



A networking tool for Activists and other interested parties

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Editorial

Welcome to the July edition of Network and yes, I'm back at my desk slaving away after almost 2 months (how time flies).

I had a left knee replacement on 18th May and the surgery went fine and to be pain free in that knee is wonderful. Sadly, I had a few health issues afterwards which rendered me completely useless, however, I'm now on the mend so, here we are.

Seems like I've never been away!

One of the first things I read was the statement from Sadiq Khan and his recruitment drive to get all councils to follow him in banning diesel and petrol vehicles. Reading this made me want to sign off and crawl back into a shell.

Whilst I acknowledge there is a huge problem with pollution, how is it that one man can seemingly condemn the fate of the internal combustion engine? Professionalism dictates that I'm not willing to express any more on this in view of the fact that Tom Fawthrop, Rep for London area, is doing a lot of work in his Region and I don't want anything I express from a personal point of view to interfere with his work.

Well, I'm going to sign off. Back to my surgeon on Friday after which, hopefully, I'll be back on the road. Yeah, can't wait.

Ride free, AG

Copy for the August edition to me please at:- aine@mag-uk.org. Subject heading: network.

[Acknowledgments: George Legg. Michal Armstrong. Lembit Opik. Colin Brown. Plus anyone else I've forgotten]

Report from the Campaigns Team – Lembit and Colin.

The Policy Unit has been focussed on some very big projects centred on crime and Clean Air Zones (CAZs). This reflects MAG's determination to prevent the unfair restriction of our rights either through the application of discriminatory emissions charges or through the simple fact that bikers are suffering a lot of motorcycle thefts all over the country.

Clean Air Zone call out: MAG is working very hard to ensure that the current obsession with air quality doesn't destroy the liberties we as riders rightly have to travel on two wheels. London is leading the way with its 'Ultra Low Emissions Zone.' Unfortunately, this is a badly thought out scheme which charges road users in a way which is, frankly, illogical and inconsistent. We're asking you to tell Lembit if there is any talk of a Clean Air Zone in your area. The sooner we know the more we can do to help you deal with any threat to biking. Take this seriously. If you don't you could find yourself charged for using some roads or banned completely.

Yes we Khan: MAG will be meeting the Mayor of London, Sadiq Khan, to discuss his policies towards motorcycling. We owe a big thanks to Greater London Authority Assembly Member, Keith Prince AM, for securing this meeting. The agenda will cover safety, emissions policy and crime.

Night Mayor: MAG London held a hugely productive meeting in the Ace Café with the London Night Czar, Amie Lamé. The meeting covered emissions charges which could wreck the viability of delivering goods at night by motorbike, and crime which presents a real danger to all riders, especially delivery bikers. This is the start of a longer dialogue, and we consider her an ally to riding.

Insurance spectre: there's a problem with the European Union's attitude towards insurance of off-road sports. In short, they've come up with the crazy idea that all moto-sport has to have third party insurance. In fact, the judgement they've made is that all motorised vehicles have to have it. This would wreck motorcycle racing, off-road riding and everything else associated with powered vehicles. We're working with the Motor Cycle Industry Association, and ask you to write to your MP to ensure that they contact Chris Grayling, the Secretary of State for Transport, to guarantee that this barmy scheme will NOT be implemented in the UK.

Birmingham becomes the second front on CAZ war: Last week Birmingham City Council announced its CAZ proposals. They are proposing a class D CAZ which means charging for private vehicles, potentially including motorcycles. The charge level could be set anywhere from £6 to £12.50 per day, and there are already calls to expand the area covered. There is clearly plenty of opposition to this short sighted policy, and we are already on the case lobbying local councillors and the Metro Mayor who has publicly supported the proposals.

War on Crime: Attempts by the government ministers to end the Roundtable process have been knocked aside. Nick Hurd was suggesting that enough boxes had been ticked to allow the process to slide into obscurity. Thankfully there were enough dissenting voices in the room to prevent that. MAG will be taking on a more assertive stance in terms of holding the police, crime commissioners and Home Office to account for the lack of focus on and support for the primary victim and

reluctance to engage in the partnership working which they themselves promote. We will be naming and shaming anyone that we feel is neglecting their responsibility to protect us and our property. We are also exploring some possible solutions to the funding excuses for refusing to supply fit for purpose secure parking facilities.

Receptions: The date for the GLA reception at City Hall in September has now been confirmed and plans for the event are in progress. This event will focus on harmonisation of bus lane access across London and the ever present issue of lack of support for motorcyclists' safety. Hopefully the date for the Parliamentary Reception will be finalised shortly. The Parliamentary Reception will focus on motorcyclists as the victims of crime.

MAG PRESS RELEASES

Criminals are Criminals: not Bikers

The Motorcycle Action Group is launching a campaign to persuade the media to stop referring to those committing crime on motorcycles or scooters as 'bikers'.

How often do we see news reports describing dangerous "biker" gangs doing wheelies down residential roads, terrorising local residents, snatching mobile phones or robbing jewellery stores? The reports come out daily. The reality, as any biker knows, is that the individuals carrying out these acts are normally on stolen machines and often have no licence, no insurance, and no understanding of what a biker really is.

