



JUNE 2024 NETWORK

A networking tool providing information for Activists and other interested parties

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[Acknowledgments: George Legg. Colin Brown. Michael Armstrong. Jayne Souter. Louise Gibson. Nye Davis. Motorcycle Riders Foundation. MCN. MCIA. FEMA.]

EDITORIAL

First thing I have to do is welcome Jayne Souter who is our new Executive Officer replacing Julie.

Jayne took up her position in the second week of May so be very gentle with her!
Huge Welcome Jayne.

Whilst I'm on the subject of our Office staff I would like to thank Louise for all her help whilst she was filling the gap between Julie leaving and Jayne starting.
Thanks Hun.

So, what to rant about this month? **Important - many of you will own classic machines - so pay attention and submit to the 'Calls for Evidence' articles further on.**

As I start out on compiling this June edition I've not seen anything so far to get my teeth into.

One bit of interesting news I saw is Greek Ferries are refusing to take any more electric vehicles - I guess when your ships go down due to them igniting that's a good decision to come to!

However, I can't find the article now which may well have been a bit of creative journalism. I have, though, found this which may be of help to you if you're travelling to Greece or Island hopping the Greek Islands this summer and lifted straight from the website:-

Electric and rechargeable hybrid vehicles must not exceed a charge level of 40% of their total capacity.

Unaccompanied electric and rechargeable hybrid vehicles are prohibited from boarding ferries.

Alternative Fuel Vehicles (e.g., Liquefied and Compressed Gas Vehicles)

Fuel tanks in alternative fuel vehicles must not be more than 50% full.

I did have to laugh when I saw the date of the Election - 4th July - US Independence Day, Oh please - 'independence' - bring it on!

On trolling through some Q&A's from The House I came across a place called Gallows Corner. Would it be wrong of me to mention in the same sentence as the word Gallows corrupt politicians and peers? It would. OK, I won't then!

Just came across this. Yes, it may be about cars but I think Toyota and I are on the same wavelength in that we must encompass all technology available to us ensuring a future for personal transport for **everyone** and not just the privileged higher earners:

<https://www.msn.com/en-gb/cars/news/toyota-shuns-electric-cars-with-new-generation-of-combustion-engines/ar-BB1nbV67?ocid=msedgdhp&pc=U531&cvid=3b06c228afda4a698f5e39d4fa6cc695&ei=58>

Well, that's it from me. Nothing overly exciting and I predict, with the run up to July 4th - there's going to be an election, had you heard? - there will be less and less about two wheelers.

Catch you next time. Ride free, AG

For the July edition please submit copy by the 25th June to aine@mag-uk.org with the subject heading: Network.

Political Report – Colin Brown

With the announcement of the general election catching some flat-footed, MAG's Move on Motorcycling manifesto was published and perfectly timed for the general election campaign. Polling day is on 4th July, but the key to our efforts is to influence opinions and get motorcycling into the election dialogue over the six-week campaign period. Many others will be vying for attention on a wide range of issues. If motorcycling is to cut through, we need your help.

Move on Motorcycling

To get the issues we want raised on the agenda for candidates, we need all MAG members to familiarise themselves with the manifesto, share it with any other biker they know and of course ensure that every candidate in every constituency has seen it. We have begun the momentum with the launch of the manifesto on 13th May, but we clearly cannot rely on the motorcycling press to spread the word for us. We need members to get involved and use the most effective means of marketing – word of

mouth. Of course, in this day and age that is heavily supported by social media, but social media is not the only route to reach the entire audience.

When sharing the manifesto with candidates the PDF version using the short URL www.bit.ly/moveonmotorcyclingpdf is the easiest way. When talking to friends and other bikers direct them to the campaign page <https://mag-uk.org/move-on-motorcycling/> or just ask them to google Move on Motorcycling.

The key to success is continual repetition of the manifesto title, Move on Motorcycling.

We are running a series of YouTube videos, the first is here: https://youtu.be/d0NOM_hacSE?si=QdrLwQJnBgcEbjb- make sure you watch it and share it with every rider you know. There will be four in the series released over the next couple of weeks. The first is an introduction, the next three will align with the three sections of the manifesto. Watch, comment, and share them all.

The campaign web page will also be updated with all calls to action. There are template letters to send, but we also want you to be as creative as possible in your lobbying work. Any action is better than no action, and we will do all we can to support any activity you can think of. If you have an idea let us know and, if we can, we will support. Contact your local press, offer pillion rides to candidates, attend hustings events, organise a hustings event, look out for candidates knocking on doors and of course record and share all your activity with pictures and videos.

We did a great job with the Fight Motorcycle Theft Pledge work for the PCC elections. The effort for the general election needs to be on another level. We can only make that happen if everyone does their bit. Don't wait for someone else to do it. Set yourself a goal to do at least one thing a week from now till 4th July. Make sure Move on Motorcycling is the message theme for everything you do.

#MoveOnMotorcycling

How will the election impact ongoing campaigns?

At national policy level the six-week purdah period means that everything will be placed on hold, if not allowed to die a quiet death.

All open petitions on the Government system were closed early on 30th May. The pothole petition debate was cancelled.

