



NETWORK

AUGUST 2022

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

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[Acknowledgments: George Legg. Colin Brown. Lembit Opik. Julie Sperling. Julian Quinton. Michael Armstrong. MCIA. FEMA And anyone else I have forgotten]

Editorial

I've just been reading the piece in this edition - when did motorcycles become cars? - which you can read for yourselves. However, it got me thinking. Why do these authorised bodies always seem to think 'one size fits all'?

Here is a guy who rides a motorcycle, sounds like his only form of transport and he wants to park it in his front garden. The front garden of a terraced house with a 4 foot garden. Great idea you would think - a small drop kerb wide enough to get his motorcycle off the road into a more secure space.

However, not so easy. His particular Council, and I suspect many others throughout the country, only accommodate drop kerbs for 4 wheelers - in other words 'only those living in semi or detached properties may apply unless your front garden is long enough to park a 4 wheeler, because if your answer to their first question of the width you want the drop kerb to be does not fall into their 'ideal' category you can go no further.

Luckily, they are taking it further and the Council are 'looking into it'. Watch this space to see further news on this from Julian because I have a feeling more members out there may want to park their bikes similarly only to be blocked by 'one size fits all' backward looking policies.

Next, I just want to make a comment on the third MAG Press Release which covers the pathetically lenient sentencing of a drunk driver (and you can see for yourselves the footage as taken on the dash cam of a following car) who consistently, in his drunken state, veered across into the paths of oncoming vehicles eventually hitting a rider head on before he stopped. Luckily, the rider was not fatally injured but how is a total miracle. He was, however, badly injured, is self employed and has many months recovering from terrible injuries.

Let's take the collision with the rider out of the equation for the moment and view the video of him almost hitting numerous other vehicles head on before finally hitting the rider. That footage alone should have put him behind bars. At almost 4 times over the legal limit with proof of his driving out there for all to see his sentencing was, to say the least, a total disgrace.

Its not the first time, and it won't be the last unless we can do something about it.

Be safe out there, you never know what idiot is round the corner. Ride free, AG.

For the September edition of Network, please submit any copy by 25th August with subject heading of 'Network' to aine@mag-uk.org

Annual Group Conference, Saturday 24th September 2022

Venue: Edward VII Working Men's Club, 65 Leeds Road, Allerton Bywater,
Castleford WF10 2HE

Registrations from 12:00. Conference to start promptly at 13:00.

There are three Directors Positions to be filled:-

Anyone who is interested in becoming a Director of MAG Media or NEL can submit a Manifesto to the Board at any point during the year. All Directors roles are on a voluntary basis.

Camping for the Friday and/or Saturday night is available nearby at Squires Café Bar, Newthorpe Lane, Newthorpe, Leeds West Yorkshire LS25 5LX. Those wishing to camp must make their own arrangements directly with Squires (01977 684 618 or email info@squires-cafe.co.uk). Further details available at <https://www.squires-cafe.co.uk/>

Please be aware that there is no post-AGC party.

REPORT FROM THE POLITICAL TEAM – COLIN BROWN & LEMBIT OPIK

As the country chooses a new Prime Minister, MAG continues a steady course with consistent messages on riders' rights. At the same time, MAG has taken its campaign to protect the petrol engine to the European Motorcycling organisations. Here's an update on this and much else from MAG's Political Unit.

Bus Lanes – We need numbers!

Cambridgeshire's bus lane trial has ended catastrophically. Despite early positive signs a terrible report from officers succeeded in convincing councillors that the trial be abandoned. The officer's recommendation was an appalling conflation of electric car access impacts with motorcycle impacts. Obvious arguments for not allowing electric cars in bus lanes have ruined the outcome for motorcycles. There was no real argument against continuing motorcycle access but the decision was taken purely on the basis of the trial allowing electric cars to use the lane.

Colin is working with a local MAG member to find ways to reverse Cambridgeshire's decision, but short of finding a magic money tree to fund a judicial review options are very limited.

If we want the degree of incompetence and stupidity displayed by decision makers at local level to stop we need the national policy position for default access to succeed.

Despite the stocktake report and concerted efforts to gain signatures on the default access petition, we are likely to be unsuccessful due to a lack of support. Colin did have a meeting with the DfT following the formulaic written response to the consultation at the 10k signature mark. The meeting was predictably meaningless as 10k signatures is not seen as significant support for policy change. The petition has attracted approx. 14k signatures but we need to top 100k to force a Parliamentary debate. We only have till October to do that. We need the petition pushed by everyone on every communication channel open to us. There are over 1.5 million riders who can benefit from getting this petition over the line and it takes less than a minute to complete. As members you voted this as your number one priority for the DfT, Colin has put in many hours of research time and lobbying behind the scenes, but without signatures on the petition that has all been wasted effort.

Please share the petition link in any way you can and persuade everyone you know to sign it.

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

Bus lane stocktake report: https://wiki.mag-uk.org/images/6/65/Bus_Lane_Stocktake_2022.pdf

Policing Minister runs for the Duchy of Lancaster

Colin attended the National Vehicle Crime Conference on 30th June and very effectively lobbied the then Policing Minister, Kit Malthouse. Malthouse has since moved to a new role as Minister for the Duchy of Lancaster. Colin is unsure if this is because he felt uncomfortable about the grilling he received or because he is trying to avoid charges for stealing the speech notes of the speaker following him at the conference. Yes, after his hurried departure from the Conference his claims of having to deal with the Met Police Force being put into special measures were questioned amidst allegations that he had run off with the next speaker's notes.

Colin wrote to Malthouse after the conference and is now awaiting a reply from his successor Tom Pursglove (if he remains in the job long enough to write a reply)

Colin also made numerous other contacts at the Conference and will be meeting ACC Jenny Sims (NPCC lead for Vehicle Crime) in August as well as developing a couple of other strands of work. Colin expects to have a positive campaigning request for you in due course, so stock up on stamps and ensure your best keyboard is ready and waiting.

Hackney parking campaign shows incompetence is commonplace.

Colin has been supporting MAG members in London on more unjustifiable motorcycle parking charges in Hackney. Hackney officers wrote reports justifying parking charges on the basis of pure fabrication. Reports submitted to councillors claim that motorcycles create pollution equal to that of cars. This inaccuracy was pointed out by Cathy Phillpotts when she

made a deputation at a council meeting. Cathy was able to point to national statistics published by two Government Departments to back her position. This succeeded in getting the Council to admit their report was erroneous and promise to correct and re-publish. Unbelievably the Council then refused to reconsider their proposed charges claiming that the lies were of no consequence.

A petition has been raised to help convince the Council of the error of its ways. You can find the petition (raised under the banner of Save London Motorcycling) [here](#). Please sign the petition to help us to put a stop to the increasing number of similar stories. If London get away with exorbitant motorcycle parking charges it will follow in all parts of the country.

<https://www.change.org/p/stop-plans-for-new-motorcycle-and-scooter-parking-charges-in-hackney-savehackneymc>

Send them down

Days after the launch of a consultation on sentencing guidelines for driving offences, MAG Chair, Neil Liversidge was writing to the Attorney General asking for a sentencing review in the case of Stephen Jones (<https://metro.co.uk/2022/07/10/hampshire-driver-smashed-into-motorbike-on-a32-16973411/>)

Technicalities prevented this from being taken further, but we will be looking to make a full response to the sentencing guidelines consultation. The consultation is lengthy and complex, but please do let us know your thoughts if you do not have time to wade through the whole thing: <https://www.sentencingcouncil.org.uk/publications/item/motoring-offences-consultation/>

We will be looking at the detail and may issue guidelines for responses, but the consultation runs till 29th September, so we will give more information in the next Network.