Lazy media coverage and poor editorial rigour is reinforcing all the negative stereotypes with which motorcyclists have always been branded to a point where it seems that the mainstream press see the terms "biker" and "criminal" as interchangeable.

"Legitimate law-abiding bikers are fed up with being associated with criminal behaviour" says Colin Brown, MAG's Director of Campaigns & Political Engagement. "We have to work extremely hard to improve the public and political perception of bikers; the last thing we need is to be branded as, or associated with, the criminal elements of society. Lazy use of language has an enormous and subconscious detrimental impact on public perception. We are often viewed as intimidating faceless people because we have to wear helmets and safety gear, but the vast majority of us are friendly, warm, caring members of society."

MAG has begun its campaign to educate and edify news editors and reporters by

writing a formal letter to the Director General of the BBC, Tony Hall. In the letter signed by National Chairman, Selina Lavender, it was explained that not all bikers are criminals, and therefore the term should not be used to describe criminals. In his response, the DG said: "You make some important points I will let our News and programme teams know of the work that you and the Motorcycle Action Group are doing"

MAG will be formally writing to the editors of any news media, be they local or national, online, newspapers, radio or television stations, pointing out examples of poor use of terminology and requesting that they refrain from referring to these "crims" as bikers. Any publication responding and cleaning up their act will then be recognised, celebrated and may be nominated for MAG's Media Award.

MAG says fond farewell to Val Shawcross

The Motorcycle Action Group (MAG) has expressed its gratitude for the progress made during the tenure of London's Deputy Mayor for Transport, Val Shawcross, who has announced her decision to stand down from the post.

MAG's Director of Communications & Public Affairs, Lembit Öpik, has offered his personal best wishes to Val Shawcross, who has headed up the Transport for London brief on behalf of the Mayor of London for two years.

'Before Val, bikers had a hard time being heard in the Greater London Authority - or in TfL. It's fair to say both relationships took a great leap forward during Val's tenure, with the Easy Rider report clearly being a major progression in commitment to a sensible policy towards powered two wheelers. We've got various issues to resolve with the authorities in London, such as the unfair Ultra Low Emission Zone Charge and the lack of progress on dealing with motorcycle-enabled crime. However, we wouldn't even be at the table if it hadn't been for Val. On behalf of MAG, I'd like to extend a big thanks to her, and hope that we'll get her onto a motorcycle again before long!'

Val's role as Deputy Mayor for Transport is being assumed by former Member of Parliament Heidi Alexander, who is leaving her position as MP for Lewisham East. MAG is approaching Heidi to welcome her to the position and to establish good relations with her from the start. 'We don't want to lose the progress we've established at this crucial time in London policy-making,' adds Lembit. 'There are some tough conversations coming up, and I'm confident we'll be able to address these in the positive spirit of cooperation which began with Val.'

‘Billboards Outside City Hall’ secure a meeting with the Mayor

The Motorcycle Action Group (MAG) is looking forward to a meeting with the Mayor of London, Sadiq Khan, to discuss questions regarding environmental fairness, crime and road safety regarding motorcyclists in the city.

The Motorcycle Action Group (MAG) has thanked Greater London Authority Assembly Member Keith Prince AM for securing a landmark meeting with London Mayor Sadiq Khan, to discuss motorcycle safety, environmental charging and crime issues. Bikers held up signs outside London’s City Hall on Thursday 21st June with words echoing the film ‘Three Billboards outside Ebbing, Missouri.’ The billboards said:

‘70+ DEAD BIKERS’

‘AND STILL NO INVESTMENT?’

‘HOW COME, MAYOR KHAN?’

Tim Fawthrop, the Motorcycle Action Group’s London Representative, says: ‘compared to cyclists, four times more bikers died on London’s highways in 2016 with 9 cycling fatalities versus 36 fatally injured motorcyclists. But, while the authorities invest £154 million per year on cycling, there’s almost nothing being invested to make roads safer for riders. They’ve even narrowed the lanes to prevent or deter ‘filtering’ between lines of stationary traffic by riders - though this is a perfectly legal riding activity, reducing congestion and pollution for everyone by keeping motorbikes out of queues.

‘On top of this, they threaten us with new charges on older bikes which, by TfL’s own figures, produce almost no pollution at all, and are essential transport for the least wealthy who depend on them to get to low-paid jobs, maybe including at City Hall to clean the Mayor’s bins. So we’re truly grateful to Keith Prince for getting a meeting for the riding community with the Mayor - and we thank Sadiq Khan for agreeing.’

Keith Prince highlighted the issues facing riders in his contributions at Mayor’s Question Time. Afterwards he said, ‘I’ve now spoken with the Mayor and his staff and this meeting will go ahead. We just need to approach it with logic and evidence and seek to ensure the Mayor can see the benefits of a positive approach towards riding. I think he’ll do that if we ourselves show a cooperative attitude.’

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

The Motorcycle Action Group (MAG) backs bikes for Clean Air Day

MAG has used Clean Air Day as a good opportunity to underline the fact that a shift from cars to motorbikes will help clean up Britain's air, and is calling on all those who own motorbikes or scooters to ride to work on two wheels to help reduce pollution.



MAG's Director of Communications & Public Affairs, Lembit Öpik, says: 'all the evidence shows the more motorbikes there are, the less pollution there is. Bikes also reduce 'secondary' pollution because there is less congestion for cars to sit in. It's a virtuous circle proved time and again by science.

