes is not an idealistic green dream, but a possible reality from today. The original idea from Ivan Reedtz-Thott, former Dakar Quad participant & Søren Clauding motorsports journalist, was supported by the Danish Motorcycle Union, Swiss Manufacturer Quantya and the FIM. For the FIM and its alternative energy efforts, this proved to be a golden opportunity to land another stepping stone towards the practical application of green motorcycling.



This 3-day race took place on the first two days at 10-15 km outside of Copenhagen; the third day, Sunday, the whole event was moved to central Copenhagen, using the military quarters of Svanemøllen, to be accessible to the public and close to the COP15. The bikes used for the race were the Quantya Track Evo 1, slightly modified for the race. Quantya came with a team of 6 employees, in charge of all the servicing of the bikes - repair, charging, changing of batteries; they also came with a biodiesel truck equipped for transportation and charging of the bikes.



All of the 38 riders (including 5 times MX World Champion Joel Smets, Cross Country Rally World Champion Pål Anders Ullevålseter, many top Dakar riders, Danish MX star Brian Kjær Jørgensen) reported that they had great fun riding these bikes. The limited range was of course an issue, giving the riders the added tactical challenge of smooth riding and holding back so that the batteries did not go flat during a stage.

Of course most of the riders attended this event because they wanted to contribute to creating a cleaner motorsport future. But in the end all of them enthusiastically expressed that this was motorsport for real, and that they were amazed to learn that the future was already within reach.

“This is an historic moment and you have all opened a new page in the history of motorcycling”, said Anders Minken, member of the FIM Alternative Energy Working Group, at the gala dinner.

This first event is not a one-shot for the FIM, as it is committed to prepare a green future for motorcycles. Besides discussions to make the FIM Ride Green Eco Enduro a regular event, the FIM is preparing the upcoming 2010 FIM e-Power International Championship, the first electric motorcycle racing championship in the world. The first race will take place on 18<sup>th</sup> April before the start of the 24-hour race of Le Mans (France).

Please contact the FIM Secretariat for more information.

*Source: Anders Minken & LOGOS Public Affairs*

## NEWS from Brussels

### New Commissioners/new faces of EU



The year 2010 ushers in a new mandate within the EU institutions, not to mention a new period altogether for European affairs, with a new legal and institutional framework taking effect as of 1 January. Following the re-election of Manuel Barroso as President of the European Commission for 2010-2014, the whole new European Commission has been elected by the European Parliament. Among the 27 Commissioners (the European Ministers), some are of particular relevance for Alternative Energy: the Commissioners for the Environment, Climate Change, Transport, and Energy.

The experienced Estonian **Sim Kallas**, Vice-President of the Commission, has been appointed as **Commissioner for Transport**. Echoing the policy directions outlined by the President of the Commission, Mr Kallas has announced he will continue to support efforts to reduce CO2 emissions (through its ‘decarbonisation of transport’ policy) and work towards a more sustainable mobility at European level. Of particular interest to the AEWG will be the Commission’s programmes to support Clean Urban Mobility, where the Commission plays an important role in co-funding local and regional programmes to encourage the take-up of alternative energy technologies in transport throughout Europe.

A newcomer to European politics, German **Günther Oettinger** will take over the role of **Energy Commissioner**. He views electricity as a major energy source for promoting an economy based on low-carbon technologies, wind energy, smart grids, nuclear energy and increased energy efficiency, while underlining the importance of industry-oriented applied research and development policies.

Clean Transport developments will also be clearly looked at by two other Commissioners in charge of cross-sectoral portfolio:

The Slovenian **Janez Potocnik**, former Commissioner for Research, has been approved as **Commissioner in charge of Environment**. His key priority will be the implementation of a green economy. He will work in close cooperation with the **Climate Change Commissioner**; this new position will be taken over by the former head of the COP15 Conference the Danish **Connie Hedegaard**. Many expect she will act as an agenda-setter for the rest of the Commission, as part of the Union’s renewed commitment in leading the climate debate. “Decarbonising Transport” should be topping her agenda, since it is a priority outlined by the President of the European Commission.



