



Network

October 2022

A networking tool providing information for Activists and other interested parties.

Editorial	2
Political Report – Colin Brown and Lembit Opik	2-6
MAG Press Releases:- Motorcyclists to be exempt traffic filters in Oxford. MAG submits 2035 sales ban Consultation response.	6-8
FEMA:- CMC: motorcyclists must be included in driver assistance systems. Autopilot still kills motorcyclists.	9-13
The CMC releases an in-depth study on detection of two-wheelers by Advanced Driver Assistance Systems.	13-14
The ACEM position paper – bridging the gap to climate neutrality – the case of eFuels for powered two wheelers.	14-15
August powered two wheeler registration figures	15
MAG Notice Board	16
New Roads Minister arrives at DfT	17
Tougher Speeding rules could lead to thousands more drivers being caught breaking the limit.	18-19
Websites you may wish to visit	20-21
Contacts List	21-23

[Acknowledgements: George Legg. Colin Brown. Lembit Opik. MCIA. FEMA. ACEM. Julie Sperling. Plus, anyone else I've forgotten]

EDITORIAL

Apologies for this being a few days late, however, since returning from Annual Group Conference I've had covid and felt a little grotty. Therefore, I'm going to leave this Editorial fairly short. Its difficult to know whether I took covid to Yorkshire or Yorkshire gave it to me!

My first task is to thank Conference for voting me into the post of Vice President of MAG to serve alongside Colin Ives in that role. I feel very honoured. Thank you very much.

I've a long history in motorcycling and of the clubs and organisations worked with MAG has to be the most important because of its work for the Rights of riders so that future generations can experience the enjoyment and freedom we've all had. Tough job.

Congratulations to all those whose work was recognised at Conference. For all the hard work and especially to my mate, George Legg, who received the Freedom Award.

Please have a look at the MAG Notice Board and if you have any time to spare where you can spend some time on the MAG Stand at the Motorcycle Live Exhibition (19-27 November) please contact central office because your voluntary time would be much appreciated.

I'll catch you next time round, ride free, AG

For the November edition of Network please submit copy by the 25th October and sent to:-
aine@mag-uk.org subject heading: Network.

Political Report – Colin Brown and Lembit Opik

2022 09 20

Prime Ministers and monarchs come and go but the work of riders' rights continues. The passing of Her Royal Highness, Elizabeth II meant there has been near complete paralysis in the world of politics for many weeks. But the work of MAG's political unit has continued without any such pause. MAG's Director of Communications and Public Affairs, Lembit Öpik and MAG's Director for Campaigns and Political Engagement, Colin Brown report on the latest developments.

By the time you read this, MAG's Annual General Conference (AGC) will have taken place in Yorkshire. The event will review many of the items listed in this edition of Network, so if you attended, you'll be familiar with much of what's included here.

This all adds up to a busy time ahead, and as we begin to think of a forthcoming General Election, which could come at any time, we also think about the subjects and policies that matter most to riders. After each AGC, the Political Unit plan their strategy to reflect the will of members. That's what makes our campaigning democratic, and we continue to listen and work according to your wishes. It's also why we anticipate one of the big projects in the year ahead will be Operation Earthquake – see below.

2035 Ban consultation response submitted

The formal written MAG response to the consultation was submitted on 20th September. You can see the full response here: <https://bit.ly/2035Banresponse> .

Although it is extensive the response is by no means the end of the matter. Our requests for meetings with ministers have been ignored over the summer. Given a Tory party leadership race and then the death of Queen Elizabeth II days after Liz Truss entered Number 10 as the new Prime Minister, there is little surprise there. We were pushing for a meeting before the consultation closing date, but will of course continue to push for a meeting as soon as possible. We were expecting a meeting with Trudy Harrison to be merely a preliminary to escalation to the Secretary of State and then the Prime Minister. We have thus decided to skip the preliminaries and are now pushing for a meeting with the new Secretary of State Anne-Marie Trevelyan, making it clear that we will not accept this meeting being delegated to a junior minister.

Despite the end of the consultation period, there is still advantage to continued pressure on MPs. We will not be meekly awaiting the outcome of the faux deliberations of the DfT officers tasked with analysing consultation responses. We know what others are likely to say, and we need to continue to make sure our position is seen as the one with the most support.

Operation Earthquake

As mentioned, MAG's Annual General Conference (AGC) will have taken place when you read this, and Operation Earthquake will have officially been launched. MAG's Chair, Neil Liversidge, is scheduled to outline the strategy at this key MAG political convention, and we expect it to cause a substantial re-think amongst MPs and other politicians too. Until now, they've been living under the false impression that there's no need to take seriously the grave concerns of millions of road users who don't like being persecuted in favour of walking, cycling and the green agenda.

Neil's concept is simple: the primary determinant regarding how many voters will vote is now not about parties, but about transport policy. Specifically, if they think a candidate will protect their freedom of choice about what to ride, such as a petrol-powered motorcycle, they'll be supported. If not, they're out of the picture.