"Really, two wheels are common sense. Bikes are smaller, lighter and generally more economical than cars. Since clean air is something everyone should support, everyone should also support motorbikes and scooters. So, go on, get your bike out and help reduce emissions. It's the simplest way to make your commute cleaner – as well as a lot more enjoyable than sitting in stationary traffic pumping out exhaust fumes.'

MAG is working actively with other groups to ensure that the full benefit of a shift away from higher-polluting vehicles to more frugal motorbikes is included in the country's transport plans. The organisation welcomes cooperation with those environmental groups who share our ambition to clean up the atmosphere in our towns and cities - rather than just charging those users who can afford it to pollute.

Off-road racing and riding could be banned unless YOU act

MAG has backed the Motor Cycle Industry Association's attack on a European Commission edict that could end motorcycle sport. MAG is urgently appealing to riders across the UK to contact their Member of Parliament and help prevent the effective banning of competitive, off-road riding of all kinds in the United Kingdom.

'The threat comes from a European Union Directive' explains MAG's Director of Communications & Public Affairs, Lembit Öpik. 'It would require all mechanically propelled vehicles to get full third-party motor insurance to cover injury, damage and loss, on public and private roads or land. By changing what's called the 'Motor Insurance Directive' (MID), it could end competitive riding in the UK and EU.'

The extreme threat arises from a single legal case regarding liability (known as the 'Vnuk' Judgment). Its consequences would be disastrous because insurance firms would find it economically impossible to insure competitive off-road riding activities, given the realities of damage to machines, collisions and all the elements which are the essence of competitive racing. This could more or less wipe out these sorts of events. The MCIA estimates that this could terminate

activities involving over 1.7 million spectators and 55,000 riders annually, at over 4000 off-road and track events. This latest move stems from a broken commitment by the EU to resolve this issue. British Government officials have stated they oppose this unjustified measure.

Tony Campbell, CEO of the MCIA said: “In the UK alone, motorcycle sport is estimated to be worth £1 billion, which rises to around £11 billion across all forms of UK motor sports. We strongly support UK Government efforts, but our message is clear – whatever the outcome of these new proposals Government must take action in order to avoid the catastrophic damage that will be inflicted on Motorsport across the board if this ruling turns into law – even if this means defying Brussels.”

Lembit adds: ‘The UK Government has actively supported efforts to remove this threat to off-road riding and racing. Please contact your MP, asking them to write to Chris Grayling, Secretary of State for Transport, to ensure the UK Government will honour its pledge to ignore this draconian and virtually pointless directive from the EU Commission.’

Extremely worrying:-

Sadiq to unite cities with call to ban new petrol and diesel vehicles

Mayor of London and cross-party leaders, together representing around 20m people from across England and Wales, will call on government to end pure diesel and petrol sales

- **Sadiq and UK100 bring together regional leaders and Michael Gove in national summit to tackle poor air quality**
- **Leaders also set to call for a national vehicle renewal scheme, more support to deliver Clean Air Zones and a Clean Air Act to tackle scourge of air pollution**

The Mayor of London, Sadiq Khan, will this week unite city leaders from England and Wales to call on the government to ban the sale of new pure diesel and petrol cars and vans by 2030.

The cross-party leaders, representing around 20m people from towns and cities in England and Wales, will urge the government to bring forward current plans to phase out the vehicles from 2040 to 2030 to tackle the nation’s growing air quality health crisis.

Currently poor air quality is estimated to contribute to more than 40,000 premature deaths across the country each year, with emissions from cars and vans estimated to cost £6bn annually to the NHS and society.

But research has shown that the phasing out of petrol and diesel vehicles would lead to a 30 per cent reduction in pollution in 2030, improving health, and potentially boosting the country's economy by billions by making the UK a global leader in low-emission technology.

The call for action will be discussed on Wednesday at a national air quality summit organised by the Mayor of London, UK100 and IPPR. The summit will see city leaders, Members of Parliament and the Environment Secretary Michael Gove discuss plans to improve the country's air quality.

Together, the city leaders will reiterate their commitment to working together to reduce emissions and tackle pollution for the good of the country. In addition to taking strong action in their own areas, this will include calling for the earlier phasing out of diesel and petrol vehicles, an enhanced Clean Air Fund from government and manufacturers that will support Clean Air Zones, a targeted national vehicle renewal scheme to replace older polluting vehicles, and a Clean Air Act that sets strict air quality limits.

The Mayor of London, Sadiq Khan, said: "Air pollution is not an isolated problem, it's a national health crisis. Our country's filthy air is shortening lives, damaging lungs, and severely impacting on the NHS. That's why we're bringing together city leaders from across England and Wales to put this at the top of the agenda. We have to take bold action, but while we're all doing what we can, we need government support to do even more. Banning the sale of new petrol and diesel vehicles by 2030, providing support to deliver Clean Air Zones in cities and introducing a national vehicle renewal scheme will dramatically improve our air quality and our health. Michael Gove has made a good start as Environment Secretary but we need the government to match our ambition and help us urgently drive forward these improvements. We simply cannot afford to delay."

