



MAY 2015

Network

A networking tool for Activists and other interested parties

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Editorial

My first task this month is to thank John Mitchell, MAG Chairman for the past two years. John took up the reins at an extremely difficult time and managed to remain sane during his tenure. So thanks John for all your hard work. Hope you have a bit of a rest or as much as being a Director of the Board will allow.

Equal first task is to welcome MAG's new Chairman, Selina Lavender, who was elected at Conference. Selina has been Madam Vice for approximately the past 18 months, a Director for longer and is East Anglia Rep. Busy lady, don't think you're going to get much rest, Hun, but I'm sure you'll lead MAG successfully through the next year.

I'd also like to welcome on board as one of my Researchers Tink Hammond. Tink is another busy lady being Peterborough Group Rep but stepped up to the mark to fill the gap for Network when Selina was elected Chairman.

As you know I wasn't able to attend Group Conference, however, I'm told it was extremely successful. For those of you who weren't able to make it to the South West for this event I'm reproducing the Board & Financial Reports and the FEMA Report to AGC – both extremely important documents in their own right.

Also included in this edition is a FEMA report from Dolf Willigers, the General Secretary, which appeared in my 'in' box on the closing date for copy. There was a time when information filtering through from FEMA was sporadic so its great to have these updates.

There've been a lot of Hustings hosted by MAG throughout the Country and by the time you get the June edition we'll have a new Government – hopefully one that at least has motorcycling favourably on its agenda, but I'm not holding my breath!

I won't bore you any longer, enjoy this beautiful weather and I hope most of you are not reading this until you return from Into the Valley.

Ride free, AG.

Deadline for copy for the June edition is Tuesday 26th May: aine@mag-uk.org. Subject heading 'Network'.

[Acknowledgments: George Legg. Tink Hammond. Neil Liversidge. Selina Lavender. Oliver Rose. Jane Carrott. And anyone else I've forgotten]

Board & Financial Reports

The Motorcycle Action Group Ltd, MAG Media Ltd, Nice Employer Ltd and The MAG Foundation Ltd

These reports are intended to give Members a broad and easy understanding of the Board's work and finances. They are not intended to be hyper-detailed. Were they so then the prime aim would be defeated. Members should refer to the financial statements for finer detail. Any minute detail that is reasonably required by any MAG Member can be requested at any time of the year by writing (email acceptable) to MAG Central and will be made available as employees' and volunteers' workloads permit.

MAG Media Ltd

Directors of MAG Media Ltd 2014-2015

Ian Mutch and Pat van Aalst (Appointed by the Board of The Motorcycle Action Group Ltd). MAG Media Ltd has no employees.

MAG Media Ltd - Financial Report

Please refer to the financial statements produced by accountants Bishop Simmons Ltd.

The financial statement runs to 31 July 2014. In simple terms The Motorcycle Action Group Ltd put £76,836 into MAG Media Ltd and other income including advertising £11,548. The main costs were printing which used up £28,421 and the editor's contract fee (Ian Mutch) £28,528. Other costs are given in the P&L account.

The management accounts show that from 31 July 2014 to 31 March 2015 The Motorcycle Action Group Ltd put £40,138 into MAG Media Ltd and £8,000 worth of advertising with the split of costs pretty much in the same proportions.

The MAG Foundation Ltd

Directors of The MAG Foundation Ltd

(Charity Number 1100274 Company No 04738823)

Andy Timms

Pat van Aalst

Paul Turner (Also Company Secretary)

The MAG Foundation – Financial and Activity report

Please refer to the financial statements produced by accountants Bishop Simmons Ltd.

The MAG Foundation undertook nom activity in 2014-15. It had £3367 in cash at the bank as at 31 July 2014. It has undertaken no activities since then but is expected to become active again in 2015-16.

Nice Employer Ltd

Directors of Nice Employer Ltd 2014-15

John Mitchell, Pat van Aalst and Selina Lavender (Appointed by the Board of The Motorcycle Action Group Ltd in February / March 2014). All staff are employed by Nice Employer Ltd which supplies administrative services to The Motorcycle Action Group Ltd. The Executive Officer of Nice Employer Ltd is Julie Sperling who works with Membership Administrator Carol Ferrari.

Nice Employer Ltd – Board Report on Key Issues: Pensions

Nice Employer Ltd will implement Auto Enrolment with effect from its staging date on 1st August 2017 in full compliance with its statutory obligations.