As Neil reaffirmed at the AGC: 'nobody should consider themselves guaranteed a safe seat.' This requires a team effort, and the appeal for participation is going out to all MAG members, and riders across the country.

Our goal is simple: to finally stand up to the tyranny of panic that has been perpetrated by those seeking to convince us all that humans are some kind of virus on the planet, while powered vehicle users, including bikers, are even more evil than the rest. In reality, this cult has done nothing to 'save' the planet, which doesn't need saving (according to very sound science). It's only served to cause huge hikes in petrol prices, huge cuts in road space and the threat of a total ban of new petrol bike sales in 2035 – or sooner.

You'll be receiving a lot more information about this campaign in the near future. We're going to share it through reps, the magazine and in Network each month. We're also going to challenge individual candidates to say where they stand on our right to choose our machines, and to have access to petrol for the years ahead.

This is a robust campaign that's been caused by the political elite who've succumbed to emotional and unscientific calls for a return to some kind of mix between electric vehicles and the 'olde dayes' when people walked or cycled – mainly because they didn't have access to an engine. Modern economies can't run like that, and Operation Earthquake is the antidote to this not-so-quaint dictatorship of a green minority. Please get involved and join the resistance against dogmatic restrictions that do no good for the environment, but do a great deal of harm for your freedom and the economy.

FEMA/MAG negotiations

Here's the latest on relations between MAG and the Federation of European Motorcyclists' Associations (FEMA) – and it's not particularly encouraging news. Basically, there've been a series of intense negotiations between MAG (led by Vice Chair Ian Churchlow and supported by Director of Communications and Public Affairs Lembit Öpik), to see what FEMA intends to do to support the vast majority of European riders who oppose the ban on petrol-powered motorcycles. FEMA's answer is simple: it's not going to change anything.

This means that the survey conducted by FEMA which showed the strength of feeling amongst riders against the petrol bike ban has been demoted to the environmental agenda embraced by some of its high command. MAG isn't very pleased about that, and is in the process of trying to decide what to do. As things stand, once again Britain stands alone against a political movement that seeks to oppress the continent in pursuit of an ideological goal, on this occasion an environmental one.

It's disappointing to see such a weak response to the gathering storm that threatens to force us all down an impossible-to-achieve path of electric vehicles, perhaps with some sort of 'alternative fuel' agenda thrown in. MAG is resolute and will look for allies where we can find them. We'll keep you posted on where we end up. It's not too late for FEMA to reconsider, and we hope they see sense even at this eleventh hour.

CEBR report

At time of writing, a landmark report into the cost of forcing the country to electrify its road transport is being completed by the CEBR - that's the Centre for Economics and Business Research. The aim is to have an objective understanding of the economic consequences of banning petrol and diesel vehicles across the UK by a certain date, like 2030, 2035 or 2040.

This major piece of research is a collective effort between MAG – represented primarily by Lembit Öpik (MAG's Director of Communications and Public Affairs) and others in the transport sector. We expect this to put the Government in a rather challenging position, simply because the facts will speak for themselves. Ministers cannot deny the authority of the CEBR in the field of objective research. So when the report is published, the effort

begins to make the Government step up to the plate and follow facts. Those facts may be the inconvenient truth that's needed to cause a rethink on transport policies that owe their existence more to virtue signalling than common sense.

Bus Lanes petition extension

One possible advantage of the political hiatus is that petitions were suspended during the period of national mourning. It has thus not been possible for anyone to add their name to the bus lane petition since 8th September. At time of writing the petition is still paused, but the message also reads "Petition closing dates will be extended to take account of this period."

The original closing date for the petition was 23rd October. The extension should be at least 12 days taking us to around 4th November. The petition still only stands at 14,586 signatures, but there is now a little more space for us to promote it. With new ministers and changes at the top we may still have life left in this campaign for universal access.

<https://petition.parliament.uk/petitions/614294> .

Theft

Whilst some work has suffered delays as a result of the period of national mourning, there is progress to report on the theft front. The Edinburgh public meeting was to have taken place on the day of the Queen's funeral. It would have been good to report on it here, but as I write the process of rearranging a date when police, politicians and motorcyclists can come together in one place is ongoing.

Colin has now got a date in the diary for a meeting with Home Office staff. Again, we would rather meet with ministers, but Colin will be making that case to the civil servants. There are also a couple of data projects that should be seeing results in the not too distant future. Keep an eye out for progress, but do also keep Colin informed of any progress or contact you are making in your area. Colin is always happy to support any initiatives that local members and groups are working on.

Oxford Precedent – Traffic Filters

Colin expects to be meeting with Oxford City Council again soon to discuss their traffic filters and work place parking levy proposals. You may have seen that we emailed members about the filter trial back in early September:

Following on from news that motorcycles will be exempted from traffic filter trials in Oxford, MAG has received notice that there are some councillors and pressure groups trying to get this exemption changed.