The leaders – including Mayors and city leaders covering Bradford, Bristol, Cardiff, Greater Manchester, Leeds, Leicester, Liverpool, London, Newcastle, Oxford, Sheffield, Southampton and the West Midlands – will say that they want to play their part in an ambitious national plan for clean air that prioritises action to reduce road transport emissions, provides new powers to tackle other sources of pollution and creates a framework to support partnerships between local, regional and national Government and its agencies, including Highways England and businesses.

This includes:

- **A modern Clean Air Act** that establishes strong air quality limits standards linked to World Health Organisation recommended guidelines, enforced by a new independent statutory body, with new powers and resources to ensure strong national and local action.

- **A targeted national vehicle renewal scheme** to replace older polluting vehicles that supports drivers and businesses to change to low-emission vehicles and other sustainable forms of transport, taking special care that those on low incomes and also small businesses are helped to make the shift.

•**An enhanced Clean Air Fund** open to all towns and cities in England funded by UK Government and motor-vehicle manufacturers. This would provide investment for cleaner buses, taxis and alternatives to car travel walking, cycling and public transport. The cities make this call at the same time as German prosecutors secure a Euro 1 billion fine from Volkswagen.

•**As the Government prepares to publish its Road to Zero transport strategy, a call on ministers to commit to phase out sales of new pure diesel and petrol cars and vans by 2030.** This would encourage car manufacturers and other businesses to innovate, helping ensure the UK is a world leader in low emission technology. To ensure the roll out of the vital electric vehicle infrastructure needed to support this, cities should have the power to install charge points at petrol stations and private car parks that are publicly accessible.

Andy Burnham, Mayor of Greater Manchester, said: “We have all been too complacent about the public health crisis of people breathing in illegal, polluted air. It is damaging health and shortening lives, particularly in our poorest communities. Greater Manchester is ready to break out of that and show the ambition needed to clean up our air. But we can’t do it alone. We need to see the same level of ambition from the Government in the form of substantial, up-front investment. With my fellow Mayors, I am calling on the Government to fund a fair diesel scrappage scheme and end the sale of new pure diesel and petrol cars and vans ten years earlier than planned by 2030. We also need to see major investment in the public transport infrastructure of Northern England if people here are to have an alternative to the car. It is only radical action on this scale that will tackle this problem and save lives.”

Andy Street, Mayor of the West Midlands, said: “City leaders of all political stripes are coming together to discuss air quality because this is a public health crisis that needs urgent action. We need to shift away from diesel as a matter of urgency and I will be an ally for decision-makers especially those in national government who seek to find a way to support ordinary people getting newer cleaner cars to replace their dirty old ones. This is also an industrial opportunity - not least for the West Midlands - where we have built cars trucks and taxis for generations. We need to move to making cleaner vehicles now. It is an essential part of the national industrial strategy.”

Steve Rotheram, Metro Mayor for Liverpool City Region, said: “Air pollution is no respecter of boundaries so it is vital that we have concerted action at a national level to effectively tackle an issue which has such an impact on our people’s health and quality of life. In some parts of our city region, men can expect to die seven years earlier than the national average. At the same time it is vital that government gives us the tools to tackle specific issues in our local areas.”

Polly Billington, Director of UK100, said: “All of our local leaders and Mayors from the smallest towns to the biggest cities have a common determination to tackle dirty air and protect millions of children and adults from the debilitating effects of this public health crisis. Together they have agreed these asks of Ministers because local action on clean air cannot do enough; it must be a shared responsibility with national government. Our 89-strong network of leaders from local councils, regions and

authorities represents areas with industrial, manufacturing and service industries. This common wish to move away from dirty diesel and enable British industry to lead the way in low emission vehicles is vital for businesses, residents, workers and tourists. The need is urgent as too many already suffer from the hugely negative consequences of air pollution.”

Birmingham seeks to introduce ‘congestion charge’

Birmingham City Council has unveiled plans to introduce a Clean Air Zone in the city centre by 2020.

Under the plans, announced on 19 June, car drivers entering the proposed Clean Air Zone (CAZ) will have to pay between £6 and £10 if their vehicle falls below the Euro 4 petrol and Euro 6 diesel standards.

However, the cost could rise to as high as £100 a day for HGVs and some other heavy vehicles.

The proposed CAZ will cover all roads within Birmingham city centre, including the Bullring Shopping Centre and Arena Birmingham music venue. The A4540 middle ring road will be outside the chargeable zone.

According to RAC News, the move comes as Birmingham faces a 2020 deadline to introduce measures to tackle poor air quality in the city – or face a potential fine of £60 million.

The council cabinet will now discuss the planned congestion charge and other proposals at a meeting on 26 June. If agreed, the measures will go out to a public consultation, before the council submits its case to Government in September.

Cllr Waseem Zaffar, cabinet member for transport and environment at Birmingham City Council, said: “Clean air is a basic human right and yet poor air quality is responsible for hundreds of early deaths in Birmingham each year.

“This is completely unacceptable and we cannot allow it to continue, which is why we are now looking to consult on plans for a Clean Air Zone in the city.

“The biggest cause of air pollution is road transport, particularly diesel vehicles, so we need to take action to discourage the most polluting vehicles from entering the worst-hit parts of the city.”