Let us be clear – the ICE motorcycle ban is real and it is imminent

If you have thought or been told by anyone that the ban of ICE motorcycles will never happen, you can now have no doubt. The delayed consultation has been launched and 2035 is not the preferred outcome of the policy makers.

Colin has been quick to arrange an initial meeting with DfT officials – this took place on 21st July (exactly one week after the launch). Colin received confirmation that the consultation will not consider questions of ‘if’, only ‘when’. When is proposed to be 2030 or sooner for up to 125cc and no later than 2035 for all larger capacity bikes. Consideration for a date beyond 2040 was confirmed to be entirely off the table. With respect to technology neutrality the only options being genuinely considered are battery electric, fuel cells or hydrogen in internal combustion engines. That said Hydrogen ICE is considered to be highly unlikely. Carbon neutral liquid fuels for internal combustion engines are considered nothing more than a transition fuel for existing ICE at the point that new ICE sales are banned. As a long-term solution to save the ICE there is, as far as the Government is concerned, no discussion to be had.

Colin made it clear that whilst we will engage fully in the consultation process, we need to have a discussion that goes far beyond the limited scope of the consultation. To that end we have formally submitted a request for an urgent meeting with the Trudy Harrison MP, the Minister with responsibility for the decarbonisation of transport. We have made it clear that if she has insufficient authority to discuss the issue beyond the scope of the consultation we will expect a meeting with Grant Shapps or any replacement, and if necessary also with the

new Prime Minister. First shots have been fired and MAG is mobilising for a period of intense work.

A second meeting of UKM has been scheduled for 11th August. The MCIA has been quick to express disappointment about the inclusion of 125cc bikes in the 2030 slot, but MAG is far beyond expressing disappointment.

You can find the consultation at: <https://www.gov.uk/government/consultations/l-category-vehicles-ending-sales-of-new-non-zero-emission-models>

FEMA on the frontline

Following the June 2022 summit between MAF and the Federation of European Motorcyclists' Associations (FEMA), it was agreed to hold a follow-up discussion to consider MAG's campaign to protect your right to buy petrol-engined motorbikes.

Once again, in late July, MAG Vice Chair, Ian Churchlow presented a comprehensive case about why MAG is taking this view, and why we feel FEMA should follow the same path. MAG's Director of Communications and Public Affairs, Lembit Öpik, supported Ian's presentation, in a meeting that lasted some considerable time. Remember, the Government is scheduling a ban on petrol motorbikes in 2035.

While there was plenty of debate, nobody managed to find any flaws in the arguments presented by MAG. Despite this, there was understandable concern about the challenge of confronting an environmental agenda that MAG firmly believes is not founded on sound science.

The arguments centred on very much the same sort of issues as last time in Denmark – with a core point of contention being whether the motorcycle movement has the influence or credibility to take on such a big task. MAG says we do, because science isn't about authority, it's about facts.

The Working Group agreed to receive a modified position paper from Ian and Lembit, which will then be decided upon in September 2022. Once again, the great work from the Transport Reality team shone through. Thanks to all in that group who are working so hard to help.

More media influence

Lembit has had more opportunities to discuss the potential ban on petrol and diesel vehicles, including motorcycles, on the television. Nana Akua's GB News show featured the debate and it seemed – from an admittedly random and not statistically weighted sample of views – that others agreed the ban should be abandoned.

Brian Catt, who is something of a guru about the whole subject of climate policy, emissions and transport, also had airtime, as has Howard Cox who has been highly prominent on the TV. This is a 'steady strain' environment where we make our case logically, and invite those who disagree to respond. We anticipate some more success as time goes by, with a perceived shift in public opinion, possibly in part caused by the cost of living increases and concerns about energy prices in particular.

Lembit encourages you to take any opportunity to talk about riders' rights in this regard, or in a larger context too. The aim is to promote reasoned debate, not unreasonable argument. Getting the facts right and the logic right are the cornerstones of good policy.

Transport Reality Summit takes place in Warwick

Another summit of the steering group for the Transport Reality project was held since our last report. This occurred in Warwickshire and considered the case for how best to influence policy makers. Amongst the key developments was the launch of 'Operation Earthquake,' proposed by Neil Liversidge, MAG's Chairman, and agreed by the group. The aim is to make clear to candidates that the key consideration for a number of electors, including many motorcyclists, is their stance on the ban on petrol motorcycles in 2035. Candidates will be left in no doubt that, as the political environment evolves, nobody should consider themselves guaranteed a safe seat.

There'll be more on this shortly. We'll be inviting you to get involved, by contacting your local politicians and sharing your concerns. Ideally, you'll be able to ask them direct, unambiguous questions about whether or not they support a ban on petrol motorbike (and petrol and diesel cars for that matter). The main goal is to make this a major electoral issue for the next General Election. More to follow on this campaign in the next month.

Research commissioned into economic consequences of transport changes

A team of three, led by Howard Cox of Fair Fuel UK and including Lembit and Duncan White from the Alliance of British Drivers, is working with the CEBR – a world renowned research institution – to explore the effects of changes to what we are allowed to ride and drive on the British economy and household expenditure. This is scheduled to report in September. It's the largest such report ever jointly commissioned by MAG, and should be something of a game changer once it is completed. This is only possible thanks to the collaboration with other groups, and is a very significant, free-standing campaign in its own right. The report will be made available publicly when it has been completed and you will be able to use it to lobby your local politicians too.

MAG PRESS RELEASES

MAG Immediately Pledges To Overturn Government's Petition Snub

The Motorcycle Action Group (MAG) is determined to overturn the Government's snub of the bus lane petition. Colin Brown describes the petition response as predictably blinkered. Consequently, campaigning will continue to exceed 100,000 signatures in order to trigger a Parliamentary debate.

On 30th June, the Government published a response to the 'Bikes in Bus Lanes'

petition. MAG views the response as a snub which fails to address the substance of the petition. Campaigners are seeking a change to current policy but the response merely repeats the existing Government position that the issue is “entirely a matter for each traffic authority to decide.”

The Government has failed to address the central issue of the petition. That position is that there should be a default national policy to permit motorcycles in bus lanes. The goal is to remove the patchwork of regulation put in place by local councils.

Dr Mirza Ahmad, the Birmingham based barrister who originally raised the petition, said:

“The Government response is not only disappointing but potentially quite damaging to biker safety as it fails, totally, to address the central issue of the petition. The national default position is a must for biker safety and the Government appears not to be interested in saving lives, improving traffic congestion or lessening environmental pollution. The time to act is now and the Government has failed to take leadership on this central issue. We will continue to ask Parliament and MPs to push the Government into action.”

MAG’s Director of Campaigns & Political Engagement, Colin Brown, commented:

“I was disappointed by the Government response. It was as predictable as it was blinkered. They have shown that they are willing to demand action from local authorities on, say, cycling infrastructure. On the other hand, they say they can't make similar demands in support of motorcyclists. I asked to discuss the detail with the DfT before the response was drafted, but was ignored. They chose to repeat the boilerplate response. This is particularly saddening when a Government Minister has promised to look at the issue. Our members voted it as the top priority action they want the DfT to take. Baroness Vere promised to look into it, but there is nothing to suggest that any meaningful work has taken place.”

MAG is renewing calls for everyone to sign the petition. A target of 100,000 signatures should trigger a Parliamentary Debate. In addition, Colin Brown is stepping up pressure behind the scenes.