Ongoing consultations will continue to accept submissions, but no government responses can be published until after the election. Any new government can also choose not to publish a response to any consultation.

Naturally a key consultation that has yet to be finalised is the end of ICE motorcycles. Despite the two-year long process so far, the outgoing government has failed to finish the marathon. In theory the new government could ignore those proposals and totally re-write and consult on a whole new plan. The imminent announcement that has been threatened and caused much debate, cannot now happen until after the new government is installed. This is why the general election deserves a herculean effort to make sure all candidates understand just how many bikers they stand to upset by making the wrong decisions.

Similarly, the motorcycles in bus lanes consultation could potentially slide off the political agenda if we do not make sure that all candidates and parties get behind protecting that policy. The bus lanes consultation is open till 9th June, so if you have not already responded, do continue to put in a response. It is the decision from government that may delay/get forgotten, but the more responses to the consultation, the harder it will be for an incoming administration to brush it aside as superfluous.

The motorcycle licence review may or may not proceed – we have already been informed that the proposed meeting of the DVSA Motorcycle Focus Group will be delayed: “As we now move into pre-election period we will need to defer our meeting at least until the new administration is in place.”

Certainly, for the next few weeks all our focus at national level must be on shaping the general election debate and creating an atmosphere where all politicians know that a Move on Motorcycling is what we want.

But don't put off local government campaigns.

Anything you are working on at local government level will not be affected in the same way. It should be business as usual whether you are working on parking charges, bus lane access, secure parking, local 20mph speed limits or any other subject, do not be fooled into thinking there is no need to keep on the pressure.

MAG PRESS RELEASES

MAG demands that any new government Move on Motorcycling

The Motorcycle Action Group (MAG) demands that any new government must Move on Motorcycling. MAG will place the future of motorcycling firmly into the coming general election campaigning dialogue.

MAG launches its general election manifesto, Move on Motorcycling, today. We see potential for the death of motorcycling if current policy trends are not radically challenged. Riders watch policy makers continually side-line motorcycling, and view proposals to ban sales of non-electric motorcycles as an existential threat.

Move on Motorcycling lays out a route for a new government to allow motorcycling to flourish. The plan calls for an immediate scrapping of any proposals to end sales of internal combustion engine vehicles. Riders and manufacturers all agree that battery electric can only deliver a part of future riders' needs.

Once this immediate threat is removed, any new government should focus on removing barriers to entry. Many potential riders are dissuaded from entering or remaining as members of the motorcycling community. MAG identifies three key policy areas to reverse this issue. The manifesto calls for reform of the licencing regime; creation of a tougher deterrence for motorcycle theft; and adoption of the Welcoming Roads vision for road safety.

Once barriers are removed, the new government can focus on policies to encourage modal shift to powered two-wheelers and amplify the benefits. The manifesto calls for government mandating of motorcycle-specific policies in all local transport plans. Also, MAG wants to see a government that will maximise road access for motorcycles and adopt a fair approach to parking charges. Disproportionate taxation of motorcycling - whether nationally or locally - for congestion and air quality management schemes must be addressed. The manifesto calls for taxation that reflects the benefits the mode provides as part of a multi-modal transport mix.

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

“With this manifesto we plan to put motorcycling into the political debate for election campaigns. Everywhere we look we see policies building issues into riders' lives. Government should seek to protect riders from harms, not be their author. We want this general election to be remembered as the one that finally produced a government with the vision and ability to deliver a better future for motorcyclists.”

The full Move on Motorcycling manifesto can be found at <https://mag-uk.org/move-on-motorcycling/>

Competitive Move on Motorcycling campaign will get creative.

The Motorcycle Action Group (MAG) asks riders to get creative in the general election campaign. As well as providing a Move on Motorcycling template letter to get things moving, MAG is offering prizes for the most impactful and original approach to getting motorcycling issues into the political debate.

MAG is asking riders in the UK to get creative in their approach to placing motorcycling in the general election discourse. The 'Act Now' page recently added to the MAG website offers a template letter for riders to use when asking candidates for their views on motorcycling issues.

<https://mag-uk.org/act-now/>

The template letter is designed in a way that any rider can pick which issues are of most relevance to them as an individual, but still promote the overall Move on Motorcycling manifesto. But MAG are stressing that letter writing is simply the first strand of a highly creative and varied approach to getting the country to Move on Motorcycling.

MAG is challenging riders to get creative, and relying on competitive spirit to create impact. MAG is offering prizes for the individuals and groups who come up with the most original lobbying activity that gets motorcycling and politics coverage in the press and discussed by candidates.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "The issues we want raised in political discourse are very serious, but we are bikers, and we know how to have fun. We urge all riders get creative and inject some fun into the showbiz of the general election campaign. We know most riders feel apathetic towards politics, and who can blame them? But by taking a creative approach we can log a success for motorcycling whilst also having some fun. MAG invented the concept of partying with a purpose, and this is a natural extension of that ethos. Bikers are voters: it's time to bring some biker values to politics."

Slow riding leaflet distribution, CBTs for first time voters, drag races to polling stations – we expect to see the best and most original political stunts coming from the biking community over the next few weeks. Visit the Act Now page for full details of the competition and prizes.