Elsewhere, Birmingham City Council is drawing up plans for a new scheme to improve the safety of cyclists and pedestrians, after successfully bidding for £1.3m of Government funding.

The grant, which will be further boosted by a £200k contribution from the council, will be used to implement new safety measures at the junction of Pershore Road and Priory Road in the Edgbaston area of the city.

BCC:

[https://www.birmingham.gov.uk/news/article/285/clean air zone consultation plans to go before cabinet](https://www.birmingham.gov.uk/news/article/285/clean_air_zone_consultation_plans_to_go_before_cabinet)

RAC: <https://www.rac.co.uk/drive/news/motoring-news/birmingham-clean-air-zone/>

BCC:

[https://www.birmingham.gov.uk/news/article/283/council secures further 13m boost for cycle and pedestrian improvements](https://www.birmingham.gov.uk/news/article/283/council_secures_further_13m_boost_for_cycle_and_pedestrian_improvements)

Hampshire's 20mph limits having 'neutral' impact on road safety

There is no evidence that signed-only 20mph speed limits, which have been trialled across Hampshire since 2012, have improved road safety.

That is the headline conclusion following monitoring of the effects of the 20mph limits on vehicle speeds and casualties at 14 pilot schemes in residential areas.

The report was presented to Hampshire County Council on 5 June by Martin Wiltshire, the county's highway safety manager.

The report says that while four of the pilot schemes have 'demonstrated compliance' with the 20 mph speed limits, 'these have merely served to formalise existing low speed environments with very marginal speed reductions having been achieved'.

Reductions elsewhere are described as 'modest' and in some cases average speeds 'have even increased'.

The only pilot schemes where average speeds are 'below the new speed limit' are in areas where averages were already under 20mph.

In terms of collision and injury data, the impact of the pilot schemes upon road safety is 'projected to be neutral', and the report says there is 'no evidence of enhanced road safety benefits compared with that observed for the entire road network maintained by the county council'.

Hampshire Constabulary are not 'routinely enforcing' the 20 mph speed limits, except in circumstances where there is 'evidence to support that a road or a given location presents a heightened risk', which, the report says, 'would in any case be consistent with the county council's traffic management policy since 2016, which

requires the prioritising of safety and casualty reduction initiatives over all other interventions’.

The report says the pilot schemes received some positive feedback from residents, the majority of whom observed that their own driving behaviour has become ‘more compliant’ as a result of the pilots – and one third had noticed a decrease in speeds in their area.

However, the majority of residents felt that motorists continue to exceed the speed limit and the report concludes that the pilots do not appear to have ‘won round’ residents who were initially opposed to the introduction of the 20mph limits.

Residents who responded to the survey felt that better enforcement and a more targeted approach to applying 20 mph speed limits would improve their effectiveness.

F E M A

The European Union Road Federation (ERF) and the Federation of European Motorcyclists’ Associations (FEMA) have published a joint position paper, called ‘Improving infrastructure safety for powered two-wheelers’.

Only in 2017 power two-wheelers fatalities (motorcycles and mopeds) counted for 17% of the total road victims, while accounting only for 1,8% of the total traffic flow. Both ERF and FEMA strongly believe that road safety for motorcyclists can be improved by looking at the design of road infrastructure.

Basic and low-cost preventive measures such as the installation of motorcycle protection systems on guardrails, maintaining the skid resistance of pavement markings and ensuring that roads surfaces are properly maintained, can make an important contribution to the safety of riders and help achieve better progress towards reaching the EU’s goal of reducing fatalities by 50 percent by 2020 in line with the objective set out in the Road Safety Action Program 2011-2020.

ERF and FEMA encourage the European Commission to include specific measures focussed on infrastructure motorcycle protection for the coming road safety framework 2020-2030. Both organisations are open to cooperate by sharing expertise and technical knowledge with policymakers which can be transformed in positive measures to develop a safer mobility in Europe.

Position Statement:- http://www.fema-online.eu/website/wp-content/uploads/documents_library/ERF_FEMA_position_ptw_infra_2018.pdf

ERF: Established in 1998, the European Union Road Federation (ERF) is non-profit association which defends the role of roads as a sine que non for Europe's socio-economic prosperity. With more than 60 members, it acts as a true platform for dialogue and research on issues related to safe mobility. www.erf.be

FEMA: The Federation of European Motorcyclists' Associations (FEMA) represents European motorcyclists and aims to promote, protect and preserve motorcycling. Its mission is to promote riders' interests and defend riders' rights throughout Europe and globally

FEMA Welcomes Riders From Spain And Italy

At the FEMA meeting in Brussels on 2 June, the FEMA Committee voted in a new member. FEMA is proud to welcome our newest member, Asociación Mutua Motera (AMM) from Spain.

Joining us with observer status, with the intention to become a full member a year from now, is Comitato Coordinamento Motociclisti (CCM) from Italy. CCM represents four Italian riders' organizations (AMI, Biker Alto Adige, CCM & Motor Lab).

FEMA's general secretary Dolf Willigers said: "I am very happy having more riders from southern Europe on board, helping us shaping and securing the future of motorcycling. I look forward to working with them!"

The FEMA Committee:-



Swedish Success: Motorcycles Will Be Allowed In Low Emission Zones

After a strong lobby from Swedish riders' organization SMC, motorcycles and mopeds will be able to ride in all low emission zones.