Please sign the petition, which currently exceeding 13,000 signatures, at :
<https://petition.parliament.uk/petitions/614294>

MAG Backs Strong Majority Of Riders in Opposing ICE Ban

The Motorcycle Action Group (MAG) Chair, Neil Liversidge, has reaffirmed that the organisation backs the vast majority of motorcyclists in opposing the ICE ban.

The Department for Transport (DfT) launched its delayed consultation on the phaseout of non-zero emission motorcycles on 14th July. The consultation, entitled ‘L-category vehicles: ending sales of new non-zero emission models’, proposes the end of sales of all new internal combustion engine motorcycles by 2035, with sales of smaller petrol motorcycles up to 125cc to be banned by 2030.

MAG Chair, Neil Liversidge, said:

“MAG totally opposes the proposed ban on the sale of internal combustion-engine vehicles (ICEVs), whether it be from 2035, the originally mooted 2040, or any other date. MAG likewise opposes any policy that leads to increased fuel costs or the reduced availability of

fuels for ICEVs.”

Explaining the reason for this robust position, Neil went on to say:

“Our own survey showed that at least 80% of motorcyclists oppose it, despite green activists having targeted our survey to skew the result. We estimate that the real proportion of motorcyclists who oppose the ban is well over 90%. We shall faithfully represent the views of our constituency. A survey in the European Union produced similar numbers and we expect FEMA to likewise represent faithfully the views of motorcyclists across Europe. We also oppose the ban on the sale of ICE cars proposed from 2030 and stand resolutely with the Alliance of British Drivers (ABD) with whom we are working through our umbrella organisation, Transport Reality.

We note that the consultation asks from ‘when’ the ban should come about? Our answer is “Never!” We demand a dialogue on whether it should come about at all.”

MAG plans to respond robustly to the consultation. Additionally, MAG is seeking direct representation with Government Ministers, despite the current leadership race. If necessary, MAG will demand to speak to the new Prime Minister.

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

“We have already made representations to the Department’s decarbonisation team over the last year. Officials are constrained by the existing Net Zero policy and its timetables. These are clearly beyond the scope of this consultation. We need to take dialogue to a much more strategic level in order to properly represent the strength of feeling on this issue. We do not expect this to be an easy discussion, but we would be failing the trust of our members by not taking this course of action.”

ENDS

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

Notes for Editors

- The consultation can be found at <https://www.gov.uk/government/consultations/l-category-vehicles-ending-sales-of-new-non-zero-emission-models>

MAG calls for sentencing rules review after appalling bike smash. MAG’s Chairman slams “Inadequate and insulting” sentencing of drunk driver who almost killed a biker.

Chair of the Motorcycle Action Group (MAG), Neil Liversidge, has expressed his frustration over the Attorney General’s inability to review the sentence passed by Judge David Melville QC on drunk driver Stephen Jones at Portsmouth Crown Court.

Jones caused an accident that nearly killed a motorcyclist in April 2022, but escaped a prison sentence, despite a video showing him driving on the wrong side of the road and narrowly missing a number of other vehicles before colliding head-on with his victim, motorcyclist Scott Lemon.

The Police reported that Jones - who was nearly four times the legal limit - was “so drunk he couldn’t stand”. However, Judge David Melville QC refused to send Jones to prison, instead

imposing a one-year prison sentence, suspended for two years. Jones was also ordered to carry out 250 hours of unpaid work and was disqualified from driving for two years. Mr Liversidge said: "A suspended sentence is inadequate and insulting. It was pure luck that Mr Lemon was not killed." See the video:

https://videos.metro.co.uk/video/met/2022/07/10/6609149052641232706/640x360_MP4_6609149052641232706.mp4

Mr Liversidge also noted: "There's a general perception in the motorcycling community that the courts are harsh on motorcyclists when they are the perpetrators of vehicle crime, but lenient on the likes of Jones who perpetrate crimes against motorcyclists. That's why I called for a specific look at this case, and a general review of sentencing to ascertain whether that perception is borne out in reality."

The Attorney General and Solicitor General do have the power to ask the Court of Appeal to review certain sentences which appear to them to be unduly lenient, but only sentences imposed for a limited number of offences. The offences for which Stephen Jones was sentenced are not offences to which the scheme applies. However, a wider review is being undertaken, led by the Sentencing Council, regarding 12 guidelines for motoring offences – and MAG fully intends to make its views known. "We don't want special favours," Neil said, "We just don't want to be treated as second class citizens." To comment on the consultation, go to:

<https://www.sentencingcouncil.org.uk/publications/item/motoring-offences-consultation/>

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

ENDS

<https://metro.co.uk/2022/07/10/hampshire-driver-smashed-into-motorbike-on-a32-16973411/>

MAG fires first shots on motorcycle ICE Ban consultation

The Motorcycle Action Group (MAG) has fired its first shots in response to the motorcycle ICE ban consultation. MAG is demanding dialogue far beyond the scope of the consultation. An initial meeting established fact about potential outcomes to the consultation. MAG sees no potential for a good outcome within the scope of the consultation process.

Following the publication of the much-delayed consultation on 14th July, MAG arranged an initial meeting with Department for Transport (DfT) officials. The meeting took place on 21st July.

Firstly, officials confirmed that the consultation will not consider questions of 'if', only of 'when'. 'When' is proposed to be 2030 or sooner for 125cc and smaller bikes. For larger capacity bikes the proposal remains as no later than 2035. Arguments for dates beyond 2035 are highly unlikely to win favour. The officials said a date beyond 2040 is entirely off the table.

Secondly, with respect to claimed technology neutrality, only battery electric, fuel cells or hydrogen are viewed as options. Hydrogen burnt in Internal Combustion Engines (ICE) is considered to be highly unlikely.

Finally, carbon neutral liquid fuels for ICE is considered to be nothing more than a short-term transition fuel for existing ICE. The DfT rules out synthetic or bio fuels as a solution for the continued sale of new ICE.

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

"None of this came as a surprise to me. I made MAG's opposition to the proposed policy clear. MAG is representing the views of its members and, we believe, the vast majority of bikers. We will engage fully in the consultation process, but there is no path to a good outcome. The discussion needs to go far beyond the limited scope of the consultation. We have formally submitted a request for an urgent meeting with the Minister with responsibility for the decarbonisation of transport, Trudy Harrison MP. If necessary we will continue escalating this all the way up to the new Prime Minister. First shots have been fired and MAG is mobilising for a period of intense campaigning."

MAG is seeking a far wider discussion on decarbonisation and the future of transport as a whole. MAG Chair, Neil Liversidge, will lead the Ministerial meetings, backed by both Colin Brown and Lembit Opik (MAG's Director of Communications & Public Affairs). In the meeting request sent to Trudy Harrison MP, Neil wrote:

"I must state that The Motorcycle Action Group (MAG) is following the wishes of its members and the wider motorcycling community in opposing this policy. I appreciate that this may place us at polar opposite positions, but I feel it is essential that our position is clearly explained and considered in a wider context than the current consultation scope allows."

The measures as proposed will curtail individual freedom, damage the UK economy, worsen energy security, and reduce living standards for tens of millions of people, without helping the environment at all. Our solution will enhance everyone's quality of life and be better for the environment, the economy, and our security as a nation."

A second meeting of the UK Motorcycle Forum (UKM) has been scheduled for 11th August. The MCIA has been quick to express disappointment about the inclusion of 125cc bikes in the 2030 slot. MAG is far beyond expressing disappointment, and will fight on.

ENDS

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

Notes for Editors

- The consultation can be found at <https://www.gov.uk/government/consultations/l-category-vehicles-ending-sales-of-new-non-zero-emission-models>
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When did motorbikes become cars?