Nice Employer Ltd – Financial Report

Please refer to the financial statements produced by accountants Bishop Simmons Ltd.

The financial statement runs to 31 July 2014. In simple terms The Motorcycle Action Group Ltd put £84,604 into Nice Employer Ltd and that was largely spent (£72,387) on wages. Leon's contract fee used £8000 and the rest went on merchandise, advertising, clubs spending and lobbying expenses. Other costs are given in the P&L account. The management accounts show that from 31 July 2014 to 31 March 2015 The Motorcycle Action Group Ltd put £107,863 into Nice Employer Ltd with the split of costs pretty much in the same proportions.

Memberships Processed – Members Joining or Renewing Each Month

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| January | 561 | 508 | 689 | 616 | 555 | 452 |
| February | 725 | 506 | 686 | 709 | 589 | 462 |
| March | 785 | 817 | 731 | 661 | 604 | 589 |
| April | 681 | 494 | 775 | 728 | 572 | 0 |
| May | 747 | 734 | 754 | 751 | 547 | 0 |
| June | 1075 | 993 | 848 | 822 | 692 | 0 |
| July | 571 | 510 | 525 | 519 | 457 | 0 |
| August | 520 | 712 | 523 | 496 | 449 | 0 |
| September | 445 | 870 | 544 | 578 | 390 | 0 |
| October | 373 | 481 | 486 | 431 | 357 | 0 |
| November | 470 | 473 | 539 | 503 | 409 | 0 |

| | | | | | | |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| December | 373 | 319 | 332 | 367 | 365 | 0 |
| Totals... | 7326 | 7417 | 7432 | 7181 | 5986 | 1503 |

Cumulative Joiners and Renewers

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|-------------|----------|
| January | 561 | 508 | 689 | 616 | 555 | 452 |
| February | 1286 | 1014 | 1375 | 1325 | 1144 | 914 |
| March | 2071 | 1831 | 2106 | 1986 | 1748 | 1503 |
| April | 2752 | 2325 | 2881 | 2714 | 2320 | |
| May | 3499 | 3059 | 3635 | 3465 | 2867 | 0 |
| June | 4574 | 4052 | 4483 | 4287 | 3559 | 0 |
| July | 5145 | 4562 | 5008 | 4806 | 4016 | 0 |
| August | 5665 | 5274 | 5531 | 5302 | 4465 | 0 |
| September | 6110 | 6144 | 6075 | 5880 | 4855 | 0 |
| October | 6483 | 6625 | 6561 | 6311 | 5212 | 0 |
| November | 6953 | 7098 | 7100 | 6814 | 5621 | 0 |
| December | 7326 | 7417 | 7432 | 7181 | 5986 | 0 |

The Motorcycle Action Group Ltd - Board Report

Directors of The Motorcycle Action Group Ltd 2014-2015

John Mitchell Appointed AGM 2014 and current. Term expires 2017.

Paul Turner Appointed AGM 2014 and current. Term expires 2018.

Neil Liversidge Appointed AGM 2014 and current. Term expires 2016.

Peter Davison Appointed AGM 2014 and current. Term expires 2018

Selina Lavender Co-opted December 2014 and current. Term expires 2015.

Steve Wykes Co-opted October 2014 and current. Term expires 2017.

Tony Cox Co-opted December 2014 and current. Term expires 2016.

Phil McFadden Co-opted June 2014 / Resigned December 2014.

Graham Hoose Appointed AGM 2014 / Resigned August 2014.

Pat van Aalst Appointed AGM 2014 / Ceased communicating with the NC and FEMA Committee so deemed to have resigned with effect from December 2014.

The Motorcycle Action Group Ltd has no employees. Its work is done by staff under contract to Nice Employer Ltd.