Please take the time to respond to the consultation and make a statement under 'Do you have any other views on the proposals?' along the lines of: "I strongly support the exemption for mopeds and motorcycles; they make efficient use of road space and should be encouraged."

The consultation survey can be found here: <https://letstalk.oxfordshire.gov.uk/traffic-filters-2022> . You have until 13th October to make a response.

The outcome of this consultation will be a clear test of the Council's resolve after taking a far more motorcycle friendly position in their local transport plan. Whilst exempting motorcycles from traffic filters and work place parking levies, it is clear that their will be co-ordinated opposition from other quarters. We need to make sure that we overcome this opposition so that important precedents can be set in the case of the traffic filters, and maintained in the case of work place parking levies.

Cambridge propose to set the wrong precedent.

In contrast to Oxford we are facing less than welcome precedents being set. The Greater Cambridge Partnership are proposing to set up what they are calling a Sustainable Transport Zone. This is just another term to describe a congestion charge. Despite the logical approach in London where motorcycles are exempt from the Congestion Charge (not to be confused with the Ultra Low Emission Zone charge), Cambridge are proposing a flat rate of £5 for all motorised transport including motorcycles. At time of writing the formal consultation has not yet launched, but thanks to a local member MAG are already on the case.

If you live or ride in Cambridge prepare yourself to help fight this irrational charge for congestion busting motorcycles. As always if one council does it, others are sure to follow.

The new Prime Minister? We told you so!

In the previous edition of Network, Lembit correctly predicted the outcome of the Prime Ministerial leadership election. Liz Truss has many challenges ahead, and one of them will be to listen to the voice of sensible people, paying tax to user Britain's roads and not feeling too happy about the way they've been treated. We also look forward to evaluating the agenda of the new Secretary of State for Transport, Anne-Marie Trevelyan, who takes over from Grant Shapps.

We also thank former Transport Minister Trudy Harrison, who did much to work with bikers across the country, thanks largely to the outstanding efforts of MAG campaigner Michael Armstrong. The task is to now build relationships with the new transport team, and ensure that we continue to build on what we've already done, as we continue MAG's important role as the voice of British bikers.

MAG PRESS RELEASES

Motorcyclists To Be Exempt From Traffic Filters In Oxford.

The Motorcycle Action Group (MAG) welcomes an announcement that motorcyclists will be exempt from traffic filter trials in Oxford. This news follows recent success in achieving consideration for motorcycles as a separate mode of transport in the Oxfordshire Local Transport and Connectivity Plan.

Oxfordshire County Council has revealed plans for a trial of six traffic filters in 2023. Traffic filters are being introduced to make bus journeys quicker and more reliable, and reduce local air pollution. The proposed trials are seen as a win because mopeds and motorbikes are included in the list of exempt vehicles.

The exemption for motorcycles is a direct consequence of work by MAG to convince Oxfordshire County Council that motorcycles need separate consideration from other motorised vehicles. In response, the Council has deliberately listed motorcycles as a separate transport mode in its transport user hierarchy. This deliberate demarcation allows policy decisions that recognise the benefits that the mode can deliver.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"It is reassuring to see that the efforts we put into getting this seemingly innocuous recognition written into the County's local transport plan paying dividends. Motorcycles are rarely mentioned as a separate mode in key transport policy documents and, as a consequence, simply suffer the same results as cars. Here we see that when they are considered separately the outcome for riders is very different. Motorcycles are finally being recognised as part of a solution rather than as part of the problem. We hope that other councils will sit up and take note."

The trial will be introduced as an experimental transport regulation order (ETRO) following a Pre-ETRO consultation and Cabinet sign off expected in autumn of 2022. The trial at six locations is planned to start in Summer 2023.

Cherwell District Councillor John Broad, who has worked tirelessly with MAG for recognition of the benefits of motorcycling, said:

"By many motorcyclists in Oxfordshire keeping up the pressure on officers producing the County and City transport plans, results do eventually occur. The relatively small inconvenience to local motorcyclists of having to respond to consultations can have big gains for the future use of motorcycles as a recognised part of the transport system."

ENDS. Contact MAG at 01926 844 064 or central-office@mag-uk.org

Notes for Editors

To find out more about the traffic filters and respond to the survey: <https://letstalk.oxfordshire.gov.uk/traffic-filters-2022>. The survey and supporting documents will be available from 5 September.

See the Oxfordshire Local Transport and Connectivity Plan here:

To unsubscribe please email central-office@mag-uk.org with Subject Title - Unsubscribe and advise all email addresses that require removing. [oxfordshire/LocalTransportandConnectivityPlan.pdf](#).