ENDS

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

<https://www.msn.com/en-gb/cars/news/driving-law-changes-could-see-classic-car-owners-protected-for-decades-to-come-under-huge-new-plans/ar-MAG> comments on Telegraph claims on 2040

The Motorcycle Action Group (MAG) issued a clarification on statements made in a Telegraph article. The article titled "Sales of new petrol motorcycles set to be banned from 2040" has generated much interest and has been repeated by other news organisations.

The article was published on the Telegraph website at 5.21pm on 12th May stating that the sale of new petrol motorcycles is set to be banned from 2040, under plans due to be announced by ministers as part of the Government's net zero crackdown. The article states that this planned announcement is expected by "industry sources". The article also states that the Government insists no final decision has been taken on banning sales of petrol motorcycles.

The article has been cited and repeated in several news outlets since and was covered in a recent BBC Radio 4 programme which interviewed Henry Cole on the subject. Many reports state that the Telegraph spoke to MAG, and MAG statements are quoted in the article.

To clarify, MAG has not been approached by the Telegraph. We assume that statements have been lifted from our materials and press releases, but no MAG spokesperson provided information or comment specifically for the article, nor were we asked to.

As the article states, the Government consultation, launched two years ago, proposed the end of sales of non-zero tailpipe emission motorcycles up to 125cc (equivalent) by 2030 and larger motorcycles by 2035. The clear desire was for an earlier date to be achieved for larger motorcycles. At the time the MCIA expressed disappointment that the proposals included not just 50cc mopeds, but all learner legal 125cc bikes in the earlier date. The MCIA prior to the consultation had proposed 2030 for 50cc equivalent and 2040 for all bikes above 50cc.

The article states that high numbers of electric mopeds are being sold, and that they accounted for roughly half of UK moped registrations last year. Sales of 50cc equivalent electric mopeds were at 49.6% in 2023, but this was a decline from 56.3% in 2022. Of more relevance is the fact that sales of electric motorcycles equivalent of up to 125cc petrol (including 50cc) declined from 11.7% in 2022 to 8.2% in 2023. The proportion of electric sales equivalent to 50cc petrol was 'roughly half' but that is not the specific categorisation within the Government proposals for 2030. Of equal note is the fact that the size of the petrol moped market contracted by 30% while the electric moped market size contracted by 40% in 2023 compared to 2022.

Sales of electric motorcycles equivalent to 126cc and above stood at just 0.5% in 2023, a decline from 0.8% in 2022.

For clarity, MAG opposes the entire policy proposal, regardless of date or subcategory.

MAG opposed the MCIA proposals, and the Government proposals, and has repeatedly made this clear in meetings with successive Department for Transport (DfT) Ministers over the last two years. In January we were informed by Anthony Browne MP, the current Minister with responsibility for transport decarbonisation, that the final decision and announcement was "imminent". However, no indication was made as to what the decision would be. Since

January there have been no further announcements, formally or informally.

MAG has received no indication from the Department that the 2040 date proposed by the MCIA is under any more consideration than MAG's calls to scrap the entire proposed phaseout of ICE motorcycles.

MAG has asked for details of the sources of the claim that a 2040 date is likely to be announced. The Telegraph has not responded.

ENDS

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

The general election has been announced. Polling day is the 4th July.

The time for planning is past, the time for action now starts.

Please make sure every candidate in your constituency gets to see the Move on Motorcycling manifesto <https://mag-uk.org/move-on-motorcycling/>.

Find your local candidates by entering your postcode at <https://whocanivotefor.co.uk/> and start lobbying them today. Send them a link for the Move on Motorcycling manifesto document (bit.ly/moveonmotorcyclingpdf) and ask them why should I vote for you?

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Are you general election ready?

With the recent announcement of the general election for Thursday 4th July, we do not have much time to ramp up our campaigning efforts throughout the summer for a general election which was expected to be in the Autumn.

Below are some pointers which will make a difference by using social media and some face-to-face political engagement between now and the general election.

(Below is an extract from "What do they think about us?" article from the Open Road, Page 71 issue 112 May/June).

So, as I said earlier that campaigning was as easy as 1 down and 5 up, here are some pointers to help you.

1. Follow your MP on social media and ask them their party's policy on motorcycling.

2. Do the above with the Parliamentary Candidates for your constituency too.
3. If they come canvassing (door knocking) where you live? Ask them all about motorcycling.
4. If they are canvassing in your town centre? Go over and ask them about motorcycling.
5. And finally, keep on sending MAG template letters to your MP and all parliamentary candidates when appropriate.

All the above will make motorcycling higher up to the political agenda within the political parties.

Another way which is point number 4 (above) but to go a little bit further. Which is why we are relaunching “Why should us bikers vote for you?” competition.

Thursday 4th July is the date of this year’s general election. There are 600 parliamentary seats which are up for grabs and our mission is to make those elected to be pro-motorcycling and when they think of motorcycling, they need to think Motorcycle Action Group.

The media on the general election will only increase and we in MAG now have the opportunity to raise the profile of motorcycling with all of the political parties and to make it an election campaign issue.