Meetings

The Board met formally five times during the year (June / August / October / December and February) not counting the pre and post AGC meetings of 2014 and 2015. Counting the brief post-AGC get together, a brief Skype meeting last May just to discuss the database and the upcoming Board meeting prior to this year's AGC (which, obviously, will be held after completion of this report) that will make eight meetings in all. Attendance has been close to 100% overall with a high level of commitment shown by the Directors, excepting Pat van Aalst who attended no Board or NC meetings after April 2014

Staff Interface

Executive Officer Julie Sperling very kindly made herself available for the start of each meeting. Julie presented succinct, helpful and informative reports on each occasion and thereafter answered whatever questions were asked of her in an open and thoroughly helpful manner. Julie likewise interacted with the Board in the same open manner by phone, email and in person between Board meetings, again providing the information the Board needed to do its job. Whilst most contact-points between the Board and the office are via Julie as would be expected, the Board has similarly had the full co-operation of her co-worker Carol Ferrari. The net result of the full and unstinting co-operation thus provided has made the Board's work vastly more efficient with meetings now lasting typically two to three hours at most. The Board is also now completely informed as to the office routine and all relevant issues relating thereto.

The Board has worked equally well with what can broadly be termed MAG's 'campaign staff', i.e. Lembit Öpik (Director of Communications) Leon Mannings (Director of Public Affairs) and Ian Mutch (Contractor / Editor of The Road Magazine). All have given us their time as and when we needed it, again providing frank and open reports that the Board has been able to use to apprise itself efficiently of all relevant facts relating to the issues at hand.

Key Issues Addressed by the Board 2014 - 2015

Membership Persistency

Please refer to the membership graphs supplied. The December Board proposed to the NC and it was duly agreed that a membership Co-ordinator be appointed by the NC from amongst its Members with the following brief:

1. To see that every RR gets a spreadsheet listing that region's next three months' worth of renewals updated on a rolling monthly basis. (Obtain the spreadsheets from MAG Central and divide up among RRS.)
2. To liaise with MAG Central so that at the end of each month he/she will know precisely how many have NOT renewed and who they are, allowing one month's grace to avoid chasing too early.
3. To supply a list to each RR on non-renewers for them and their LRs to chase and report back to the Membership Co-ordinator as to the results.
4. To supply intelligible monthly data to the Board on renewals so the Board can formulate what additional action is needed.
5. To promote Constant Data Improvement by every possible means and by every individual in the chain, i.e. to ensure that all address fields are complete, correct and logical and that we use every opportunity to obtain member email addresses and phone numbers.

The Board has also worked on and is working on other matters relating to persistency e.g. chase letter formats, direct debiting mandates, standing orders etc., and is working with other NC Members on relevant initiatives, e.g. the Clubs Officer re' the affiliation scheme.

IT / Membership Database

Many Members will recall that the previous company's senior staff claimed to have endeavoured to resolve the database issues over a period of at least two years and in the process spent £4,655 plus staff time costs to no effect whatsoever. Thereafter another false start was suffered when a volunteer who promised to deliver a solution failed to do so despite being allowed a considerable amount of time to that end. In the end the project was undertaken and resolved in the space of about two months at minimal cost. The Board gratefully acknowledges the work of Graham 'Scouse' Hoose in bringing about a highly satisfactory solution. Tony Cox and Andy Meredith have also contributed greatly to the work needed on our IT generally. 'Newco' - The Motorcycle Action Group Ltd spent £1,390 resolving the database issues.

Premises

The current premises are extremely expensive. The Board looked at a move but a key factor here is the Board's desire to retain the existing staff which limits the options somewhat. Currently we are negotiating to reduce the square footage and save money that way which also avoids the cost of moving and should achieve an approximate 40% reduction in charges.

MAG Media Ltd - Costs

The Board has looked at ways to reduce costs in terms of the money The Motorcycle Action Group Ltd injects into MAG Media Ltd. This has been unsuccessful as there is no appetite to change the format.

The Motorcycle Action Group Ltd - Financial Report

Please refer to the financial statements produced by accountants Bishop Simmons Ltd.

The Motorcycle Action Group Ltd ended its last financial year on 31 July 2014 with £88,853 on the balance sheet. Cash in the bank however was only £10,011. Most of the money on the balance sheet was owed to The Motorcycle Action Group Ltd by M.A.G. (UK) Ltd. How this came about is explained below.

Monies Owning from M.A.G. (UK) Ltd

Steve Wykes and Neil Liversidge attended the creditors' meeting of M.A.G. (UK) Ltd on 6 August 2014 near Wakefield West Yorkshire on behalf of The Motorcycle Action Group Ltd and FEMA. 94% of M.A.G. (UK) Ltd Members appointing a proxy also appointed Neil Liversidge to vote on their behalf. The creditors appointed Philip Booth as the Liquidator of M.A.G. (UK) Ltd.