The Motorcycle Action Group (MAG) has submitted its response to UK motorcycling's most important consultation today. The response runs to 29 pages of widely referenced arguments against the proposed end to sales of new petrol-powered motorcycles. It authentically represents the view of the majority of UK bikers and fulfils MAG's pledge to fight the proposed ban to the last ditch.



The consultation, entitled 'L-category vehicles: ending sales of new non-zero emission models', launched in July is due to close at 23:45 on Wednesday 21st September. MAG has been resolute in defending the views of UK motorcyclists, the vast majority of whom oppose the policy proposals.

MAG Chair, Neil Liversidge, said:

"The government is making a huge mistake in trying to pick winners. Free markets pick winners, not bureaucrats. I can see that and so can MAG members. Governments do not have the ability to predict the future and should not seek to limit innovation and creativity in solving the problems that we all face. We have openly stated a willingness to work with the Government on reducing the environmental impacts of transport. The proposed enforced end of fossil-fuelled internal combustion engine vehicles on this, or any other, timescale is not the way to get to the best outcomes. The justification for the focus on zero tailpipe emissions is highly questionable, and the ridiculously short schedule is unnecessary. The outcomes will be economically and socially catastrophic. The benefits will be too small to measure. We shall not stand by and allow this policy to go unchallenged.

We are faithfully representing the views of the vast majority of riders, and I trust that other organisations will put a similar level of passion and clarity into their responses. Simply trying to delay this policy is the wrong approach. It must be rejected in its entirety. Our exhaustive research has gone far beyond the world of motorcycling, and nothing we have found dissuades us from the belief that this policy is wrong."

MAG's full consultation response is available [here](#).

MAG continues to seek a meeting with DfT ministers. MAG formally requested a meeting with Trudy Harrison in July. That was delayed due to the Tory leadership contest and, more recently, the sad death of Queen Elizabeth II. There is now a new Secretary of State for Transport, Anne-Marie Trevelyan MP. MAG is continuing to press for a meeting with Trevelyan as soon as possible.

FEMA

CMC: 'Motorcycles must be included in driver assistance systems'

FEMA News: September 2, 2022



Reliable detection of motorcycles by driver assistance systems in cars is essential to avoid collisions and decrease the number of motorcyclist accidents.

A white paper published by the Connected Motorcycle Consortium discusses the current state of automobile Advanced Driver Assistance Systems from a two-wheeler detection point of view. It also presents an evaluation of potential methods to improve powered two-wheeler conspicuity and analyses previous relevant studies.



The Connected Motorcycle Consortium (CMC) is a collaboration between manufacturers, suppliers, researchers and associations to make powered two-wheelers (motorcycles and scooters) part of the future connected mobility. CMC is a non-profit organisation established by key motorcycle makers with the unilateral goal to promote and develop Cooperative Intelligent Transport Systems (C-ITS) on a global scale. FEMA is an official supporter of the Connected Motorcycle Consortium.

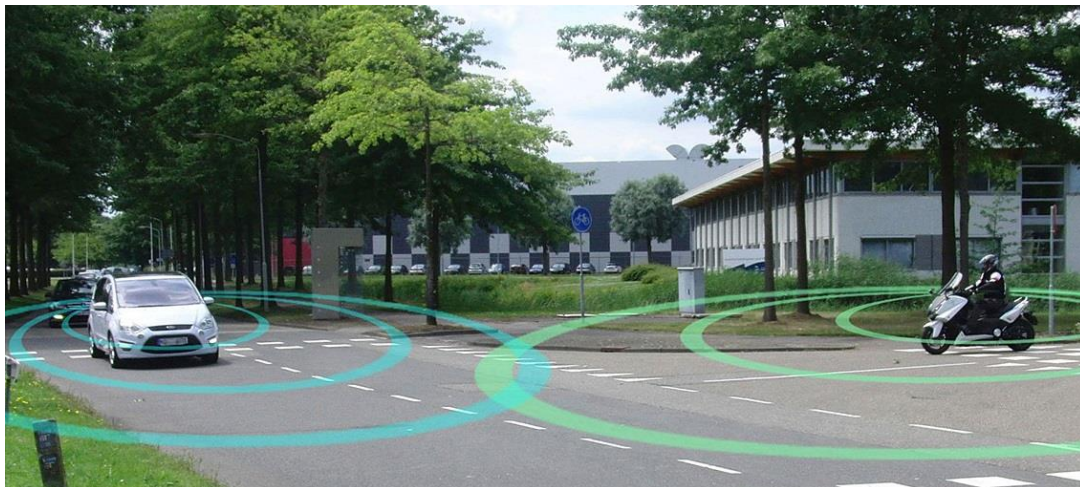
Just like FEMA, the Connected Motorcycle Consortium thinks powered two-wheelers should be included in ADAS test procedure development and retroactively introduced into existing ones.