By Julian Quinton

One of our members turned up our monthly meet up with a dilemma, he wanted to park his bike in his front garden, right size front garden for the bike but a high kerb and heavy bike so he thought 'A drop kerb, simple.

But our council rules state -

Q1. Is your private hardstanding parking area a minimum of 4.8m deep and 2.4m wide for right angle parking or a minimum of 3m deep and 5.6m wide for parallel parking?

If you answered “No” to question 1, do not proceed as your application will be refused.

So, no point in asking as to park a motorcycle requires now a car parking sized space, for a standard domestic vehicle.

However, we live in an area with many terraced houses with small front gardens, width of house and 4 foot deep, ideal to park a motorcycle.

So, onwards and upwards, contact the council for a response, '**Having checked our records I can find one request for a dropped kerb for a motorcycle in 2006**', (well as reasonably intelligent folk it says do not bother going ahead with application if you do not have a car space). So, we pointed out the short comings of the policy and wording, sent some pictures and video of a recent application (which the bike rider sensibly stopped before parting with his cash due to Q1).

Our council has now said it will review the policy so we wait with bated breath to see if our motorbike sized gardens can be used to park motorbikes or if the standard domestic vehicle in the national guidance has to be a car sized vehicle.

PS looking into this further, our council is far from the only one that assumes only car size spaces can have a drop kerb.

PPS remember legally you have to push your motorbike up the kerb and over the pavement, you cannot ride it.

PPPS When the front wheel is up the kerb, the rear wheel on the road, can your feet reach the ground? With a drop kerb much more stable and legal.

Hopefully good news to follow.

Can you help MAG with Round 2?

Michael Armstrong, National Political Officer recaps on round 1:

From being asked “Has MAG for a template MP letter on being against the London ULEZ?” on the Greater London MAG page. We didn't but I made one and started lobbying MP's with the National MAG Political Group and assisting with local MAG groups

We achieved 30 MP's lobbied and that resulted in the below ministerial response. Could we achieve a better response, yes - but only if we have more members in the Political Group (hint hint).

Jason McCartney MP House of Commons London SW1A 0AA Dear Jason, Baroness Vere of Norbiton Minister for Roads, Buses and Places Great Minster House 33 Horseferry Road London SW1P 4DR

Tel: 0300 330 3000

E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft Our Ref: MC/403224

24 June 2022

Thank you for your email of 14 June, enclosing correspondence from your constituent, [...] about a four-point plan for motorcycling. I will address the points your constituent raises in order.

On point one, I agree that motorcycles can be an accessible, affordable, and efficient form of transport that can help to reduce congestion and improve urban air quality. Their smaller size means they can complement our ambitions to increase the use of public transport and the availability of cycling and walking infrastructure. However, it is imperative that we reduce and ultimately remove the reliance on fossil fuels from all forms of transport, and I see the decarbonisation agenda as a huge opportunity to increase the role and profile of zero-emission motorcycling in our transport system.

With regard to two and three, local traffic authorities already have powers to allow motorcycles to use bus lanes in their areas, and to provide dedicated parking facilities for them. It is for them to decide what is appropriate for roads in their area. In making these decisions they will need to consider how to balance the needs of local residents, emergency services, local business and those who work in and visit the area. Advice for local authorities on providing signing for bus lanes and parking places is given in the Traffic Signs Manual, which is available here.

On point four, we know that air pollution is a major public health risk ranking alongside cancer, heart disease and obesity, and poses the single greatest environmental risk to human health. Air pollution in the UK has reduced significantly in recent decades, but we recognise there is more to do to improve air quality and reduce harmful emissions. The 2017 Nitrogen Dioxide (NO₂) Plan required a number of local authorities to assess what action is needed to address NO₂ exceedances in their area.

These actions are supported by £880 million to develop and implement required measures such as Clean Air Zones (CAZs). Not all vehicles are charged in a CAZ: only the older, more polluting vehicles based on emission standards.

The Government's CAZ Framework makes provision for exempting certain vehicles from charges based on particular circumstances. Motorcycles and mopeds are not routinely included under any Clean Air Zone charging category. Local authorities can choose to include them under class D CAZ.

Finally, as we prepare to consult shortly on the dates to end the sale of new non-zero emission L-category vehicles, I look forward to further constructive engagement from MAG and its members which will help ensure this transition works for all.

BARONESS VERE OF NORBITON

MAG's Colin Brown, Director of Campaigning and Political Engagement suggested the following email response to your MPs:

Hello [local MP]

After reading a ministerial response via my local MAG Facebook page in response to four requests (1. Specifically recognise and encourage the role of motorcycles and scooters as a congestion busting, and sustainable transport mode in all Government transport messaging, 2. Mandate all local authorities to immediately allow motorcycle and scooter access in all combined bus and cycle routes, 3. Mandate all local authorities to immediately provide secure two-wheeler parking facilities that can be used by both motorcyclists and cyclists and, 4. Motorcycles and scooters to be exempt within the UK from all additional road charging schemes such as bridge and road tolls, congestion and clean air zones.) I hope that like me you feel a degree of disappointment in it.

The DfT points out that they accept the benefits that motorcycling brings, but seems entirely unwilling to do anything to support or promote the transport choice. We are fully aware that the local councils have the powers to allow motorcycle access and provide adequate parking. The reason we want centralised action is because the current system is failing motorcyclists. The Government's Cycling and Walking Strategy demonstrates that there are levers that central government can pull to improve delivery of cycling and walking infrastructure and policies. We are asking that similar levers are pulled to promote motorcycling as the beneficial transport choice that the DfT clearly recognises.

I see that the DfT are looking forward to constructive engagement from MAG on ending the sale of new 'non-zero emission L-category vehicles'. MAG is opposed to an arbitrary date for an outright ban on the sale of conventional vehicles. The impacts any such policy will have on those of us who make an already environmentally responsible transport choice we believe will be devastating. As the Government acknowledge the current CO2 contribution from motorcycling is 0.4% of all transport emissions in the UK. This figure is likely to reduce dramatically without such an absolutist policy of arbitrarily banning the sale of traditional motorcycles. The policy will therefore have a massive impact on a minority group whilst having an effect that is barely measurable. The policy would be heavy handed, unnecessary and in my view discriminatory.

Can I ask that you, as my local representative in Parliament, lobby the Government to take meaningful and substantive action to support a beneficial transport choice as opposed to brushing off requests with the indifference that is displayed in the DfT response?

(Enter your name and full address)

Feel free to modify Colin's suggested letter to make it personal to you and any local issues.

In conclusion: right now we need to get the MAG membership and the wider biker community campaigning again as one loud voice. To do this, it has to be made as user friendly as it can be or people won't do it.

I also recognise that it won't be an individual tailored response but a big blunt instrument can work just as well as a sharp one and I think that it's time to be blunt for a while and make a big impact if the numbers are big enough.



MCIA

June Powered Two-Wheeler Registration Figures

MCIA: 7th July 2022

June registration figures for motorcycles, scooters, and other L-category vehicles have today been released by the Motorcycle Industry

Association (MCIA). As forecast, June registrations are 15.7% down on the same month in 2021.

Year to date motorcycle registrations remain positive at 11.1%, with the adventure segment continuing a strong year at 15.2% year on year growth. Adventure motorcycling is growing in popularity which comes as no surprise when you consider the MCIA document '[The Journey](#)' which details the many physical and mental health benefits of riding.

The electric market sees another incredible month of registrations, occupying 6% of the total market, with year-to-date registrations surpassing 37.1% growth. MCIA & Zemo Partnership's [PLV Action Plan](#) "Realising the Full Potential of Zero Emission Powered Light Vehicles" champions using the right vehicle for the right journey, this sector will naturally only continue to grow as we move towards the phase out of the manufacture of internal combustion engine (ICE) motorcycles.