Monies owing fall into two categories:

- a) Monies received by M.A.G. (UK) Ltd bank accounts after the transfer of its Membership to The Motorcycle Action Group Ltd under the contract made in February 2014 approved by the last AGM of M.A.G. (UK) Ltd and the first AGM of The Motorcycle Action Group Ltd in April 2014. Under this heading The Motorcycle Action Group Ltd has so far been paid £16,232 with another £29,344 due by this weekend.
- b) Monies owned or owed to M.A.G. (UK) Ltd before it ceased business. These are owed in large part to The Motorcycle Action Group Ltd. Other creditors are FEMA, NC Brown, JP Tyson and LJ Smith.

Most of the monies falling under (a) above have now been received by The Motorcycle Action Group Ltd as a result of the work by the Boards and particularly by Executive Officer Julie Sperling in liaison with the liquidator, Booth & Co.

Monies falling under (b) will be disbursed when the liquidation is complete. It is impossible to quantify how much this will amount to but we do not expect the amount to be great once the liquidator's fees and costs (£6750 + VAT + disbursements and costs) have been taken. MAG and FEMA jointly however are entitled to the lion's share of what is left being by proportion the majority creditors. As at 6 August 2014 the assets of M.A.G. (UK) Ltd were estimated at £24,081. Liabilities were estimated at £152,324. Of this £96,908 (64%) was owing to The Motorcycle Action Group Ltd to cover the transfer of Member-Creditors, £12,610 (8%) to FEMA and £42,806 (28%) to the ex-staff re' their Tribunal award.

Supply of Funds

The Board wishes to place on record its massive and sincere appreciation to all who have contributed to MAG's budget, Members who have paid subscriptions, made personal donations and who have held or helped out at fundraisers large and small. We have done our utmost to spend your money wisely.

Presented to Annual Group Conference by The Board of The Motorcycle Action Group Ltd, 8 April 2015.

FEMA REPORT

Report to the MAG AGC on the Activities of FEMA 2014-2015

It would be nice to report that our investment in FEMA in the last few years had all been well spent and productive. Unfortunately it would not be true. First, some perspective.

I represented MAG on the FEMA Board and Committee from 1995 to 2004. Early in the new millennium there started to be some interest in the secretariat in taking on project work funded by the EU. The theory was that it would generate income for FEMA. The way it worked is that the EU / Commission would allocate funds for research projects and suchlike. I always argued that this kind of funding was no help. If the Commission was paying for say 100 hours of staff time then that was 100 hours that had to be spent on the project and 100 hours not being spent on core lobbying. In effect the money being thrown at FEMA was diverting it from its primary purpose. The argument back from the secretariat was that undertaking this research got us inside on the ground floor and therefore in a better position to influence outcomes. In theory that makes sense. In practice most taxpayer funded research for all types of government is a waste of money. The resulting reports end up on a big shelf and nothing gets done with them. Anyhow until 2004 when I left the FEMA Committee very little project work was undertaken. The only project I do recall FEMA being involved in until 2004 was the European Young Rider of the Year event. By this time however the GS was Antonio Perlot and things were obviously changing. Antonio's agenda involved pretty much making FEMA an adjunct of the industry. That is not merely my personal opinion; it is the widely held opinion of most if not all of the people who served through that time as I have learned since returning to the FEMA Committee in 2013. On my return I found a new GS in place and FEMA mired in project work, namely the gargantuan Riderscan. Worse still there was a real danger that the Commission was, after audit, going to demand a refund of monies paid on the grounds that the work was unsatisfactory. As such decisions are arbitrary FEMA would have had little recourse. Unlike a large and rich corporation we would not have been in a position to sue the Commission. FEMA would have been bankrupted overnight. At last the rest of the FEMA Committee got the message that project work was a hangman's trap door beneath FEMA's feet.

This whole problem derived from allowing the secretariat to do things it was interested in even when those things were not necessarily in the interests of the organisation paying their wages. As our and FEMA's former treasurer Pat van Aalst himself stated at one FEMA Board meeting, it precisely mirrored the state of affairs that had pertained in M.A.G. (UK) Ltd with our former staff. Some will not want to hear this but it's the truth, like it or lump it.

The poor management of FEMA and involvement in projects had also led to a ballooning of the salary bill to a point where salaries exceeded affiliation fees. In other words the only way FEMA could stay afloat was by getting project funding. In effect our organisation was owned by the Commission. Not good.