Powered two-wheelers are often overseen, or their speed and distance are misjudged by other road users. Advanced Driver Assistance Systems (ADAS) support passenger car drivers to avoid hazardous situations in many traffic scenarios and have a high potential to decrease collision accidents with PTWs. Driven by this thesis and concerned by the potential perception failure of powered two-wheelers, the Connected Motorcycle Consortium (CMC) conducted an in-depth study on powered two-wheeler conspicuity.

Autonomous and Advanced Driver Assistance Systems have notably evolved in the last few years. As drivers become comfortable with ADAS, they tend to rely more on this technology and will subsequently pay less attention while driving. Powered two-wheelers (PTWs) are considered to belong to the vulnerable road users category. In combination with their small size, they require special attention regarding being seen and noticed by other road users. Therefore, reliable detection of a powered two-wheeler by passenger car ADAS is essential to avoid car-powered two-wheeler collisions and decrease the number of motorcyclist accidents.

In recent years, there has been a decrease in fatal car accidents in Europe. This has been achieved through a number of initiatives, such as a decrease in speed limits and the

mandatory use of safety equipment. ADAS has also played a role in reducing these figures. However, regarding motorcycles we have to note their small cross section from front or rear – this can cause difficulty for passenger car ADAS to detect them. Concerned by this challenge, CMC decided to investigate the role and efficiency of ADAS in detecting motorcycles and avoiding accidents.



In the whitepaper, a breakdown of the status-quo of passenger car ADAS regarding the detection of powered two-wheelers is presented, along with the evaluation of potential methods to improve the conspicuity of powered two-wheelers. The focus is on the analysis of current research, academic papers, technical reports, and other studies that have already dealt with the conspicuity of powered two-wheelers.

One of the key takeaways of the white paper: “It may be hypothesized that as drivers become comfortable with Advanced Driving Assistant Systems, they rely more on technology and will become less attentive to the driving task. A possible consequence of broad ADAS implementation may be an increase in number of car-powered two-wheeler accidents, even as the number car-car accidents decrease. The studies show a significant share of failures for the detection of powered two-wheelers by passenger car ADAS, but are not representative, due to the small amount of test repetitions and powered two-wheeler types. Therefore, in-depth studies on the detection of powered two-wheelers should be conducted in the future. Furthermore, powered two-wheelers should be included in future ADAS test procedure development and retroactively introduced into existing ones.”



In response to the white paper, ACEM (the European Association of Motorcycle Manufacturers) stated: “Drivers of powered-two wheelers are vulnerable road users who require special attention from other road users due to the relatively small size of the vehicle. This issue has become even more important with car manufacturers introducing level 3 and 4 automated vehicles, with level 3 transferring (at least temporarily) the responsibility for vehicle control to the vehicle itself. Motorcycle manufacturers are seriously concerned that this may lead to an increase in two-wheelers accidents, as car drivers start to become more dependent on Level 1 and 2 ADAS and less attentive to other vehicles around them. Motorcycle industry experts are also worried that modern cars lack robust enough equipment to correctly detect motorcycles. Against this background, reliable detection of powered-two wheelers by passenger car ADAS is absolutely essential to avoid car-powered-two wheeler collisions and to decrease the number of motorcycle accidents. Passenger cars must be able to appropriately recognize motorcycle manoeuvres in ordinary traffic, such as weaving in, leaning while cornering or splitting lanes.”

Click [here](#) to download the CMC white paper.

Written by [Wim Taa](#). Sources: [CMC](#) & [ACEM](#).

Top photograph courtesy of Lukas Barth/Audi

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FEMA: CMC: 'Motorcycles must be included in driver assistance systems'
<https://www.femamotorcycling.eu/motorcycles-and-driver-assistance-systems/>

Autopilot still kills motorcyclists

FEMA News: September 27, 2022



Euro NCAP stars do not protect motorcyclists. FEMA considers this an unacceptable situation and sent a letter to Euro NCAP to alert them to this unsafe situation, caused by their own testing methods. Euro NCAP denies their tests are inadequate.

In September 2022, [Euro NCAP](#), a voluntary vehicle safety rating system, rated the Tesla model Y with [5 stars](#). This is not unusual for a modern car. These five stars are partially based on a very high rating for 'Safety Assist', 98%, which is almost as high as you can get. We consider this very high rating remarkable at least.

Since Tesla cars hit the roads with their 'Autopilot' system, there are reports of remarkable and unexplainable accidents with Tesla cars that can be linked to the driver assist systems. Even this year, in July 2022, [two motorcyclists were killed](#) in the USA in crashes that were caused with, or should we say 'by', Tesla cars. In both situations, the motorcycles, riding in the dark, were not recognized by the Tesla safety assist systems and by the drivers who seemed to rely too much on the [safety systems](#) in their Tesla (watch the video below this article for a full explanation).