The task is to find all these political candidates in the campaign phase and ask them one question “Why should bikers vote for you?”

Once you have got their response, write a post about it on your local MAG Facebook page.

For those who would like to take it a step further, you can record your question and their answer on your mobile phone and post the video on your local MAG Facebook page. Tag Motorcycle Action Group on the post and the MAG political team will select a winner based on the quality of the video and interview technique. Don’t worry if your candidate’s response is bad, or you have a small following on your Facebook page – we are judging the quality of the lobbying not the popularity of the result!

The winning prizes will be MAG rally tickets (more details to follow).

Below is a quick video that I put together with members from West Cumbria MAG.
#bikersarevoters

https://www.youtube.com/watch?v=a59P7_SgFeo

Let’s not be the forgotten mode of transport anymore.

Michael Armstrong
MAG National Political Officer.

I’m really liking Nye Davis from MCN. Accurate reporting. Thanks mate.

MAG leave FEMA over "gutless betrayal" of European motorcyclists amidst decarbonisation row

Published: 08 May 2024 Updated: 08 May 2024

"gutless" sums it up quite nicely.

<https://www.motorcyclenews.com/news/2024/april/mag-leave-fema-over-decarbonisation-disagreement/>

April Motorcycle, Scooter and Other L-Category Vehicles Registration Statistics

MCIA News: 8th May 2024



MCIA has today published the market data for April 2024, for new motorcycle, scooter, and other L-Category vehicles.

The April market closed at a positive 1.1% above 2023, with adventure, road sport, and scooter styles all showing healthy growth +15.8% +11.9% and +6.2% respectively.

Electric powertrains also grew by 23.2% when compared to April 2023.

Year to date registrations are tracking just ahead of last year by 0.1% which has been influenced by a strong scooter market and recovery in the electric powertrain segments.

Tony Campbell, CEO of MCIA, said: "April's registration figures once again demonstrate a robust market for our Industry tracking in-line with 2023 figures. Whilst there continues to be economic and political uncertainty, scooters, motorcycles, and the wider L-Category sector continue to offer consumers an alternative to using a car and not having to rely on public transport where often they face strikes and cancellations.

If we take in to consideration the poor weather impacting the riding season, we are confident the sector can look forward to a good season once Spring and Summer finally arrive".

If the many benefits of riding a PTW appeal, visit www.unlockyourfreedom.co.uk, to find out more about getting onto powered two wheels, including how to access the straightforward Compulsory Basic Training (CBT) course, which is all that is required to ride a PTW of up to 11Kw or 125cc.

More details on the April registration figures can be found [here](#).

Please credit MCIA when quoting this information.

MAG Notice Board

Next
Network deadline
25th June

OPEN ROAD deadline
15th July



Elections are coming
4th July
Use your vote to elect
a motorcycle friendly
MP in your
constituency
Our latest campaign
'Move on Motorcycling'
highlights our
manifesto

Not received
issue 112
Open Road?
Contact the office
01926 844064

Parliament Recess Dates
Whitsun—23rd May to 3rd June
General Election announced for
4th July

Old School Biker Rally
28th-30th June
(Fleetwood Rugby Club, FY7 8AY)
Tickets £17.50 Pre-book Only
Paypal to
blackpool-tres@mag-uk.org

Farmyard
Yorkshire Pudding
Tickets on sale

Stormin' the Castle
On sale

In case you thought it was just this side of the big pond we had a fight on our hands a friend sent me this from the Motorcycle Riders Foundation in the US:-

**From The Desk Of
The MRF(US) Director of Membership**

If you are a current Motorcycle Riders Foundation (US) member, thank you for your support. Because of members like you, we have been very successful in Washington getting legislation passed that benefits all motorcyclists. But our fight on Capitol Hill is just beginning! Our mode of transportation and our lifestyle are under constant attack. Here are some of our current legislative issues.

Right to Repair

Do you enjoy working on your motorcycle? Do you want to guarantee access to the parts, tools and service information required to modify, service and maintain your bike? If you answered yes to these questions, it is time to contact your legislator in the House of Representatives and tell them to cosponsor H.R. 906, the *Right to Equitable and Professional Auto Industry Repair Act* or the **REPAIR Act**.

The **REPAIR Act** will ensure that vehicle owners or repair shops will have access to the information, software or tools needed to work on vehicles. The proposed law also establishes rules regarding vehicle data access. This commonsense law will help preserve consumer choice and a fair marketplace.

Internal Combustion Engines (ICE)

Earlier this year, the Biden Administration presented plans to shift this country to a majority Electric Vehicle (EV) market over the next ten years. In June, Senator Markwayne Mullin of Oklahoma introduced S.2090, the *Preserving Choice in Vehicle Purchases Act*. This bill would amend the Clean Air Act to prevent a ban on the sale of Internal Combustion Engines, effectively trumping any state law that outlaws their sale. S. 2090 is the Senate's version of H.R. 1435, a bill that recently passed out of the House Energy and Commerce Committee.