In March 2018, the Swedish government announced that it is possible for municipalities to introduce three different low emission zones from 1 January 2020. The **Swedish Motorcyclist Association, SMC** was consulted in this issue. Motorcycles and mopeds will be able to ride in all low emission zones. To SMC this is a sign that the government sees motorcycles and mopeds as smart and environmentally friendly vehicles that help to make the air cleaner and urban environment better in the cities. The total emission from mopeds and motorcycles in Sweden is very low.

From 2020 the local authorities in Sweden can choose to introduce three different low emission zones. When SMC was consulted last year, the

Swedish Transport Agency proposed that only emission free powered two-wheelers would be allowed in Zone 3. It was a pleasant surprise that the government decided against the proposal from the Swedish Transport Agency and will now allow motorcycles and mopeds in all zones.

In environment zone 3, now all types of motorcycles and mopeds will be able to run while only light cars, light trucks and light buses powered by electricity or hydrogen can be carried out.

For SMC, the decision is welcome. It shows that the government does not see MC and moped as an environmental problem in Stockholm and other Swedish municipalities. This shows that the government see motorcycles and mopeds as vehicles that contribute to reduced congestion, increased accessibility, and contribute to sustainable cities.

To read the announcement from the Swedish government, click [here](#).

The Swedish government will give municipalities the possibility of introducing three different kinds of low emission zones as of 1 January 2020:

Zone 1

The first type of low emission zone regulates heavy duty vehicles. Municipalities can already implement low emission zones for certain heavy vehicles (lorries and buses). Low emission zones already exist in eight Swedish municipalities.

Zone 2

The second type of low emission zone sets standards for cars.

- Initially, diesel cars that meet the emission standards Euro 5 and Euro 6 may drive here. But on 1 July 2022, the standards will be made stricter, allowing only Euro 6 diesel cars to drive here. The same applies to hybrid electric vehicles and plug-in hybrids with diesel engines.
- Cars with petrol engines will have access if they meet emission standard Euro 5, or better. This also applies to hybrid electric vehicles, plug-in hybrids, natural gas vehicles and E85 vehicles.
- Cars with higher environmental performance, such as electric cars and fuel cell vehicles, may also drive here.

Zone 3

The third type of low emission zone sets the highest standard. This zone only allows purely electric cars, fuel cell cars and gas cars that meet the emission standard Euro 6. High standards are also set for heavy vehicles. This zone only allows electric vehicles, fuel cell vehicles, plug-in hybrids and gas vehicles that meet emission standard Euro 6.

Written by *Maria Nordqvist* (SMC)

Highways England attends event to promote motorcycle safety

Highways England manned a stand for the first time at BMAD festival, one of the largest motorcycle events in the country, to promote safety for motorcyclists.

Published 15 May 2018

As part of the Peninsular Road Safety Partnership, Highways England joined forces with Devon and Cornwall Police, Devon and Somerset Fire Service and Devon County Council to promote road safety awareness at the annual BMAD motorcycling festival in Paignton, which was attended by more than 10,000 people over the first May Bank Holiday weekend.

Following the launch of the Motorcycle Safety Campaign last year, Highways England is currently engaged in the Distressed campaign, which aims to promote behavioural change to help reduced the number of young motorcycle riders killed or seriously injured across the country.

The campaign aims to address the behaviours of young scooter, moped and low-powered motorcycle riders, focusing on three key areas:

- not checking at roundabouts and junctions
- not checking when filtering
- not wearing appropriate personal protective clothing (PPE)

Distressed campaign poster displaying a damaged leather jacket

Beverley Hannah, Highways England's regional safety co-ordinator for the South West, attended the popular fundraising event, displaying items of Distressed clothing as well as one of the 10 Ducati motorcycles provided by Highways England for the BikeSafe project.

She said:

Safety is at the heart of everything we do at Highways England and we are conscious that motorcyclists are one of the most vulnerable groups of road users – in 2016, 40 motorcyclists were killed or seriously injured in the South West alone.

The event provided an ideal platform for Highways England to promote responsible riding and road safety information in conjunction with our partners, and this was well received by the many people who visited the stands.

In terms of the campaign, the Distressed clothing items each have a price tag swapping monetary value for a range of possible injuries a young rider could suffer in a collision.

The mental and physical cost of not wearing the correct motorcycle clothing can be far greater than the financial cost, and it's important that our young riders understand that they need to be prepared and always wear the appropriate clothing when riding.

The campaign forms part of Highways England's Safe Systems strategy focused on safer vehicles, safer roads and safer people in an effort to reduce the number of people killed or seriously injured across the network by 40 per cent by 2020.

More information on motorcycle safety can be found on the Think! Website at:
<http://think.direct.gov.uk/>

Ireland: motorcyclists urged to bike safe this summer

171 motorcyclists have been killed and 629 seriously injured since 2010
Summer is high risk for motorcyclists, especially Saturday and Sunday
Approved PPE, high visibility clothing and 'ease off the throttle'
Drivers need to look and look again for motorcyclists

The Road Safety Authority (RSA) and An Garda Síochána are appealing to motorcycle riders to 'Bike Safe' as the risk to riders' safety is set to increase over the summer months.