This state of affairs was made possible partly by the fact that the FEMA President of the day was utterly owned by the GS. We would have board meetings and agree one set of proposals to sort out the mess. He would then present the Board to the Committee as having reached entirely different conclusions. Another part of the problem is that most of our continental colleagues are too reserved, correct and polite. Not all though. I recall Wim from MAG NL hitting the roof about this more than once and I was not exactly supine.

When something is broke you have two options: Fix it or trash it. Trashing FEMA has never been an option. If it did not exist we would need to invent it – which is why, of course, FEM and them FEMA came about in the first place. So we've spent the last two years or so fixing it. And we are just about there. The reality though is that money is short. Some people for their own motives like to point at MAG's troubles as though they were unique. The fact is that apart from SMC membership is down heavily right across Europe. MAG is the only organisation to have increased its commitment. MAG is putting in the effort where it matters.

We now have a new FEMA GS in place – Dolf Willigers of MAG NL who interviewed most impressively for the job for which we employed Lembit. The President has gone and we have installed Anna Zee of the BMF. Since January 2014 I have served on the FEMA Board and was re-elected to it January just gone. We are also moving out of the old office to save money. The former GS will leave later this year as, I am sad to say, will Christina Gesios, who is taking redundancy. I regret very much that Christina is a casualty of all this. This is where bad management, poor financial control, stupidity, slackness, conflicts of interest and cowardice get an organisation.

So there we are. It was in a mess. Fixing it has been painful. But we have done it. Now FEMA is starting – once again – to do the job it was set up for – lobbying.

Neil F Liversidge. FEMA Delegate & Board Member

FROM FEMA GENERAL SECRETARY:

News from the European motorcycling front

It is quiet at the European motorcycling front, and at the same time it isn't. Let me explain.

Just now there are no European regulations or directives in the pipeline that have much impact to us riders. Of course, there is the new regulation coming on personal protection equipment (PPE), but if rumour is right this will not have the impact we feared earlier. In fact, European standards might guarantee, that the jacket you buy will protect you not only from the elements, but also offer you some real protection when things go wrong and you meet the asphalt. As long as you have free choice to wear it or not I don't see much harm in that. Forget also mandatory fluorescing colours, as far as we can see that is not going to happen.

Behind de scene a lot of work is being done as a result of the 2013 Type Approval regulation: experts from the Commission, industry, governments and users have to fill in the gaps. A great part of the regulation sets the frameworks that now has to be filled in. This means finding compromises

between all stakeholders. Rather boring and slow work, but it unavoidable and the devil is in the details. Not very exciting for the average rider, but necessary work.

So why do I say it isn't quiet? Because in fact very much is happening, just not in the legislation field. The Industry, and especially the car industry, take large steps on intelligent transport systems. Probably this year we will see the first driverless cars on public roads in normal traffic in the Netherlands: an unmanned shuttle service between two towns through all day traffic. Devices that warn car drivers for vulnerable road users in their path or even stop the car are rapidly emerging. It's hard to tell where we riders stand in all this and if we will be tolerated in driverless traffic. Be assured we do what we can to have our voice heard by scientist, manufacturers and politicians and fight for our rights to be part of future traffic.

In 2011 the White Paper on Transport 2011-2020 was published. This document is the base for almost all regulations that regard transport, including motorcycling. Commission, European Parliament and stakeholders are working on a mid-term review: was the communication of the aims and goals clear for the stakeholders, have these goals been met, what adjustments are needed? FEMA already concluded, that we weren't helped much by the White Paper and the way it is implemented and pleaded for a role for the motorcycle as part of the solution for growing urban congestion, better and safer infrastructure, better driving education and including of the riders in ITS developments.

Also, often behind the scenes, both member states and European Commission are working on toll schemes. Where some countries introduce plans for new toll systems (Germany, Belgium), the EC tries to harmonise toll.

Last but not least: both in London and Paris authorities came with plans to ban or toll older motorcycles in the city. Fortunately rider organisations in the UK and France are alert and already took action to convince the authorities that these plans are stupid and do no benefit to their residents, environment and congestion in their cities.