Fuel choice:

- Advocate for targeted changes to the Renewable Fuel Standard (RFS), including the following actions:
- Support the universal availability of approved fuel blends containing no more than 10 percent ethanol by volume.
- Promote additional research and independent studies concerning the effects of higher blends of renewable fuels on motorcycles.

- Ensure the availability of separate pumps (i.e., no multi-dispensing) to minimize the risk of damage to motorcycle engines where a higher blend of renewable fuel blends is available.

These are just a sample of legislative issues the MRF is currently addressing. The MRF cannot do this alone. We need all motorcyclists to help put pressure on our legislators. Toward this goal, I have a challenge for all current MRF members:

Recruit five new members and receive a free membership for yourself! You will also be entered in a drawing for a \$250 Meeting of the Minds voucher. I know you have riding partners, club members, SMRO members and friends who are not MRF members. Why aren't they? So, let's get out there and find new riders to push our message to new heights!

Thanks again for all you have done to make the MRF the leading advocate for motorcyclists in Washington DC.

In Freedom,

Eric Ross

MRF Director of Membership

UK MOPED AND MOTORCYCLE MANUFACTURERS RALLY FOR EASIER ACCESS TO ENVIRONMENTALLY FRIENDLY TRANSPORTATION.

UK Moped and Motorcycle Manufacturers Rally for Easier Access to Environmentally Friendly Transportation.

- Pressure is mounting on the Government to simplify acquiring moped, motorcycle and other powered light vehicles licences as the Motorcycle Industry Association's (MCIA) A Licence to Net Zero campaign continues to gather momentum.
- MCIA's Board, made up of the UK's largest manufacturers, has written to the Secretary of State for Transport, Mark Harper MP, urging him to initiate a full-scale review of the existing licensing regime to make acquiring a licence less complex, less costly and more accessible to all, enabling a cleaner and greener future.
- Recent Government consultation on making e-bikes more powerful without the need for PPE, insurance, registration or training, threatening to further erode the well established and regulated moped and motorcycle market.
- [A Licence to Net Zero](#) and next steps on a potential licensing review will be discussed during a ministerial roundtable meeting on the 8th May with Guy Opperman MP, Parliamentary Under Secretary of State for Roads and Local Transport.

Tony Campbell, MCIA CEO, said "Our campaign is crucial for fostering a cleaner and greener future. It plays a significant role in realising the Government's future of mobility ambitions and its vision for achieving net zero emissions by 2050, helping to reclaim Britain's place as a world leader in powered light mobility."

A Licence to Net Zero seeks to encourage modal shift from less efficient, single occupancy cars and lightly laden vans, towards lighter, more energy and space efficient PLVs, unlocking the sector's decarbonising potential.

Since its launch in October 2023, A Licence to Net Zero has gained broad, cross-party support in Parliament. Peers discussed the campaign during a House of Lords debate on the sector, and Conservative Party MP Craig Whitaker recently called for a debate on A Licence to Net Zero in Parliament.

The letter comes as the Government opens a consultation on bus, coach, and HGV driver licensing. MCIA advocates extending the reform approach to include mopeds, motorcycles, and the full range of PLVs. Furthermore, the Government has published a consultation on amending e-bike legislation

A Licence to Net Zero will be on the agenda at a Ministerial Roundtable on the 8th May with Guy Opperman MP, Parliamentary Under Secretary of State for Roads and Local Transport.

Tony Campbell emphasised, "Our proposals present an opportunity for the Government to demonstrate its support for L-Category manufacturers and users, while also advancing its own goals for future mobility and accelerating to net zero before the next general election.

I look forward to the ministerial roundtable where I hope the Minister will outline a timeline for tangible steps forward on license reform in line with MCIA's Joint Action Plan with the Government. The Minister must act swiftly to achieve concrete progress on licensing before the next General Election."

ENDS

Notes for Editors:

MCIA represents over 90% of the supply side of the industry; the manufacturers and importers of powered two wheelers (PTWs) and other PLVs (or L-Category vehicles), accessory and component suppliers and companies providing associated services. For more information about MCIA or to interview Tony Campbell, CEO, please call 07976 714094 or email s.waters@mcia.co.uk

[You can read MCIA's A Licence To Net Zero proposals here.](#)

Follow MCIA on X: [@MCIATweets](#)

Follow MCIA on LinkedIn [@MCIA UK](#)

Examples and definitions of the different L-Category Vehicles (L1 to L7) can be found [here](#).

For further information, please contact:
Sean Waters, MCIA Public Affairs Manager, s.waters@mcia.co.uk

TRAVELLING OVERSEAS – KEEPING YOU IN THE PICTURE

(Stuff you may need to know)

Can Electronic Warnings Improve Road Safety For Motorcyclists?

- **FEMA news**

May 23, 2024



C-ITS systems (Cooperative Intelligent Transport Systems) that warn a motorcyclist of an upcoming danger only work if the rider is interpreting the warning correctly and reacts accordingly. So far however, there is little knowledge about how long a rider reaction towards a warning takes. Additionally, the question arises whether reactions from the passenger car domain can be applied to powered two-wheelers.