For years now, experts point out that the Tesla assist systems have one big shortage. They are entirely based on camera sensors. All other car manufacturers use a combination of camera and radar or lidar, but Elon Musk has always made clear that in his view camera sensors are enough. Even when many Teslas crashed in the past six years due to failing safety systems, Musk sees no need to change that. The issue with cameras is that – contrary to radar and lidar – they have only a limited capacity to estimate distance. In the case of the two killed motorcyclists mentioned above, they rode on cruiser-type motorcycles with very low taillights. Since the cameras could only detect the taillights and not the rest of the motorcycle and the riders themselves, the safety system estimated their distance wrong,

which caused the crashes. In other situations, Tesla safety systems [did not recognize emergency vehicles](#) that were parked on the border of a motorway, a motorcycle policeman, waiting for a traffic light, etcetera. The point is: the Tesla safety assist systems have proven themselves to be inadequate and unreliable.



Now back to the Euro NCAP star rating. The safety systems of the cars are tested in several situations. Mostly with cars, but some tests are also performed with dummy cyclists and pedestrians. A few tests are performed in the dark. No tests are performed with motorcyclists yet. The AEB tests were performed with cars, pedestrians, and cyclists. The tested Tesla model Y that got the five-star rating in September 2022 had only camera sensors, which worked well under these circumstances. It was tested in two situations with pedestrians in the dark, and that worked well too.

But the crashes in July 2022 show that the Tesla camera sensor has problems with recognizing motorcyclists (and possibly also cyclists) in the dark, because it seems to confuse them with further ahead driving cars. Euro NCAP does not test this common situation where a car nears a motorcycle from behind. What you do not test cannot fail, and this way the Tesla model Y gets 5 stars awarded, but that does not make it a safe car, although the buyer may believe otherwise.

From the beginning of the arrival of cars with safety systems we have lobbied for the inclusion of motorcyclists in the tests. This started in [2016](#) with the [crash](#) of a Tesla car with a young motorcyclist in Norway. Slowly we are getting somewhere, but this high rating of the Tesla model Y shows that we are not there yet. We sent a letter to EuroNCAP to alert them to this unsafe situation, caused by their own testing methods. We also told them that we consider this an unacceptable situation.



In reply to FEMA's letter, we received this disturbing answer: *"Euro NCAP is continuing to improve protocols and has invested a lot time and efforts to develop test procedures including PTW (powered two-wheelers, ed.). These will become part of the rating next year. Euro NCAP already is far beyond what is legally required, but with this update will push the vehicle manufacturers even more to improve their systems. Tesla has performed very well in the tests we currently conduct and deserves credit for it, not questioned. Is it optimized to the test? Maybe, but so are others."*

Written by [Dolf Willigers](#)

Top photograph courtesy of [insideevs.com](#)

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Tesla Autopilot Crashes into Motorcycle Riders - Why?
<https://www.youtube.com/watch?v=yRdzls4FJJg&t=4s>

The CMC releases an in-depth study on detection of two-wheelers by Advanced Driver Assistance Systems

ACEM: 01 Sep 2022



A new white paper published by the Connected Motorcycle Consortium (CMC) discusses the current state of automobile ADAS from a two-wheeler detection point of view. It also presents an evaluation of potential methods to improve PTW conspicuity and analyses previous relevant studies (e.g. current research, academic papers, technical reports, etc.).

Drivers of powered-two wheelers (PTWs) are vulnerable road users who require special attention from other road users due to the relatively small size of the vehicle. This issue has become even more important with car manufacturers introducing level 3 and 4 automated vehicles, with level 3 transferring (at least temporarily) the responsibility for vehicle control to the vehicle itself.

Motorcycle manufacturers are seriously concerned that this may lead to an increase in two-wheelers accidents, as car drivers start to become more dependent on Level 1 and 2 ADAS and less attentive to other vehicles around them. Motorcycle industry experts are also worried that modern cars lack robust enough equipment to correctly detect motorcycles.

Against this background, reliable detection of PTWs by passenger car ADAS is absolutely essential to avoid car-PTW collisions and to decrease the number of motorcycle accidents. Passenger cars must be able to appropriately recognize motorcycle manoeuvres in ordinary traffic, such as weaving in, leaning while cornering or splitting lanes.

Document available to download

[Connected Motorcycle Consortium \(CMC\) paper - Powered-two wheeler conspicuity \[PDF\]](#)

Background information

- The Connected Motorcycle Consortium (CMC) brings together motorcycle OEMs, suppliers, researchers and associations to make motorcycles part of the future connected mobility. CMC members are also working on creating synergies between on-board sensor systems and connectivity solutions.

- The CMC has launched a Basic Specification for Cooperative Intelligent Transport Systems (C-ITS) for motorcycles in 2020. The CMC was created in 2016, building on the ACEM Memorandum of Understanding on C-ITS.
- Modern cars are increasingly equipped with on-board sensor systems (radars, cameras, etc.) and driver assistance systems. These vehicle systems need to include motorcycle requirements in order to enhance safety effects in mixed traffic conditions. The CMC believes that tailored motorcycle/car scenarios and tests need to be developed and standardized.
- The ACEM's "How will automated cars impact motorcycle safety?" (2019) position paper explains why automation must, not only improve convenience for car drivers but also safety for all road users.
- MAIDS, the in-depth European motorcycle accident study, found that about 37% of all accidents involving other vehicles (OV) and motorcycles were linked to an OV driver perception failure. This means that the OV driver may have failed to see the motorcycle prior to the subsequent event that caused the accident.