Tony Campbell, CEO of MCIA said, "Against the backdrop of a cost-of-living crisis it's encouraging to see year-to-date registrations remain positive from both an industry and user perspective – as we know riding provides great mental health benefits as well as easing pressure on the pocket.

With details of the Government's phase out plan expected imminently, MCIA will be working closely with Officials and members to ensure a full and thorough response for the industry".

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

Industry calls for more time to phase out new non zero emission motorcycles

MCIA News: 14th July 2022

The Motorcycle Industry Association (MCIA) has been fully supportive of the Government's net zero ambitions, for example through the L-Category Action Plan. However, we are disappointed with today's announcement to phase out all new non-zero emission motorcycles by 2035.

Making up just 0.5% of UK domestic transport emissions, this news is a missed opportunity to allow industry more time to adapt, and for technology to catch up. Our case to Government explained why this sector needs a different approach, in particular where our products are primarily used for sport and leisure activities.

Commenting, Tony Campbell, Chief Executive of the MCIA, said:

"We recognise our environmental contribution will increase as other transport modes phase out and so support the decision to phase out L1 vehicles by 2030. However, we do not support the decision to include L3e-A1, which even with an ICE powertrain are significantly more environmentally efficient than some electric cars[\[1\]](#).

“The Government has not considered the complexities of the L-Category sector in terms of what is and isn’t feasible when it comes to phasing out the other key segments of the market.

“We put forward a compelling case in our [Journey to a Brighter Destination](#) document for the continued support of large capacity leisure motorcycling and why it needs to be treated as such in the consultation. Its minimal emissions, low mileage, important contributions to the economy, sport, tourism and mental health benefits are all reasons why a fairer, progressive and more bespoke approach is needed to phase out new non zero emission motorcycles.

“The MCIA and its members will be continuing to push the case for why large capacity motorcycles need more time to phase out and are looking forward to fully engaging with the consultation process to ensure the best outcome for industry”.

[1] <https://www.mcia.co.uk/posts/powered-light-vehicles-can-enable-transport>

The graphic is a 'MAG Notice Board' featuring several white sticky notes with colorful tabs (pink, teal, purple, blue, orange) on a grey background. The notes contain the following information:

- MAG AGC**
24th September
Edward VII WMC
65 Leeds Road
Allerton Bywater
WF10 2HE
1pm to 5pm
- Next Network deadline**
25th August

OPEN ROAD deadline
15th September
- Not received the latest Open Road?**
Check your address with the office
Central-office@mag-uk.org or call
01926 844 064
- MAG Shop**
www.mag-uk.org/shop
Get your t-shirts here
- Parliament Recess Dates**
Summer rises 21st July to 5th September
Conference rises 22nd September to 17th October

FEMA

Don't Waste Your Money On Fake Motorcycle Gear

- **FEMA news** June 29, 2022



How do you recognise fake claims from sellers of motorcycle gear when you are shopping online? It's easier than you think.

Motorcycle clothing cannot be legally placed onto the European market unless it has been tested and officially certified. It's that simple. By law, motorcycle clothing sold in the EU and UK must conform to the Personal Protective Equipment (PPE) Regulation. Conformity to standards and [CE marking](#) provide assurance to you, the buyer, that motorcycling apparel is fit for purpose (click [here](#) for a full article on that subject we wrote in 2021).

It is easier than ever to find and order anything you could possibly want online. And motorcycle gear is no exception. But how do you recognise fake claims from sellers of motorcycle gear?



FEMA looked into a number of the sellers that are actively promoting their products through social media, and we examined some of the claims made by these sellers. Usually if you start asking questions, you will be ignored completely, or they will try to confuse and distract you with non-relevant information. Some companies will blatantly lie to you, and some simply don't understand their legal obligations and, even worse, don't make any effort to find out, leaving them open to being misled themselves. A good example of a company that may fit into one of these two categories – either knowingly misleading its customers, or itself a victim of a scam – is CarvenalCo, based in Norway. CarvenalCo is flooding social media channels like Facebook and Instagram with advertisements for their 'motorcycle gloves', which are part of the product range they offer. If you go

to the seller's website and select a pair of gloves, they will show you a 'certificate of compliance', carrying the very recognizable CE mark. When we asked directly whether their gloves are CE approved as motorcycle gloves, we were sent the same misleading certificate.



So, what is misleading about the 'certificate'? It speaks of 'CE compliance'; that is a non-existing claim, and it is only meant to pull the wool over your eyes. Sellers of motorcycle gear that is not CE approved will also often use misleading texts, such as 'CE Certificate', 'CE Certificate of Conformity' or 'CE Compliance Assessment', according to expert Paul Varnserry, who warns of more and more dishonest organisations appearing, offering these bogus documents, and more and more companies selling online who are purchasing these documents and misleading potential customers. Obtaining these 'certificates' generally involves only paying the issuing company's documentation fee and avoids the costs of testing. It is difficult to see how a company can purchase one of these misleading documents when no testing of the product is required and still think the process is legitimate. The certificate that we were sent by CarvenalCo clearly shows the CE logo, trying to make it look like a trustworthy document. But if you read the small print [on the certificate](#), it actually says: 'The CE mark shown above is for reference only and does not indicate accreditation.' Basically, they admit that they have no CE approval; they just use the logo to fool the customer.



Paul Varnserry, expert in motorcycle clothing and technical director at [PVA-PPE Group](#) said: "CarvenalCo is one of the companies which, when I previously responded to one of its unsolicited Facebook ads that appeared on my timeline by asking if its motorcycle clothing and gloves have been independently tested and certified as has been required by EU and UK law since 21st April 2018, promptly deleted my question and blocked me from posting further."

Paul continues: "It seems that CarvenalCo has since acquired a certificate, albeit a misleading and utterly meaningless 'Certificate of Compliance' issued by [Euro Assessments and Certification Limited](#), a company which does not appear in the [EU NANDO database](#) of official certification bodies and so has no legal status to assert that a product conforms to the PPE Regulation. I have previously reported the company, whose address is a virtual office in City Road, London, to the [Office for Product Safety and Standards](#)." On his [LinkedIn page](#), Paul Varnserry tirelessly exposes websites that sell motorcycle clothing with false claims about CE approval, and he has been asking domain hosts to take down the web sites of companies which are breaking the law.

CarvenalCo is certainly not the only company trying to sell you products with false approval claims, there are numerous companies like that active on the internet, so please make sure you look at the claims critically if you are shopping online:

- Watch out for misleading texts and claims in the item's description.
- Watch out for false CE approval claims. Only buy items that are genuinely CE approved and come with all the right documents.
- When in doubt, visit your local motorcycle shop that sells protective motorcycle clothing and get some good advice and explanation before you spend your hard-earned cash.
- Look for a postal address for the vendor. Some of the more dubious companies selling on the internet do not list an address anywhere on their websites, which makes them harder to track down.
- Multiple social media advertisements for the same products, which use different account names but link to the same e-commerce website, are one of the methods used by criminal gangs to relieve you of your money. As one social media account gets shut down, another springs up to take its place.

Some countries in Europe are starting to mandate certain use of CE approved personal protective equipment by motorcyclists, like CE approved gloves in France for example.



What if you are from the UK?

After Brexit, the European PPE Regulation still applies in the UK. The British government stated that all EU laws in place on the day Brexit was finalised, which includes the PPE Regulation, will be incorporated into British law. In England, Scotland and Wales, the [UKCA mark](#) is replacing the CE mark, whilst in Northern Ireland the CE mark remains valid or may be replaced by the [UKNI mark](#). The [British Standards Institution](#) has also stated that it will continue to be a member of the European standards agency, [CEN](#), so the European standards for motorcyclists' clothing, gloves, footwear, and impact protection remain in place.