Two whitepapers describe two dynamic motorcycle riding simulator studies by the Connected Motorcycle Consortium (CMC), which investigated motorcycle riders' reaction times towards different types of warnings. Such knowledge can bridge the gap between results from the accidentology side to the use case and test case specific strategies. The latter focus on the decision on how an application's display/ alert principle should be designed (e.g., advisory notification, crash warning, active intervention).



The DESMORI dynamic motorcycle riding simulator has been used for the participant study. It is equipped with a BMW F 800S as mockup, mounted on a six degrees of freedom hydraulic platform. The mockup enables the rider to interact with fully realistic controls, such as a usual handlebar, brake lever / pedal, clutch, gear selector, etc. that he/she is used to. The manual gear shift uses a sequential six-speed gearbox. (photo courtesy of Würzburg Institute for Traffic Sciences).

What has been investigated?

CMC has published two subsequent whitepapers regarding Rider Reaction Time (RRT) based on a dynamic motorcycle riding simulator study. The RRT I whitepaper dates from 2022, the RRT II whitepaper was written by the end of 2023 as an extension to RRT I, so that it contains all information on both studies. In RRT I, the focus was on the effect of a generic visual warning in the dashboard. In RRT II, other types of warnings were included:

- Visual: mirror-mounted LEDs
- Visual: Head-Up Display
- Auditory: warning tone
- Haptic: vibration pattern of a wrist band

Reactions in an urban and a rural scenario were tested. These did not include imminent crash warnings, but advisory warnings with three seconds between warning onset and the potentially critical situation becoming visible. A baseline measurement was included which investigated rider responses in the same scenarios without any warning. These studies are a first step towards empirical evidence in this domain.

Important outcomes

RRT I:

- In 16.7% of cases, the purely visual dashboard warning was not recognized at all.
- Among the other cases, the average time between onset of the notification and gaze towards the dashboard was already about 1 second.
- The average time between notification onset and ‘throttle off’ was about 2 seconds.
- The average time between notification onset and ‘initiate braking’ was about 2.5 seconds.

- The mentioned reaction times were shorter in the urban scenario compared to the rural one, in which the situation was perceived as less critical.

RRT II:

- All four investigated warning types were superior to the baseline condition.
- Mirror-mounted LEDs and the haptic bracelet had no missed warnings at all.
- PTW-fixed devices such as the mirror-mounted LEDs had the highest acceptance due to reasons of comfort (no additional device to take care of) and safety (no stable connection between PTW and external device necessary).
- The primarily reported response across all types of warnings was an attention allocation to the forward roadway.
- The earlier attention allocation allows for less respectively later decelerations.

Other findings

Another interesting observation could be that, in the more time-critical urban scenario, all riders who had seen the warning, initiated braking before the obstacle became visible. In combination with the favourable evaluation of the test riders after the experiment, this shows a good potential for the safety benefit of C-ITS applications. In comparison to driver reaction times in passenger car studies, more missed warnings were observed for some of the warning types, reaction times seem longer and reaction time distributions seem wider; hence there is a clear need for powered two-wheeler-specific reaction time studies. Furthermore, RRT II showed the potential of different types of warnings in terms of rider reactions as well as subjective measures such as acceptance. These studies' results can contribute to rider safety e.g., by means of an improved understanding of user requirements regarding different types of warnings and regarding the timing of notifications; Additionally, by means of delivering valuable input to rider behaviour models in the context of simulation.

Click [here](#) to download RRT I (pdf, 27 pages)

Click [here](#) to download RRT II (pdf, 42 pages)



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

Written by [Wim Taal](#)

Source: [CMC](#)

Top photograph courtesy of Bosch

Motorcycles that can be used for motorcycle riding tests

Just a reminder :-

A list of subcategory A2 and category A motorcycles that can be used for the module 1 and module 2 motorcycle riding tests.

[Motorcycles that can be used for motorcycle riding tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Call for evidence launched on how to future-proof classic cars and back drivers. *AND, MOTORCYCLES!*

- English
- [Cymraeg](#)

Have your say on potential changes to registering historic, classic, rebuilt, and electrically converted vehicles.

From:

[Department for Transport](#), [Driver and Vehicle Licensing Agency](#) and [The Rt Hon Mark Harper MP](#)

Published

9 May 2024



- classic car industry and driving enthusiasts can help shape future policy on how to protect motoring icons and make them fit for the modern age
- registering a James Bond style Aston Martin DB5 after it's been restored or retrofitting an electric motor to the iconic DMC DeLorean could become easier, supporting jobs in the £18 billion classic car industry

- follows the Plan for Drivers and the biggest ever £8.3 billion investment to resurface local roads across England, as government continues to back drivers

Car enthusiasts and industry can now have their say on how to best preserve iconic classic cars like the DMC DeLorean, MkII Jaguar and James Bond's Aston Martin DB5 for decades to come.

Today (9 May 2024), the government is launching a call for evidence to gather views on how classic and historic cars can be preserved for future generations and boost jobs in the £18 billion classic car sector.

[Registering historic, classic, rebuilt vehicles and vehicles converted to electric: call for evidence.](#)

Since the 1980s, policies on how classic cars are registered after being restored and upgraded have largely remained the same, and do not account for improving historic vehicles with modern technology.