So, as said before, while it looks like nothing is happening, in fact much is going on. As riders' rights organisation FEMA tries to be involved in everything that is happening now. On top of that former General Secretary Aline Delhaye and project assistant Laura Marot are spending all their time in finishing the Riderscan project: at the end of May all information related to motorcycle safety, including the outcome of the Riderscan Surveys will be accessible to the policy makers, road authorities and other stakeholders

Dolf Willigers, General Secretary FEMA.

Electric motorcycles and scooters will now qualify for Government subsidy, under plans announced by the Office for Low Emission Vehicles (OLEV).

A pot of up to £7.5 million will be made available from summer 2015 until 2020, capped at £1500 per vehicle.

This will make qualifying vehicles up to 20% cheaper,.....

<http://www.mcia.co.uk/Press-and-Statistics/Press-Releases/Article/Plug-in-grant-extended-to-motorcycles.aspx>

Paint not included!!

WE'RE used to paying extra for fancy electronics but this is the first time we've heard of a motorcycle price that doesn't include paint.

BMW's newly launched.....

<http://www.visordown.com/motorcycle-news-new-bikes/want-paint-on-your-motorcycle-thatll-be-another-85/26601.html>

22 countries participate in 'speed enforcement marathon'

Tuesday 14th April 2015

22 countries took part in the first pan-European 24-hour 'speed enforcement marathon' which was organised by [TISPOL](#), the European Traffic Police Network.

The initiative will run from 0600 on Thursday 16 April until 0600 on Friday 17 April in the following EU member states: Belgium, Bulgaria, Cyprus, Germany, Estonia, Finland, Germany, Hungary, Croatia, Italy, Ireland, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Portugal, Romania, Slovakia, Slovenia, Serbia and the United Kingdom. In addition, Norway, although not an EU member state, is also taking part.

In the German federal state of North Rhine-Westphalia, where the concept was conceived, members of the public have been invited to vote on the locations where they would like speed enforcement measures to take place.

Across Germany, 13,000 officers will be involved at 7,000 speed checkpoints, most of which have been requested by members of the public. Estonia, Latvia, Lithuania and Finland will conduct joint speed checks and border security controls along the 'Via Baltica'. In Serbia, 1,000 officers will be involved in speed controls, and a total of 90 speed checkpoints in Cyprus have been chosen for the marathon.

Aidan Reid, TISPOL president, said: “The speed marathon is all about prevention. We want drivers to think about the speeds they choose; speeds which are both legal and appropriate for the conditions. By doing so, they will be reducing the risks they face and the risks they pose to other road users.

That’s why we encourage participating countries and police forces to publish information about the precise locations of speed checkpoints in advance. We want to get into the heads of drivers, not their purses.

We encourage members of the public to join our road safety conversation and show their support for this life-saving work on Twitter, using the #TISPOLopSpeed hashtag.

Illegal and/or inappropriate speed is the single biggest factor in fatal road collisions. That’s why police officers take action against drivers who fail to comply with speed limits.

The 24-hour speed marathon is one component in our strategy for reducing casualties, and making Europe’s roads safer.”

<http://www.roadsafetygb.org.uk/news/4304.html>. <https://www.tispol.org/>

You know those cars with the strip of small LED type lights at the front?....**Light up lids**

http://www.wemoto.com/news/article/809/head_lights

As the official tyre supplier and sponsor to the MCE British Superbike Championship, Pirelli will reward customers with a **free three-day BSB ticket** for selected rounds when they purchase a set of ANGEL GT tyres.....

<http://www.morebikes.co.uk/free-ticket-to-the-bsb-buy-a-set-of-pirelli-angel-gt-tyres/>

Vista Development, a company based in Lausanne, Switzerland, is launching a new application, **Moto-Guard**, to allow motorbike riders to help each other when a member’s bike is stolen, using a simple, anonymous and effective method.....

<http://www.morebikes.co.uk/an-anti-theft-device-which-relies-on-other-riders/>

IAM points to SMART motorways' confusion

Tuesday 14th April 2015

On the first anniversary of the introduction of SMART motorways, the Institute of Advanced Motorists (IAM) says “widespread confusion” still exists among drivers on how best to use them.

The IAM says SMART motorways were officially introduced this time last year to replace Managed Motorways as “the solution to the nation’s congested motorways”.

England’s first ‘all-lane running’ motorway - a 2.5 km stretch of the M25 between junctions 23 and 25 - opened on 14 April 2014. Complete schemes, with variable speed limits and all-lane running, are now in operation on sections of the M1, M4, M5, M6, M42 and M62.