*Source: LOGOS Public Affairs*

## Sport, a new policy field for the European Union

2010 marks a year of important changes in EU policies towards Sport. In the Lisbon Treaty, the new Treaty laying down the legal basis of the European Union, Sport is for the first time mentioned as part of the EU competences. This means that the European Institutions will have the power to take actions in this field. Sport is included in the category of "Support and coordination competences" (i.e. not exclusive or shared competences): Member States are competent in these areas, but the EU can initiate supporting or coordination measures.

EU actions will certainly focus on the impact of Sport on social affairs, non-discrimination, public health, education & youth; for the first time there will be a line of the EU budget dedicated to Sport projects of European dimension. The first official EU budget including Sport will be for the financial framework 2014 – 2020, but a small financial programme for Sport should be adopted for the years 2012 – 2013.

The Sport Unit of the European Commission is likely to increase its cooperation with other services in the European Commission. Considering this new context and the political pressure put by the European Parliament and the Commission's President José Manuel Barroso on the need to "decarbonise" transport, it is likely that Sport may be used as a new tool to promote environmental awareness. This idea was put forward by the FIM Alternative Energy Working Group during a meeting with the European Commission, where the idea was positively received.

*Source: LOGOS Public Affairs*

## Spanish presidency announces EU electric vehicle plan

Meeting with EU industry ministers at the occasion of an informal meeting in the Spanish seaside town of San Sebastian on 8 February, the Spanish Presidency of the European Council provided further details of its plan and vision for the EU's 2020 economic strategy. The plan includes measures to promote electric vehicle (EV) production in Europe.

Since 1 January 2010, Spain has been holding the 6-month rotating presidency of the Council, where it has been addressing plans to tackle the economic recession through production in sustainable investments. As one of the countries that have been the worst hit by the recent recession in Europe, Spain is also home to a battered Powered-Two-Wheelers (PTW) market which – the second largest in the EU - has also been deeply affected by the crisis.

In particular, the Spanish government has been keen on promoting the development of a European EV plan as it looks to continue its well-praised investments in the development of renewable energies up to date. While home to one of the world's largest solar and wind energy parks, the country still boasts a rather mixed environmental record. In this regard, the Spanish government will certainly seek to redress its increase in greenhouse gas (GHG) emissions over 1990-2005 (+48%), the highest in the EU-15, with a view to meeting EU 2020 targets.

"If our markets don't have a regulatory framework to provide financial support, and if we don't have common standards on the technologies, then it will be difficult for Europe to take a leading role," adds Spanish Prime Minister José Luis Zapatero. The Spanish leader also highlighted that greater energy self-sufficiency will be key to sustainable European growth.

EU leaders have scheduled a brainstorming session next month to debate priorities for the EU's new economic blueprint.

*Source: ACEM, EU Observer, and LOGOS Public Affairs*

## NEWS from the Federations / Events FIM e-Power International Championship

At the start of a new season, the FIM is pleased to announce a few important items before the start of 2010 Road Racing FIM e-Power International Championship open to electric powered motorcycles, without the aid of any carbon based energy sources. For detailed information on Sporting and Technical Rules, visit [www.fim-live.com](http://www.fim-live.com) ([www.fim-live.com/index.php?id=744&L=1](http://www.fim-live.com/index.php?id=744&L=1)) and download the file 2010 Appendices Road Racing FIM e-Power International Championship.

The FIM e-Power International Championship is confirmed to run as a prologue race at the following events:

16-17.04	24 Hours, Le Mans (FRA)	FIM World Championship Endurance
22.05	8 Hours, Albacete (ESP)	FIM World Championship Endurance
12-13.09	Bol d'Or, Magny Cours (FRA)	FIM World Championship Endurance
26.09	Imola (ITA)	FIM World Championship Superbike
tba	tba	FIM World Championship Grand Prix



The e-Power International Championship races are held on FIM homologated circuits, using the high safety standards as required for the FIM World Championships. Participation to any round of the FIM e-Power series is free. No entry fee will be required. Riders must be at least holder of a valid 2010 FIM e-Power International Championship licence, or a 2010 Superbike or Endurance World Championship licence.