The call for evidence from the Driver and Vehicle Licensing Agency (DVLA) will ask drivers, classic car enthusiasts and the industry to share their proposals to help historic vehicles into the 21st century, while prioritising road safety and retaining accurate vehicle records.

Changes could make it easier to register vehicles to fully recognise their value while protecting prospective buyers, modify classic cars to improve their performance and retrofit them with electric powertrains.

With James Bond's iconic Aston Martin DB5, Inspector Morse's MkII Jaguar and the Belfast-built DMC DeLorean from 'Back to the Future' firmly embedded in popular culture, today's call for evidence is an opportunity for classic car enthusiasts and the motoring industry to have their say on how these and other motoring icons can remain an example of British excellence in the UK and around the world.

Better preserving classic cars can also help drive tourism to iconic classic car shows such as Goodwood Revival. With the classic car industry employing around 113,000 skilled people and worth £18 billion a year, the call for evidence will help support jobs in the heritage car industry and help grow the economy.

Transport Secretary, Mark Harper, said:

The way we restore and protect classic cars has not kept up with the times and evolving technologies, which is why we are calling for industry and enthusiasts to have their say on how to best protect these British classics for decades to come.

Alongside our record £8.3 billion increase to resurface local roads and the 30-point Plan for Drivers, today's call for evidence is the latest part of the government's plan to back drivers, support skilled jobs, and grow the economy.

The call for evidence is the latest measure to back drivers across the country, following [£8.3 billion to resurface roads across England](#), the biggest ever funding boost to local road maintenance as we tackle potholes and improve local roads.

The government is also delivering for motorists through the [Plan for Drivers](#), including ensuring traffic schemes like Low Traffic Neighbourhoods and 20mph speed limits have buy-in from local people, consulting on measures to stop councils treating drivers as ‘cash cows’ and accelerating the rollout of electric vehicle chargepoints for those choosing to switch.

Drivers will also be able to enjoy smoother journeys following the introduction of [new measures to crack down on disruptive street works](#), with utility companies that allow works to overrun facing increased fines, which could generate up to £100 million extra to improve local roads.

Julie Lennard, DVLA Chief Executive Officer, said:

As evolving technologies continue to improve the way classic, historic and rebuilt vehicles can be modified and restored, we want to ensure that we keep the policies and registration processes for these vehicles up to date.

This is one of the many ways we are looking to make things easier and simpler for our customers and we want to encourage enthusiasts and those individuals and organisations with a keen interest and expertise to share their views with us.

News story: Call for evidence launched on how to future-proof classic cars and back drivers

<https://www.gov.uk/government/news/call-for-evidence-launched-on-how-to-future-proof-classic-cars-and-back-drivers>

AND

Open call for evidence

Registering historic, classic, rebuilt vehicles and vehicles converted to electric: call for evidence

From:

[Driver and Vehicle Licensing Agency](#) and [Department for Transport](#)

Published

9 May 2024

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Summary

We’re seeking evidence to help identify areas of potential change to how historic, classic, rebuilt and electrically converted vehicles are registered with DVLA.

This call for evidence closes at

11:59pm on 4 July 2024

Call for evidence description

This call for evidence explains the current policies used for identifying such vehicles and the registration processes for them, which have been in place for many years.

We're seeking expert knowledge about whether these policies need updating, in particular to reflect evolving technologies that support the restoration and rebuilding of vehicles, along with vehicles that are being converted to electric. We also want any suggestions based on knowledge and expertise in this area that may assist in improving the registration process for these vehicles.

This call for evidence will apply in England, Scotland, Wales and Northern Ireland.

Documents

[Registering historic, classic, rebuilt vehicles and vehicles converted to electric](#)

HTML

[Registering historic, classic, rebuilt vehicles and vehicles converted to electric](#)

PDF, 224 KB, 19 pages

This file may not be suitable for users of assistive technology.
Request an accessible format.

[Response form](#)

PDF, 278 KB, 29 pages

[Respond online](#)

Open call for evidence: Registering historic, classic, rebuilt vehicles and vehicles converted to electric: call for evidence

<https://www.gov.uk/government/calls-for-evidence/registering-historic-classic-rebuilt-vehicles-and-vehicles-converted-to-electric-call-for-evidence>.

'Back in the Day' I visited a type approval site in Germany. Draconian – oh, yes. You couldn't itch your nose without needing to get a certificate for it. So, I wonder what delights await us here – definitely something to keep our eyes on:-

A vision for GB type approval

Outlines the government's approach to delivering a GB vehicle type approval scheme after Brexit.

From:

[Department for Transport](#)

Published

16 May 2024

[Get emails about this page](#)

[Documents](#)

[A vision for GB type approval](#)

HTML

[Figure 1: theory of change framework](#)

PDF, 180 KB, 1 page

This file may not be suitable for users of assistive technology.
[Request an accessible format.](#)

Details

Following our departure from the EU, we have the freedom to rethink the type approval scheme to meet the needs of manufacturers and consumers in the UK.

This document sets out a vision for creating a GB type approval scheme to ensure that new vehicles entering the market meet our high standards for safety and environmental protection.