In an IAM survey conducted last year, 71% of respondents said they would feel less safe on a motorway with no hard shoulder.

Sarah Sillars, IAM CEO, said “There are many different motorway users and some are still confused and nervous about using SMART motorways – if they are aware of them at all.

“Highways England must analyse incident data on a continuous basis and ensure that any lessons learned from the real world use of SMART motorways are implemented quickly.

“Ultimately, the smartest way to build awareness would be to allow learner drivers to use motorways under expert supervision.”

The IAM has produced a [policy document on SMART motorways](#) and a set of tips on using SMART motorways, and how to react to different signals.

<http://iam.org.uk/policymanagedmotorways>

Changes to drink and drug driving laws come into effect

Friday 10th April 2015

A series of changes to drink and drug driving laws, previously announced in [2012](#) and [2011](#), have come into force today (10 April).

Under the new legislation, drink drivers are no longer entitled to request a blood or urine sample when their breath specimen is less than 51mg/100ml. The police, however, retain the right to test blood or urine should they wish to do so.

The new law is designed to close the loophole which previously allowed a person who tested positive in breath to sober up while they wait for a blood or urine sample to be taken.

In addition, a [wider range of registered healthcare professionals](#) are now able to advise whether a person is impaired by drugs during the investigation of a person's driving ability, and able to take evidential blood samples.

The new legislation was set out in the Government's response to the North Report on drink and drug driving, which was published in 2010, and applies across all forms of transport including road, rail, maritime and aviation.

<https://www.gov.uk/government/news/tough-new-measures-to-tackle-drink-drivers>

<https://www.gov.uk/government/news/government-crackdown-on-drink-and-drug-driving>

A new campaign, **Live Fast Die Old**, has been launched aimed at encouraging motorcyclists on Scotland's roads to stay safe this biking season. It highlights the need to go steady on left hand bends after statistics reveal one in three motorcycle fatalities happen on them.

The campaign, which is aimed primarily at 40-49 year-old male riders.....

<http://www.morebikes.co.uk/live-fast-die-old-encourages-scotlands-road-safety-and-scottish-government/>

AROUND GB

Update on Lincoln Motorcycle Parking

Many thanks to those of you that responded to our request in last months Network, and got in touch with Lincoln City Council in regard to motorcycle parking bays. There will now be motorcycle parking bays at the Transport Hub. See email below (reproduced with the permission of the author).

In addition they have asked MAGs advice on the security measures they plan to fit in those bays. We were pleased to be consulted and did a quick survey through the Regional Reps to formulate a response. This showed that ground anchors whilst better than nothing, were not the favoured option, with people instead preferring a hoop as can be seen at:

<http://www.marshalls.co.uk/commercial/street-furniture/products/ferrocast-islington-polyurethane-motorcycle-stand-fe-cs-10003>

Email response from Lincoln City Council:

Subject: Motorcycle parking

Good morning Trevor,

just a short note by way of update following your interest in the proposals and design for the new multi-story car park.

You will be pleased to know that 29 bays are being designed-in for motorcycles from the outset, with a further 21 bays also identified as being developable for potential use. The later will be brought into use as/when demand shows a requirement. As you know from the statistics we have currently, our existing motorcycle utilisation figures in car parks are low, but we accept that the new site could be busier, so have made sure that this is covered should that turn out to be the case.

I hope you will welcome this news, and we look forwards to working with you on the provision of suitable motorcycle parking facilities in the future.

Regards, **Steve Bird**, **Assistant Director of Communities and Street Scene**

Motorcycle Safety Action Plan (for London): TfL

This Motorcycle Safety Plan the first of its kind in London, is designed to directly reduce the number of collisions involving motorcyclists and scooter riders.

The plan was compiled by TfL working with representatives from the motorcycle industry and is based on detailed analysis of the risks and challenges faced by riders in London. It outlines 29 key actions to directly target the key factors in collisions.

Published: 30 March 2015

<http://www.tfl.gov.uk/cdn/static/cms/documents/motorcycle-safety-action-plan.pdf>

Better-resourced road policing across Europe will help cut casualties, says TISPOL

Updated 18/04/2015 - 18:11

Road deaths fell by just 1% in the EU last year, according to data released by the European Commission. The figures suggest that achieving the region's target of halving road deaths by 2020 will now be much more challenging than previously thought

TISPOL General Secretary Ruth Purdie said: "Europe had led the way in driving down the number of people killed and seriously injured on the roads. Police enforcement has played a vital role in this. But the past few years have seen increasing pressure on public finances across Europe. Road policing resources have suffered, and it appears further big cuts are coming.