At the first event in Le Mans, the first 16 riders of the qualifying practice result will receive a 'participation allowance' of 1000.- Euro. Entry forms for the Le Mans event must be sent to the ACO Le Mans ([sport@lemans.org](mailto:sport@lemans.org)), with copy to the FIM ([cti@fim.ch](mailto:cti@fim.ch)). Additionally, those 16 riders will be guaranteed to receive the same participation allowance of 1000.- Euro for each of the four remaining races of the Championship. The participation allowance will be distributed providing that the rider takes part in the race.

Source: FIM

## First e-Power entrant confirmed!

Christian Amendt, an engineering student out of Germany, was the first confirmed entrant of the e-Power Electric Motorcycle Race series. Using what might be called a quantified version of Lotus's "performance through low weight" philosophy, Christian converted a Honda RS125R into an electric motorcycle, using a design that is "half the weight, half the power".

The 115-kg (253.5 lb) electric race bike weighs approximately 90 kg less than the triple motor MotoCzysz e1pc. The theory is that light weight will allow the 96-Volt, single-motor, 3-kWh Epo-bike to outperform a 2- or 3-motor bike that weighs 200 kg with the batteries needed to power them. The Epo-Bike uses a Lemco D135 DC motor, LiFePO4 batteries from an undisclosed manufacturer, and an Alltrax AX7425 controller to achieve 74Nm of torque and reach a top speed of about 111 mph.



Source: [www.autobloggreen.com](http://www.autobloggreen.com)

## Albacete to host the TTXGP UEM final

On 23<sup>rd</sup> & 24<sup>th</sup> October 2010, Albacete (Spain) will welcome the "TTXGP UEM FINAL". Organised by the TTXGP, the race will lay down the basis of the 1<sup>st</sup> European challenge for Electric Motorcycles. It will be the final race of the 2010 National Electric Motorcycles Series organised by the National Federations in Italy and the UK together with TTXGP.





After the 4 races of the series in Italy sanctioned by the FMI and the 4 races of the series in UK sanctioned by the ACU and supported by the BMF, the UEM Final in Albacete will gather the fastest 8 teams from each national championship. Along those 16 teams, the event will welcome other participants from other countries as wild card. In fact the race will be held as open event.

Source: LOGOS Public Affairs & UEM

## Moto Club de Monaco wins the 2009 Social Responsibility Charter

In recognition of its work on sustainable development in recent years, the Moto Club de Monaco (MCM) received the 2009 prize for the Social Responsibility Charter, in the "Associations" category. The Monegasque Social Responsibility Charter is a 10-point initiative kick-started by the Junior Chamber of Commerce of Monaco, gathering all the Monegasque companies, federations, and associations in favour of sustainable development in the Principality. The Charter has earned the support of a number of companies and associations from Monaco, distinguishing the Moto Club's achievements for two-wheelers and for alternative energy developments; the MCM created in 2009 the 1st two-wheel electric Challenge at the EVER MONACO show and organised youth training sessions at schools in Monaco for 2-wheel electric vehicles.

Mr Philippe-André Pollano, President of the Moto Club, said: "More importantly, we need to be aware of our polluting activities and do everything we can to reduce their impact on the environment. Let's not forget that our children shall have to pay for the consequences of our actions today! And I dare to believe that we above all, love our children the most!"



In his letter to the Moto Club de Monaco, FIM Director General Guy Maitre commented: "the numerous initiatives kick-started by the Moto Club de Monaco are leading examples for other national federations to follow, and in a field that is increasingly of critical importance to the motorcycling sport and industry at large. FIM has for years been working in favour of developing environmentally friendly practices and more recently towards setting up a platform to promote the use of alternative and renewable energies. The prize comes as a very important achievement for the motorcycling world and as living proof once again of motorcycling's green credentials."

Source: Moto Club de Monaco & LOGOS Public Affairs

## CMA establishes Alternative Energy Fund



The Alternative Energies Fund (AEF) has been created by the Canadian Motorcycle Association to encourage and assist Canadians competing in international competitions for motorcycles using alternative energy sources. It will also provide assistance to Canadian organisers of events for motorcycles using alternative power systems.

Recent years have seen significant advances in alternative energy systems for transportation uses. Much, although not all of this interest has been focused on various electric power systems. Several manufacturers now have or are developing electric power motorcycles for use in road racing, Enduro, Trials and Motocross, as well as for street use. These machines are not just electrified bicycles but are full-fledged motorcycles.