So, what is the problem if my gloves are not CE approved?

Well, there might not be a problem with the gloves, but without CE testing you wouldn't know, would you? Gloves that are not properly tested might fall apart in case you hit the ground during an accident, you have no idea what rate of protection they offer. The gloves could contain harmful chemicals, who knows? And buying from a shady company without a proper address might cause you problems when – for whatever reason – you want to return the order and get your money back. It is your free choice to buy whatever gloves or other motorcycle gear you want, but please make your choice an informed one.

Before publishing this article, we have asked CarvenalCo if they would like the opportunity to be heard and explain to our readers why their company uses a worthless certificate instead of having their products CE approved. We have not received a reply from them.

Written by [Wim Taal](#)

Top photograph courtesy of alibaba.com

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‘Maybe we should not want a transition to electric motorcycles too quickly’

FEMA News: July 7, 2022



A European Council decision leaves room for the internal combustion engine.

The [European Commission](#) wants to ban the sale of vehicles with an internal combustion engine from 2035. The political reality may however force the Commission to accept a compromise that allows for vehicles to run on alternative fuel alongside battery electric vehicles. FEMA's Dolf Willigers looks at the possible consequences for us motorcyclists.

Although many press releases from environmental organisations and several other articles could make you believe different, the [Council of the European Union](#) left some room for vehicles with internal combustion engines that run on fossil-free fuels after 2035.



Frans Timmermans, Executive Vice-President of the European Commission in charge of the European Green Deal, and Commissioner for Climate Action Policy (photo courtesy of the European Union).

After the legislators of the [European Parliament](#) adopted – with some changes – the plans (part of the Fit for 55 package, reducing net greenhouse gas emissions by at least 55% by 2030) of the European Commission to ban the sales of new cars and vans that have no zero [CO2](#) tailpipe emission from 2035

(in practice all vehicles with an internal combustion engine), the Council of the European Union – after a long discussion that went into the night of 29 June 2022 – also came to a [compromise](#) that meant the adoption of this among other elements of the Fit for 55 package. One of them is the introduction of a CO2 tax for the heating of houses and other buildings and for fuels for cars. This should also affect private households and persons from 2028.

However, there is a difference. In the European Parliament the lawmakers that could not agree with the new plans were just outnumbered and the proposal about the zero CO2 emission for new cars from 2035 [passed](#) with 339 votes in favour to 249 against and 24 abstentions. However, the Council decisions are by consensus: in the end, all member states must agree with a compromise to get it adopted. This changes everything, because some countries have a large car industry and lots of people working there. The idea of

having a large part of these workers made redundant did not appeal very much to – for example – the German liberal party.

The solution came in the form of an additional sentence to the [Council agreement](#): “Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.” And an additional clause 9a: “Following consultation with stakeholders, the Commission will make a proposal for registering after 2035 vehicles running exclusively on CO2 neutral fuels in conformity with EU law, outside the scope of the fleet standards, and in conformity with the Union’s climate neutrality objective.” Now, whatever is meant by “outside the scope of the fleet standards”, this leaves the door open for cars thermal engines after 2035 and not only for a few years for small series supercars like Ferrari. This is not the end of it. The next step is that delegates of the Commission, the Parliament, and the Council of the EU are going to negotiate in the so-called [trilogue](#). Here they must find a compromise and with that the Parliament and the Council will have a vote again. In short: that can be the end of the story, or a new round of negotiations will start.

Range and costs are the main reason that not many larger electric motorcycles are being sold yet.

Now what does this all mean for motorcycling? Motorcycles are still not mentioned by either the Commission, the Parliament, or the Council and are out of the scope. The reason why we look at what happens with cars and vans is that history has learned that sooner or later the same will happen with motorcycles and then it may not be possible to escape the fate that strikes cars and vans. The day will come that the Commission comes with a proposal for a new type-approval regulation that contains a clause that means that motorcycles must have zero CO2 emission too. Here it becomes interesting. We already see electric motorcycles. They are not sold much yet and the market for electric powered two-wheelers consists mainly of mopeds and small, city-oriented motorcycles. There are large ones too, think of Energica, Zero, Livewire, but these are expensive and still offer an at best moderate range. Range and costs are the main reason that not many larger electric motorcycles are being sold yet. A 150 km range may be enough for the commuter and the average leisure rider, but you do not spend more than € 30,000 on a commuting bike.



As was recently pointed out in an [article](#) on the Bennetts website, with motorcycles, the drivetrain is a larger part of the vehicle, compared with cars, and the higher costs of engine, battery pack and software, that also must be special developed for motorcycles on a smaller scale, have a larger effect on the purchase costs of the motorcycle. This may be one of the reasons that the established motorcycle brands are slower than their colleagues of the car

brands. Another reason could be that with present development of batteries when you want a larger range, they will use a lot of space and add much weight to the motorcycle which has of course consequences for the handling. All good reasons why electric motorcycles are not as obvious, yet as electric cars may be.

Next to the motorcycle themselves (weight, price, range), there are other reasons why maybe we should not be very keen on a quick transition to electric motorcycles.

- There is the issue of the infrastructure. Only a few countries in Europe have a proper charging infrastructure, and that is directed exclusively at cars. Some motorcycles cannot even charge at all charging poles and the parking lots that comes with them are designed for cars. Car owners will not be happy with you when you keep one of 'their' parking spaces occupied while charging. Neither will you, because the charging stations are often located at a far end of the service area with no facilities, social security, or anti-theft provisions. We asked for that in a letter to the rapporteur of the new Alternative Fuel Infrastructure Regulation, [MEP Ismail Ertug](#), but he has ignored our input to his report.
- Then there is the issue of the grid and the production of electricity. In the EU member state that is most advantaged in implementing a charging infrastructure for electric vehicles, the Netherlands, there is a problem with the grid already because of the great number of electric cars and the transition from heating of buildings and houses with natural gas to electricity. Even to the point that at present new companies are denied a connection to the grid. More or less the same do we hear from other countries. For producing electricity coal plants are re-opened or their capacity is enlarged because of the larger demand, the present situation with the shrinking supply of natural gas from Russia, the rising cost of oil and the lagging production of sustainable energy. To be honest: e-fuels are not available yet on a commercial scale, the price will also be high and there is no guarantee that it gets cheaper on the long term.
- There is the element of the production of batteries, solar panels, and turbines. All needed to produce and store electricity. This needs large amounts of rare materials that can only be delved at high social, economic, and environmental costs. This is also often the case with oil, let us not forget that. But still, contrary to what was and still is predicted, the prices of these raw materials and thus of batteries is rising and there is a good chance that they will rise even further with a growing demand. As said before: this has a larger effect on the price of motorcycles than it has on the price of other vehicles.
- Motorcycles, partly due to lower mileage per year, last very long, much longer than cars. In the European parliament, the Havana-effect was already mentioned: people will use their vehicles as long as they can to avoid purchasing a new car or motorcycle that they perhaps cannot afford or that they just do not want to have. This transition period will be very long for motorcycles because of their longer lifespan. If you want to lower the CO₂-emission it is better to have cleaner fuel than to wait until the end of this transition period.

The motorcycle industry should not be forced to completely switch to electric in 2035; there are still too many unsolved problems to put all efforts on one technique.