"The latest figures are very disappointing, and show that member states can't back out of road safety without consequences. So we call on governments to act now and protect their citizens through better funded road policing, because we know this will lead to immediate improvements in road safety and security."

<https://www.tispol.org/news/articles/better-resourced-road-policing-across-europe-will-help-cut-casualties-says-tispol>

The following is happening in the US but could so easily creep across the pond:

Car Companies Say Home Repairs Are 'Legally Problematic,' Seek Copyright Restrictions

[Pete Bigelow](#)

Automakers are supporting provisions in copyright law that could prohibit home mechanics and car enthusiasts from [repairing](#) and modifying their own vehicles.

In comments filed with a federal agency that will determine whether tinkering with a car constitutes a copyright violation, OEMs and their main lobbying organization say cars have become too complex and dangerous for consumers and third parties to handle.

Allowing them to continue to fix their cars has become "legally problematic," according to a written statement from the Auto Alliance, the main lobbying arm of automakers.

The dispute arises from a section of the [Digital Millennium Copyright Act](#) that no one thought could apply to vehicles when it was signed into law in 1998. But now, in an era where cars are rolling computing platforms, the U.S. Copyright Office is examining whether provisions of the law that protect intellectual property should prohibit people from modifying and tuning their cars.

Every three years, the office holds hearings on whether certain activities should be exempt from the DMCA's section 1201, which governs technological measures that protect copyrighted work. The [Electronic Frontier Foundation](#), a nonprofit organization that advocates for individual rights in the digital world, has asked the office to ensure that enthusiasts can continue working on cars by providing exemptions that would give them the right to access necessary car components.

Interested parties have until the end of the month to file comments on the proposed rule making, and a final decision is expected by mid-year.

In [comments submitted so far](#), automakers have expressed concern that allowing outsiders to access electronic control units that run critical vehicle functions like steering, throttle inputs and braking "leads to an imbalance by which the negative consequences far outweigh any suggested benefits," according to the Alliance of Global Automakers. In the worst cases, the organizations said an exemption for enthusiasts "leads to disastrous consequences."

For the rest of the article go to: <http://www.autoblog.com/2015/04/20/automakers-gearheads-car-repairs/>

Oliver Rose, National Clubs Liaison Officer, emailed the following comments on the aforementioned: "I think we should be safe for a while - the article refers to the DMCA, which doesn't have an equivalent in UK law at the moment. Last I heard on the subject was that the US was trying to push it through on the international treaty agreements to "standardise" copyright rules, but they'll probably cause more trouble for themselves if they do that."

A similar article:

http://www.wired.com/2015/04/dmca-ownership-john-deere/?mbid=social_fb

Harley recalls nearly 46,000 motorcycles:

http://www.staradvertiser.com/news/breaking/20150424_Harley_recalls_nearly_46000_motorcycle.html?id=301227341

Some interesting reading here on a couple of articles I've never seen before:

http://acem.eu/images/stories/doc/pressreleases/2011/PTW_Belgium_Study_FEBIAC_ENG.PDF

(Leuven), on traffic flows and modal shifts as an offset to that.

http://www.acem.eu/images/stories/doc/mobility/ADEME_Ducreux_2007.pdf

(ADEME), which conducted the sort of emissions study I thought we should look at.

Oliver Rose, who circulated these, comments:- "The news isn't too good on the emissions front in ADEME, as it suggests that there was a substantial improvement between Euro3 and previous schemes on PTW. The main counter to the ADEME study has to be the Leuven study, as that shows the benefits of a modal shift.

On the direct applicability to VED however, it is good news - ADEME suggests that almost all PTW would fit into band A in their study (sub 100g/km - free/free), and what doesn't (inappropriate PTW, like using high-powered sports bikes as commuter tools) would fit into band B (1st year free/£20)".

From Selina, New Chair:- Displaying MAG patches for sale

At AGC people commented favourably on the way the MAG patches were displayed. We have mounted them in a clip frame). This keeps them flat, clean, protects them from the weather and also means they do not blow away when on the stand.

Have you got a helpful hint like this one to share?



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