Press contact

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ACEM: The CMC releases an in-depth study on detection of two-wheelers by Advanced Driver Assistance Systems

<https://www.acem.eu/the-connected-motorcycle-consortium-releases-an-in-depth-study-on-detection-of-two-wheelers-by-advanced-driver-assistance-systems>

ACEM position paper - Bridging the gap to climate neutrality. The case of eFuels for powered two-wheelers

ACEM News: 07 Sep 2022



This position paper sheds light on the key questions regarding eFuel, its production and use. It has been prepared with the support of the eFuel Alliance. In parallel to the development and deployment of more electric vehicles on the market every year, ACEM members are continuing to reduce the level of CO₂ emissions from traditional internal combustion engines (ICEs), still widely in use today and in the near future.

ACEM supports other carbon neutral energy carriers' innovations. eFuel, in particular, should be developed with a production volume that supports decarbonisation of the existing fleet of ICE vehicles and for products for which electrification is not expected to be possible in the medium to long term (e.g. products used for long-distance commuting and travelling in remote areas).

ACEM would especially welcome the introduction of a % / volume mandate of low / zero carbon content fuels for road transport, as part of the coming Renewable Energy Directive revision.

Documents available to download

[ACEM position paper - Bridging the gap to climate neutrality. The case of eFuels for powered two-wheelers \[PDF\]](#)

August Powered Two-Wheeler Registration Figures

MCIA News: 7th September 2022



MCIA today released the August month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

The August new Motorcycle & Scooter market closed at a positive 2.7% compared to the same month last year which brings the year-to-date market 5.9% up compared to 2021.

The sector continues to buck the economic trend and cost of living

crisis the UK is currently facing. The motorcycle and scooter sector provide transport solutions across a wide range of uses, from low-cost commuting, last mile delivery through to leisure and travel activities.

Tony Campbell, CEO of MCIA said, "In the face of economic uncertainty for many, the benefits of motorcycles, scooters and other powered light vehicles, as both an economic and convenient transport solution continue to shine through.

Whilst MCIA and its members continue to lobby Government to ensure our sector is fully understood, the premature phase out of non-zero emission drive trains in our market would limit choices to the consumer and damage a healthy industry. It is clear from the registration figures the customer demand is high and the impact to our sector of getting this wrong will be dramatic."

More details about August registration figures can be found [here](#).

Please credit MCIA when quoting this information.

MAG Notice Board

Next
Network deadline
25th October

OPEN ROAD deadline
15th November



Beginning to feel the chill?
Get your winter woollies at the MAG
online shop
www.mag-uk.org/shop/



Renew your
membership go
online
www.mag-uk.org
or call
01926 844 064

Parliament Recess Dates
Conference rises
23rd September to
11th October
November rises
9th to 14th November

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New roads minister arrives at the DfT



Road Safety GB:| 26 September 2022
Katherine Fletcher says it is an “honour” to have been appointed as the new roads minister.

The MP for South Ribble assumes the role held by Baroness Vere of Norbiton since 2019, [the DfT announced via Twitter last week](#).

While yet to be confirmed, it is expected her portfolio will comprise:

- roads (including National Highways)
- motoring agencies (DVSA, DVLA, VCA)
- buses and taxis
- light rail (including tram, underground and metro systems)

[Taking to Twitter](#), the new roads minister said: “As a civil engineers’s daughter I spent many hours on road construction sites in the north as a child. It’s an honour now to drive our future roads & regions forward with @transportgovuk teams.”

Baroness Vere remains at the DfT, picking up the portfolio for aviation and local transport.

It is yet to be confirmed who will assume responsibility for active travel, a role previously held by Trudy Harrison, who has now left the DfT.

What’s on the agenda for the new minister?

The new roads minister arrives at an important moment, as the road safety sector awaits the publication of the new Road Safety Strategic Framework.

The framework was due to be launched in July – however this was cancelled due to the extreme heat preventing the event’s speakers from travelling.

It is now expected in the autumn.

There are several other documents still overdue, as [outlined by David Davies in an opinion piece for Road Safety GB in August](#).

These include the DfT monitoring report on the e-scooter rental trials, originally due in September 2021.

Tougher speeding rules could lead to thousands more drivers being caught breaking the limit



26th Sep 2022

Following new, stricter speeding rules where the Metropolitan Police have reduced their speed tolerance threshold, thousands more drivers could be set to receive legal action.