This being said, the Japanese big four in motorcycles have already [announced](#) that, due to environmental legislation in Japan, many existing models will not be made after this year, even the iconic Honda Gold Wing and the Yamaha FJR1300 will not be sold anymore. They have also announced that they will shift to electric. Honda will completely switch to electric from 2040, Yamaha will make 90% of new vehicles plug-ins by 2050.

Concluding: for many motorcyclists, electric motorcycles can be a good solution, but not for all. In view of the above-mentioned issues, even more than the car industry, the motorcycle industry should not be forced to completely switch to electric in 2035 already, even while some manufacturers seem to have made that choice themselves. There are still too many

unsolved problems to put all efforts on one technique. Given the small number of motorcycles and the potential of building very fuel-economic and clean motorcycles with an internal combustion engine, it is more effective from both economic and environmental perspective to go for a multiple approach: electric (for urban-oriented PTWs), and the combustion engine for larger motorcycles that are meant for the longer distances.

Written by [Dolf Willigers](#)

Top photograph courtesy of Maeving & Triumph. This article is subject to [FEMA's copyright](#)

United Nations will allow automated cars to manoeuvre at higher speeds

FEMA News: July 8, 2022



FEMA: 'Motorcycle safety has to be the highest priority when automated cars change lanes at high speeds'.

The [UNECE's World Forum for Harmonization of Vehicle Regulations](#) has adopted an [amendment](#) to [UN Regulation No. 157](#), which extends the maximum speed

for Automated Driving System (ADS) for passenger cars and light duty vehicles up to 130 km/h on motorways (the current limit is 60 km/h, which was introduced in [January 2021](#)), and allows automated lane changes. It will enter into force in January 2023 in those [contracting parties](#) which decide to apply it.

These systems can be activated only under certain conditions on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions. The driver can override such systems and can be requested by the system to regain control of the vehicle at any moment.

The regulation stipulates clearly that all test that need to be conducted for a system like ALKS (Automated Lane Keeping System) or LCP (Lane Change Procedure), have to be carried out with a passenger car target as well as a powered two-wheeler target. In the amendment all tests that need to be conducted are described in detail, including all the tests – both on test tracks and in real-world conditions – where a 'motorcycle target' is to be used.



FEMA's General Secretary Dolf Willigers (photo by Wim Taal)

FEMA General Secretary Dolf Willigers: "FEMA has been asking for mandatory tests for automated vehicles to include motorcycles and other powered two-wheelers for years and we are pleased to see that the amended regulation now considers riders' safety as important as drivers' safety. We will however keep monitoring this, to make sure that manufacturers of automated cars do not take any 'short cuts' in the testing procedures. FEMA thinks motorcycle safety has to be of the highest priority when automated cars change lanes at high speeds."

In October 2016 FEMA expressed its concern about automated vehicles not being able to detect motorcycles under all circumstances, because at that point advanced driver assistance systems (ADAS) were apparently not tested with motorcyclists in mind. After this, the Netherlands Vehicle Authority RDW investigated the visibility of motorcycles for vehicles with innovative driving systems that control the speed of the vehicle.

RDW's [research](#) showed that cars with an innovative driving system are capable of noticing motorcycles. But when motorcycles are riding at the edge of their lane, the adaptive cruise control does not respond well to them. In many tests, action had to be taken by the driver of the car to prevent a collision. The UN Regulation now sets out clear performance-based requirements that must be complied with by car manufacturers before equipped vehicles can be sold. It includes provisions concerning type approval, technical requirements, audit and reporting, and testing both on test tracks and in real-world conditions.



The adopted amendment mentions the following tests that need to be conducted with a motorcycle target (for the full details of the tests, please [download](#) the document)

- A test to demonstrate that the ALKS does not leave its lane and maintains a stable motion inside its own lane across the speed range and different curvatures within its system boundaries.
- A test to demonstrate that the ALKS avoids a collision with a stationary vehicle, road user or fully or partially blocked lane up to the maximum specified speed of the system.
- A test to demonstrate that the ALKS is able to maintain and restore the required safety distance to a vehicle in front and is able to avoid a collision with a lead vehicle which decelerates up to its maximum deceleration.
- A test to demonstrate that the ALKS is capable of avoiding a collision with a vehicle cutting into the lane of the ALKS vehicle.
- A test to demonstrate that the ALKS does not leave its lane and maintains a stable motion inside its own lane across the speed range and different curvatures within its system boundaries.
- A test to demonstrate that the ALKS avoids a collision with a stationary vehicle, road user or fully or partially blocked lane up to the maximum specified speed of the system.
- A test to demonstrate that the ALKS is able to maintain and restore the required safety distance to a vehicle in front and is able to avoid a collision with a lead vehicle which decelerates up to its maximum deceleration.
- A test to demonstrate that the ALKS is capable of avoiding a collision with a stationary vehicle, road user or blocked lane that becomes visible after a preceding vehicle avoided a collision by an evasive manoeuvre.
- A test to demonstrate that the ALKS is capable of detecting another road user within the forward detection area up to the declared forward detection range and a vehicle

beside within the lateral detection area up to at least the full width of the adjacent lane. If the ALKS is capable of performing lane changes, it shall additionally demonstrate that the ALKS is capable of detecting another vehicle within the front, side and rearward detection range.

- A test to demonstrate that the ALKS vehicle does not cause an unreasonable risk to safety of the vehicle occupants and other road users during a (Lane Change Procedure), that the system is capable of correctly performing lane changes, and is able to assess the criticality of the surrounding situation before starting the manoeuvre.

Written by [Wim Taal](#). Source: [UNECE](#)

Top photograph courtesy of [itu.int](#) This article is subject to [FEMA's copyright](#)

The UK wants to ban the sale of new fossil fuelled motorcycles from 2035

FEMA News: July 18, 2022



'It is important that motorcycles do not remain fossil fuelled as the rest of the transport fleet cleans up', according to Trudy Harrison MP, Minister of State for Transport for the United Kingdom.

The government of the United Kingdom has launched an open consultation, called 'L-category vehicles: ending sales of new non-

zero emission models'. In that [consultation](#) the government announces a sales ban for new non-zero emission motorcycles from 2035.

To be clear: with the consultation the British government is seeking opinions as to when the UK should stop the sale of new non-zero emission L-category vehicles, not if they should stop selling them.

The government clearly states: "While cars and vans vastly outnumber motorcycles on UK roads, motorcycles are an important and sizeable vehicle population, with 1.3 million currently licensed in 2021. We do not want to see them remaining fossil-fuelled as the rest of our vehicles clean up." According to the UK government, non-zero emission vehicles produce harmful exhaust air emissions while driving, including greenhouse gases, such as carbon dioxide, and pollutants such as nitrogen dioxide.

The government has already committed to the below phase out dates:

- 2030 for new cars and vans that run solely on petrol or diesel
- 2035 for new non-zero emission cars and vans
- 2035 for new non-zero emission heavy goods vehicles weighing 26 tonnes and under
- 2040 for all new non-zero emission road vehicles

The government now proposes the following dates to stop the sale of new non-zero emission models:

- 2035 for all L-category vehicles at the latest (two- and three-wheel vehicles and quadricycles)
- 2030 for L1, L2, L3e-A1, L6 and L7 sub-category vehicles (click [here](#) for an explanation of the categories)



Trudy Harrison MP (photo: trudyharrison.co.uk)

Trudy Harrison MP, Minister of State for Transport: “We have already committed to phasing out fossil fuel use across road transport, with sales of new petrol and diesel cars and vans ending as early as 2030; all new cars, vans and trucks of 26 tonnes and under being zero emission by 2035; and 2040 as a backstop for all new road vehicles. It is therefore important that L-category vehicles do not remain fossil fuelled as the rest of the transport fleet cleans up.”