An examination of forensic collision investigation files published in 2016 by the RSA found that almost a third of motorcyclists involved in fatal collisions between 2008 and 2012 had consumed alcohol and that bikers speeding was a factor in almost half of all motorcyclist deaths.

While the majority of motorcycle riders are absolutely aware of their vulnerability when biking, some motorcyclists may not be so safety conscious. Younger riders on powerful machines need to appreciate the risk they face and take all necessary precautions to ensure their safety. The RSA study also found that half of the 80 motorcyclists deemed culpable for the collision were aged between 25 and 34 years old.

The message from the RSA and Gardai to these bikers is to never drink drive. You simply cannot control a motorbike if you are impaired from drinking alcohol. They are also being urged to ease off the throttle and keep within the speed limits.

Mr. Shane Ross, Minister for Transport, Tourism and Sport, "Motorcycle riding is fun and challenging yet it requires very high levels of knowledge, skill, and understanding. A good motorcycle rider needs to have a healthy respect for the motorcycle they are riding and always demonstrate a socially responsible attitude. This way they can ensure their safety on the road. It's also important for drivers to be on the lookout for motorcyclists especially in their blind spots when turning, overtaking and at junctions."

Ms Liz O'Donnell, Chairperson, RSA, said "I want to thank the majority of bikers who are behaving responsibly on the road. However, there is a group who are riding motorbikes with no regard for their personal safety or the safety of others, and this is shown clearly following our examination of forensic investigation files of fatal collisions involving motorcyclists. Bikers who think it is ok to drink and or speed on the public road need to realise that you are giving all bikers a bad name. If you are not going to change your reckless behaviour then I would appeal for you to do it for the sake of your family and loved ones."

Garda Commissioner Mr Donál Ó Cualáin said that "Motorcyclists are among our most vulnerable of road users because they have very little protection in the event of a crash. You can help reduce this vulnerability by taking some very simple steps. Wear the appropriate Personal Protective Equipment (PPE) and high visibility clothing to make yourself visible to other road-users plus ride with your dipped headlight on.

Show restraint and reduce your speed, and never ever ride impaired. Over the coming months An Garda Síochána will engage with motorcyclists and use a mixture of educational and enforcement measures to reduce motorcycling casualties"

Assistant Commissioner David Sheehan, Roads Policing, An Garda Síochána added "This is not only a safety message for motorcyclists. Drivers need to look and look again for that motorcycle, especially when overtaking or turning right".

Motorcycle Industry Association (MCIA) announces a new motorcycle & scooter anti-theft security rating programme

MCIA 6 June 2018

Working with the support of the major motorcycle manufacturers, the Motorcycle Industry Association has today announced a 'star rating' programme, designed to recognise and highlight to buyers which anti-theft devices are fitted or supplied as standard on new motorcycles and scooters.

Proposals were presented today at the Home Office. The new initiative has been developed in response to the rise in motorcycle and scooter theft and the significant increase in scooters being used to enable further crime, which has been a particular problem in London.

The new rating scheme will be known as 'MCIA Secured'. For all participating manufacturers, each model within its range will be scored against the programme criteria and awarded a star for each layer of security fitted as standard, to a maximum of 5 Stars, this will include the following device categories:

- Steering lock
- Immobiliser
- Alarm
- Tracking device
- MASTER Security System

This programme incorporates the MASTER Security Scheme launched in 2013. Since the introduction of the MASTER Scheme, large capacity machines fitted with its forensic technology are now six times less likely to be stolen compared to machines that are not included on the MASTER programme.

Locks, Chains, Covers

Locks and other types of physical security will not be included within the programme although participating manufacturers will be required to ensure their franchised retailers offer locks and other types of security devices at the point of sale as an inclusive part of this initiative.

Which manufacturers will be on the programme?

The MCIA, through its board of directors, has worked closely to create the programme and anticipates that all major manufacturers will join the scheme. The MCIA represents those companies that account for over 94% of the new motorcycle and scooter market in the UK.

MCIA CEO Tony Campbell said:

"The market has suffered damage especially in London, many riders have chosen to give up on using a motorcycle or scooter due to repeated theft. MCIA Secured will recognise the efforts manufacturers have made up until now but also encourage the inclusion and further development of new technologies as they come available."

"As an industry, we have been working closely with the Home Office and all other stakeholders in order to reduce crime involving motorcycles & scooters, adding additional security in layers and raising awareness to the riders will help but, we are calling for local government to improve secure parking and more recognition for the users of powered two wheelers within planning and transport policy".

"Even considering the increase in theft and crime, the number of people opting to use a motorcycle and scooter has been rising over the past 20 years, we believe by introducing this new scheme highlighting which anti-theft devices are fitted as standard will help the customer make more informed choices and raise awareness of the importance of protecting their motorcycle or scooter from criminals".

Minister for Crime, Safeguarding and Vulnerability, Victoria Atkins said:

“I welcome the MCIA Secured programme, which demonstrates that our industry partners are playing their part in tackling crimes involving motorcycles, mopeds and scooters.

“The Home Office recognises that this is a complex issue with no one quick fix, which is why last September we brought together government departments, the police, industry and civil partners to work together to develop a plan to prevent these crimes and keep the public safe.