Drivers will now face prosecution if they break the limit by 10% plus 2mph. The tolerance limit was previously 10% plus 3mph.

The Metropolitan Police had not directly announced any rule changes to speed tolerance before they came into force.

In UK driving law, a speed tolerance means that a driver gets a small amount of leeway for driving over the limit before a camera activates and a driver is penalised.

The Met did state that no matter the threshold, all drivers should stick the speed limits and never exceed them.

According to a report from This Is Money, the new rules could result in more than 347,000 drivers being prosecuted for speeding between January and June this year. This would be a 259% increase compared to the six months before the new rules came into force.

The Police force said: "Posted speed limits are the maximum speed that road users should travel at any time irrespective of the speed threshold that police commence enforcement action."

- **Speeding fines - how much you have to pay**
- **Speed cameras – how they work**
- **Fixed Penalty Notices: all you need to know**

Speed Limit (mph)	Variable speed limit (10%+2mph)
20	24
30	35
40	46
50	57
60	68
70	79

RAC: Tougher speeding rules could lead to thousands more drivers being caught breaking the limit

<https://www.rac.co.uk/drive/news/driving-law/tougher-speeding-rules-could-lead-to-thousands-more-drivers-being-caught-br/>

WEBSITES YOU MAY WISH TO VISIT

News story: Fuelling a greener future – E10 petrol rolling out in Northern Ireland on 1 November 2022

<https://www.gov.uk/government/news/fuelling-a-greener-future-e10-petrol-rolling-out-in-northern-ireland-on-1-november-2022>

Statistical data set: Cycling, motorcycling, school travel, concessionary travel and road safety (Last updated: 31 August 2022)

<https://www.gov.uk/government/statistical-data-sets/nts06-age-gender-and-modal-breakdown>

LGA: Councils warn of spiralling cost of street lighting and pothole repairs due to increasing energy cost and inflation

<https://www.local.gov.uk/about/news/councils-warn-spiralling-cost-street-lighting-and-pothole-repairs-due-increasing-energy>

RSGB: RSOs encouraged to complete motorcycle resource survey

<https://roadsafetygb.org.uk/news/rsos-encouraged-to-complete-motorcycle-resource-survey/>

RSGB: Road Safety GB set to oppose driver licensing changes on road safety grounds

<https://roadsafetygb.org.uk/news/road-safety-gb-set-to-oppose-driver-licensing-changes-on-road-safety-grounds/>

RSGB: 61% of drivers not read updated Highway Code

<https://roadsafetygb.org.uk/news/61-of-drivers-not-read-updated-highway-code/>

RSGB: Anne-Marie Trevelyan replaces Grant Shapps as Transport Secretary

<https://roadsafetygb.org.uk/news/anne-marie-trevelyan-replaces-grant-shapps-as-transport-secretary/>

NMC: NMC calls on the Government to Start Delivering

<https://www.uknmc.org/news/nmc-calls-on-the-government-to-start-delivering>

RAC: High-resolution headlights: Is this the future of motoring?

<https://www.rac.co.uk/drive/news/driving-tech/high-resolution-headlights-is-this-the-future-of-motoring/>

RSGB: Kent e-scooter trial to end 'before someone was seriously hurt'

<https://roadsafetygb.org.uk/news/kent-e-scooter-trial-to-end-before-someone-was-seriously-hurt/>

LC: Law Commission issues paper on remote driving

<https://consult.justice.gov.uk/law-commission/remote-driving/>

ROADPOL: Cyprus Makes Helmets Mandatory On E-scooters

<https://www.roadpol.eu/index.php/new-law-regulate-personal-mobility-devices-in-cyprus>

NMC: Motorcycle Decarbonisation: Government Urged to Rethink its Strategy

<https://www.uknmc.org/news/motorcycle-decarbonisation-government-urged-to-rethink-its-strategy>

RAC: Russian invasion of Ukraine causing soaring costs to fix UK's pothole problem

<https://www.rac.co.uk/drive/news/state-of-the-roads/russian-invasion-of-ukraine-causing-soaring-costs-to-fix-uks-pothole-problem/>

RAC: Majority of drivers believe changing the MOT to every two years is a dangerously bad idea

<https://www.rac.co.uk/drive/news/motoring-news/majority-of-drivers-believe-changing-the-mot-to-every-two-years-is-a-danger/>

RSGB: Motorcycle decarbonisation plans "economically and socially catastrophic"

<https://roadsafetygb.org.uk/news/motorcycle-decarbonisation-plans-economically-and-socially-catastrophic/>

Official statistics announcement: Driver and rider testing and instructor statistics: April to June 2022 (Last updated: 23 September 2022)

<https://www.gov.uk/government/statistics/announcements/driver-and-rider-testing-and-instructor-statistics-april-to-june-2022>

RSGB: "The e-scooter carnage must stop"

<https://roadsafetygb.org.uk/news/the-e-scooter-carnage-must-stop/>

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