The minister continues: “Zero emission L-category vehicles don’t just offer us a vital reduction in CO₂ emissions; they open up a future where our roads are less congested, and air and noise pollution are reduced across our local communities. I stress that this consultation is not about imposing restrictions; it is about addressing the climate change challenge and creating energy independence, providing certainty to industry and consumers, and ensuring the creation of a zero emission L-category industry fit for the 21st Century and beyond.”

The consultation period began on 14 July 2022 and will run until 21 September 2022.



british motorcyclists federation

Jim Freeman, Chairman of the British Motorcyclists Federation (BMF) said: “The BMF will oppose any proposals to ban the use of motorcycles powered by internal combustion engines while such vehicles are still capable of being run. We also oppose a ban on the sale of new internal combustion engine-powered motorcycles while there is the possibility of providing alternatives to fossil fuel and while the electric vehicle charging infrastructure does not adequately support electric motorcycles.”

Jim goes on: “The BMF supports a technology-neutral approach to powering new motorcycles; we do not accept that electric battery technology is the only approach. The BMF, as a consequence, opposes the proposed ban in ICE bikes, for the foreseeable future, until the above criteria have been met, whatever date has been targeted, 2030, 2035, 2050. The government has agreed to follow a technology neutral approach to new motorcycle powerplants but appear to have unilaterally decided that battery electric is the only option. This is unacceptable.”

The British Motorcyclists Federation (BMF) is a non-profit organisation run by elected volunteers, providing motorcyclists with a voice through specialist lobbyists and a network of volunteers across the UK. The BMF is a member of FEMA.



Motorcycle Action Group

Neil Liversidge, Chairman of the Motorcycle Action Group (MAG), said: "MAG totally opposes the proposed ban on the sale of internal combustion-engine vehicles, whether it be from 2035, the originally mooted 2040, or any other date. MAG likewise opposes any policy that leads to increased fuel costs or the reduced availability of fuels for internal combustion-engine vehicles."

MAG's director of campaigns & political engagement, Colin Brown, said: "We have already made representations to the Department's decarbonisation team over the last year. Officials are constrained by the existing Net Zero policy and its timetables. These are clearly beyond the scope of this consultation. We need to take dialogue to a much more strategic level in order to properly represent the strength of feeling on this issue. We do not expect this to be an easy discussion, but we would be failing the trust of our members by not taking this course of action. MAG plans to respond robustly to the consultation. Additionally, MAG is seeking direct representation with Government Ministers, despite the current leadership race. If necessary, MAG will demand to speak to the new Prime Minister."

The Motorcycle Action Group ([MAG](#)) is a volunteer led riders' rights organisation that has been building in strength and diversity since it began in 1973. MAG campaigns to protect and promote motorcycling and the interests and rights of all riders, from learner to advanced. MAG is a member of FEMA.



NMC Executive Director Craig Carey-Clinch said: "The Government's ambitions in this area are clearly running ahead of what may be reasonable to deliver. Successful transition in any field requires those affected to be content with changes proposed. In the case of zero emission motorcycles, particularly in the premium market segments, current product availability, price point, the current state of electric bike technology and rider acceptability, suggests that much more will need to happen before a reasonable target date for full zero emission new production can be established. It is not yet known whether manufacturing can meet these proposed targets with a range of motorcycle types which will have broad market appeal among riders, given the wide diversity of rider requirements and activities across the sector. One of the knock-on effects of these concerns is scepticism among sections of the motorcycling public about the electrification of motorcycles. This should not be brushed aside by the Government. Rider opinions must not be ignored in the rush to decarbonise."

Craig continues: "The NMC is also disappointed that the Government sees alternative fuels as only a steppingstone to full electrification. This is not the technology neutrality the Government claims to have. The move towards net zero is a matter which is too technologically detailed to restrict it to battery electrification only. Imposing specific technologies means limiting choice and therefore creating a constraint on innovation. Automotive manufacturers (and the aviation industry) are making significant investments in developing synthetic fuels which have the potential to allow ICE technology to continue while being part of the move towards decarbonisation. Other technologies such as hydrogen powered vehicles are also part of the development of new technologies."

The National Motorcyclists Council ([NMC](#)) is a coalition of British motorcycling representative organisations who work together on commonly held positions about issues where

motorcyclists seek to change or influence government policy. The NMC is a partner of FEMA.

Written by [Wim Taal](#). Sources: UK Government,

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WEBSITES YOU MAY WISH TO VISIT.

RAC: Law Commission report reveals terrorists could hijack remote cars and use them as 'weapons'

<https://www.rac.co.uk/drive/news/driving-tech/law-commission-report-reveals-terrorists-could-hijack-remote-cars-and-use-t/>

RSGB: Motorcyclists 'face disproportionate risk of theft'

<https://roadsafetygb.org.uk/news/motorcyclists-face-disproportionate-risk-of-theft/>

RAC: Dangerous drivers who kill could receive life sentences

<https://www.rac.co.uk/drive/news/driving-law/dangerous-drivers-who-kill-could-receive-life-sentences/>

The Highway Code (Updated: 1 July 2022)

<https://www.gov.uk/guidance/the-highway-code>

ICCT: E-fuels: The magic lollipop to keep combustion engines alive (or not)

<https://theicct.org/e-fuels-eu-co2-standards-jun22/>

Wales: A brief journey around unadopted roads in Wales

<https://research.senedd.wales/research-articles/a-brief-journey-around-unadopted-roads-in-wales/>

PACTS: PACTS response – Protecting the public from repeat drug-driving offenders: call for evidence

<https://www.pacts.org.uk/pacts-response-protecting-the-public-from-repeat-drug-driving-offenders-call-for-evidence/>

PACTS: Vehicle Safety – GB falling behind.

<https://www.pacts.org.uk/vehicle-safety-gb-falling-behind/>

RSGB: New Rider Hub launches summer infographics campaign

<https://roadsafetygb.org.uk/news/new-rider-hub-launches-summer-infographics-campaign/>

AQN: Bristol CAZ launch date announced after delay

<https://airqualitynews.com/2022/07/12/bristol-caz-launch-date-announced-after-delay/>

Open consultation: L-category vehicles: ending sales of new non-zero emission models

<https://www.gov.uk/government/consultations/l-category-vehicles-ending-sales-of-new-non-zero-emission-models>

R SGB: Welsh Government gives green light for 20mph legislation

<https://roadsafetygb.org.uk/news/welsh-government-gives-green-light-for-20mph-legislation/>

RAC: Welsh Government set to cut speed limit to 20mph in all built up areas – will the rest of the UK follow suit?

<https://www.rac.co.uk/drive/news/driving-law/welsh-government-set-to-cut-speed-limit-to-20mph-in-all-built-up-areas/>

NMC: Government Proposals to Ban New Petrol Motorcycle Sales to Forced Arbitrary Timetables is a Mistake Says the NMC

<https://www.uknmc.org/news/government-proposals-to-ban-new-petrol-motorcycle-sales-to-forced-arbitrary-timetables-is-a-mistake-says-the-nmc>

AQN: Consultation opens to end sale of fossil fuelled motorbikes by 2035
<https://airqualitynews.com/2022/07/15/consultation-opens-to-end-sale-of-fossil-fuelled-motorbikes-by-2035/>

RSGB: Rental e-scooter trials extended to 2024
<https://roadsafetygb.org.uk/news/rental-e-scooter-trials-extended-to-2024/>

RAC: Government launches new THINK! campaign to improve awareness of new Highway Code rules
<https://www.rac.co.uk/drive/news/driving-law/government-launches-new-think-campaign-to-improve-awareness-of-new-highway/>

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