“I would urge everyone buying a motorcycle, moped or scooter to consult MCIA Secured programme when purchasing their vehicles.”

Detail / Notes to Editors

Home office ministers brought government departments, motorcycle and insurance industry leaders, the police, local government agencies, charities and representatives from the motorcycle riding community together last September, to have a full and open discussion about the nature and scale of these crimes, and what more can be done to prevent offending and keep the public safe.

In January Ministers brought partners back together to review the progress being made. Positive developments have been achieved in a number of areas including: addressing gaps in the evidence about the nature and scale of these crimes; improving understanding of offender motivations and identifying opportunities for early interventions to prevent young people being drawn into this type of crime; exploring more secure parking facilities and looking at the security on powered two-wheeled vehicles to prevent their theft and use in further crimes; ensuring that sentences reflect the full impact these crimes have on victims and the wider community.

In May the Home Office announced a consultation on police pursuits. The proposed plans will introduce a new separate legal test for police officers facing charges of careless and dangerous driving.

The test would require:

- an officer to drive to the standard of a careful and competent police driver of a similar level of training and skill
- that the driving tactics employed, including any exemptions from road traffic legislation, such as speed limits, or contact with a suspect vehicle, are authorised appropriately and are both necessary and proportionate

The Government will also make clear in law that a suspect is responsible for their own decision to drive dangerously and that blame should not be attached to the pursuing officer.

The MCIA Secured programme will be rolled out during 2018 and it is not expected to have a detrimental impact on retail prices. MCIA will be however challenging the Insurance Industry to recognise the programme in order to lower insurance premiums for those models which achieve higher ratings on the programme.

MCIA Secured will only recognise security devices which meet either Type Approval regulations or are Thatcham tested, depending on whether they are fitted by dealers or supplied and fitted as standard. Over time, the programme will evolve as new anti-theft technologies are introduced onto products.

The Department for Transport has released its April 2018 edition of the Road Safety Newsletter. The newsletter is written for the benefit of those working in the road safety field or who are interested in the topic.

<http://www.pacts.org.uk/2018/05/department-for-transport-releases-april-road-safety-newsletter-2/>.

This seems a good scheme that could easily be replicated.

<https://www.edinburghnews.scotsman.com/news/garage-offers-safe-lock-up-to-combat-bike-theft-in-edinburgh-1-4732265>

Road Safety Management Capacity Review (PACTS)

<http://www.pacts.org.uk/2018/06/road-safety-management-capacity-review/>

Road transport energy consumption at regional and local authority level

<https://www.gov.uk/government/statistical-data-sets/road-transport-energy-consumption-at-regional-and-local-authority-level>

Police recorded injury road traffic collisions and casualties Northern Ireland monthly report to 30 April 2018

<https://www.gov.uk/government/statistics/police-recorded-injury-road-traffic-collisions-and-casualties-northern-ireland-monthly-report-to-30-april-2018>

Michael Armstrong sent me this which was a response to a question he asked of his MP. As it was a pdf I can't change/format it so this is as I received it:-

MAYOR OF LONDON

31 MAY 2018

Sue Hayman MP
House of Commons
London SW1A 0AA

Our ref: MGLA200318-7098

Date: 24 MAY 2018

Sue,

Thank you for your letter of 15 March on behalf of your constituent Michael Armstrong and for passing on his concerns about the Ultra Low Emission Zone (ULEZ). I am sorry for the delay in replying.

The next step for the ULEZ is for Transport for London (TfL) to prepare a report collating the issues raised in consultation, alongside its responses. This will inform my decision on whether or not to progress with the planned expansion of the ULEZ scheme or to make changes to the plans. TfL's consultation report will be published later this year.

Hard-hitting measures are required to tackle London's lethal air pollution and dramatically reduce harmful emissions from transport. To achieve this, we must reduce emissions from all vehicle types in London. This is why motorcycles are included in the ULEZ. Motorcycles contribute a relatively small proportion of total emissions, but they can be highly polluting on an individual basis. Furthermore, exhaust emissions regulation for motorcycles began later than passenger cars and have since lagged behind the trajectory of emissions controls used for other vehicles. For this reason, ULEZ requires the Euro 3 standard for motorcycles, which is lower than the standards for other vehicle types, namely Euro 4 for petrol cars and vans and Euro 6 for diesel vehicles. Motorcycles first licensed from July 2007 will meet the ULEZ standard.

Taxis are specialist vehicles that are fully accessible and designed specifically for London's streets. Historically taxi drivers have had a limited choice of heavy diesel vehicles to choose from, but I have ensured they will play their role in helping to clean up London's air. My Transport Strategy and Taxi and Private Hire Action Plan set out how we will clean up the taxi fleet and reduce emissions from taxis across the whole of London, including a maximum 15 year vehicle age limit. Importantly, although taxis are not subject to the ULEZ, alternative measures are in place to clean up the fleet. Strict new licensing requirements mean diesel taxis can no longer be licensed as part of the London taxi fleet as new taxis being licensed must be zero emission capable. My Taxi Delicensing Scheme is also removing the oldest, most polluting taxis from London. These measures will lead to a 45 per cent reduction in harmful NOx emissions from the taxi fleet in central London by 2020.

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