By establishing the AEF the CMA hopes to encourage Canadians to participate in events like the 3-day Eco Enduro in Denmark that took place in December, as well as the e-Power road racing world championship series.



Graham Read, Chairman of the CMA AEF and the CMA Environmental Panel, as well as a member of the FIM International Environment Commission, comments: "Competition in the past has led to significant technological developments that have improved the efficiency, safety and usefulness of the motorcycles we use today. Motorcycles by their very nature are more efficient than other vehicles when some form of motorised transport is needed. They can do much to reduce fuel consumption and traffic congestion. The CMA wishes to support the development of new and innovative technologies that will encourage motorcycle use to the benefit of the environment and of society at large."

For more information, see: [www.canmocycle.ca](http://www.canmocycle.ca)

Source: CMA

## NEWS from the Industry

### Yamaha EC-03



Following the release of the EC-f and EC-fs concepts at the 2009 Tokyo Motor Show in October, Yamaha has anticipated the release of a third electric vehicle, the EC-03, due for summer 2010.

An updated version of the Yamaha Passol, the 99-pound, aluminium-framed EC-03 is powered by a permanent magnet synchronous motor that has a maximum output of 0.6 kW. Yamaha's 8 years of research into the electronics result in smooth acceleration and start-ups which they call Yamaha Motor Control System.

The design also features a lithium-ion battery pack and an on-board charger in the front of the vehicle, accessible with a forward-tilting seat.

Source: LOGOS Public Affairs and Yamaha

## Vectrix begins its Second life

Vectrix has officially announced its come back on the electric PTW scene at the International Powersports Dealer Expo on February 12 – 15 in Indianapolis, Indiana. The company emerged from bankruptcy after being purchased by GP Batteries.

In gearing up for the re-launch, the Vectrix Corporation has opened its new US headquarters and development centre in Massachusetts. With its patented technologies developed over the last decade, Vectrix will continue to design and develop innovative technology solutions, with original key members of its product development team. "The core focus of the Vectrix Corporation design team is to remain on the cutting edge of innovative technologies that revolutionise urban transportation", explained Chief Operating Officer Jason Kim.

Source: Vectrix and LOGOS Public Affairs

## Piaggio goes electric

On the occasion of the company's release of the new hybrid Ape Calessino, Piaggio also announced its recent cooperation kick-started with Italian electricity provider Enel. The two companies have committed to working together in the development of vehicles with low environmental impact, aimed at analyzing mobility requirements and electric vehicle charging. The partners will assess the compatibility of Piaggio's electric models with Enel's charging infrastructure, with a view to installing electric charging infrastructure and developing further innovative solutions. Enel will have an important role in sharing their know-how and managing the network.

The two companies will also cooperate in identifying cities and potential end-user scenarios with different mobility needs, so as to make the project a reality that can be applied in the future. Piaggio's MP3 Hybrid as well as other electric models in the Group's line-up will be used for testing. The initiative goes hand in hand with the two companies' common interest in meeting future demands for more innovative transport and mobility solutions, and is an integral part of Enel's "Electric Mobility Project", where it is developing a smart charging system with expertise from pilot projects in energy supply and using the latest innovations in services. Both partners share the view that the current expansion in electric and hybrid vehicle markets are a strategic opportunity for reconciling emissions reductions with robust eco-friendly industrial growth.



*Source: Piaggio and ADN Kronos*

## AGENDA

- FIM Alternative Energy Working Group meeting 25 February 2010, Geneva
- Expertise Meeting on Electric Mobility 3-4 March 2010, Cologne
- World Biofuels Markets 15-17 March 2010, Amsterdam
- EU Sustainable Energy Week 22-26 March 2010, Brussels
- « Biocarburants en Europe » ("Biofuels in Europe") 24 March 2010, Brussels
- First FIM e-Power International Championship race 17 April 2010, Le Mans
- CleanWeek 2020, The first fully-fledged CO2-neutral mobility event, Circuit Zolder (Belgium) 5<sup>th</sup> – 9<sup>th</sup> May 2010