This will be delivered using 3 principles:

- standardising vehicle standards at the international level through the UNECE
- adopting a flexible approach to recognising standards and testing from elsewhere in the world
- exploring the potential for bespoke domestic requirements or processes, where this benefits Great Britain

Published 16 May 2024

FROM THE HOUSE

[Scottish Parliament: First Minister's Question Time: Off-road Vehicles](#)

2 May 2024

Humza Yousaf: I share the member's concerns about the antisocial behaviour that can be associated with those vehicles and about the risk to the safety of the public

and the riders. The legislation that governs the registration of off-road vehicles, including quad bikes, is reserved to the United Kingdom Government, so it is there that we need action. Bob Doris is right to mention the...

Commons debate:-

[Motor Vehicles \(Driving Licences\) \(New Drivers\)](#)

7 May 2024

Kim Leadbeater: ...to move, That leave be given to bring in a Bill to make provision about licences issued to new drivers for the period of six months after the issuing of the licence, for the purpose of increasing safety for road users; and for connected purposes. Since I was elected in 2021 as the Member of Parliament for Batley and Spenningshall, road safety has been one of my top priorities and an issue...

road safety : 1 Northern Ireland Assembly debate

[Road Safety: Headlight Glare](#)

8 May 2024

Road Safety: Headlight Glare

road safety : 4 Written Answers

[Written Answers - Department for Transport: Roads: Safety](#)

8 May 2024

Mark Menzies: To ask the Secretary of State for Transport, what guidance his Department has issued to local highways authorities on the criteria for the implementation of new road safety measures; and what flexibility those authorities have to act in response to multiple fatal incidents.

[Written Answers - Department for Transport: Motorways: Accidents](#)

8 May 2024

Guy Opperman: The latest safety data and assessment can be found in National Highways' Third Year Progress Report, which was published in December 2023: <https://nationalhighways.co.uk/our-work/smart-motorways-evidence-stocktake/>. Overall, the data shows that in terms of serious or fatal casualties, smart motorways are the safest roads on the Strategic Road Network (SRN). National Highways has...

[Written Answers - Department for Transport: Motorways: Safety Measures](#)

8 May 2024

Lord Davies of Gower: Smart motorways operate using a range of safety systems and are designed not to be reliant on one single piece of roadside technology for safe operation. National Highways has worked hard to deliver a significant improvement in the performance of stopped vehicle detection (SVD), with all schemes now meeting performance requirements. In their annual safety report published in December 2023,...

[Written Answers - Department for Transport: Motorcycles: Driving Licences](#)

9 May 2024

Craig Whittaker: To ask the Secretary of State for Transport, what progress his Department has made on assessing the Motorcycle Industry Association's proposal for assessors from approved training bodies to carry out licence upgrades for vehicles up to 22kw.

WEBSITES AND ON-LINE MATERIAL YOU MAY WISH TO VISIT

The opening statement to this little delight - <https://www.gov.uk/government/news/self-driving-vehicles-set-to-be-on-roads-by-2026-as-automated-vehicles-act-becomes-law> News story: Self-driving vehicles set to be on roads by 2026 as Automated Vehicles Act becomes law

is:-

'Road safety is at the heart of the legislation, with automated vehicles expected to improve road safety by reducing human error.'

That's what the Highways Agency said about (notso)smart motorways and look how that turned out!

RSGB: Analysis uncovers 'major disparities' in how road defects are actioned by councils

<https://roadsafetygb.org.uk/news/analysis-uncovers-major-disparities-in-how-road-defects-are-actioned-by-councils/>

PACTS: Hands-off driving assistance systems steam ahead

<https://www.pacts.org.uk/hands-off-driving-assistance-systems-steam-ahead/>

ETSC: US agencies investigate Tesla Autopilot and Ford Blue Cruise deaths

<https://etsc.eu/us-agencies-investigate-tesla-autopilot-and-ford-blue-cruise-deaths/>

Press release: Vote of confidence in UK economy as British AI company Wayve secures over \$1 billion to develop AI for self-driving vehicles

<https://www.gov.uk/government/news/vote-of-confidence-in-uk-economy-as-british-ai-company-wayve-secures-over-1-billion-to-develop-ai-for-self-driving-vehicles>

RAC: New Graduated Driving Licences launched to tackle 'overconfident' young drivers

<https://www.rac.co.uk/drive/news/driving-law/graduated-driving-licences-launched-to-tackle-overconfident-young-drivers/>

BBC West: Potholes cause 'worst' damage to cars on M5 stretch

<https://www.bbc.co.uk/news/uk-england-bristol-68944859>

RSGB: Glasgow expands 20mph network

<https://roadsafetygb.org.uk/news/glasgow-expands-20mph-network/>

RAC: London's M25 to shut again this summer during 'peak holiday season'

<https://www.rac.co.uk/drive/news/motoring-news/londons-m25-to-shut-again-this-summer-during-peak-holiday-season/>

News story: New laws to be introduced to prosecute dangerous cyclists

<https://www.gov.uk/government/news/new-laws-to-be-introduced-to-prosecute-dangerous-cyclists>

NMC: 'Motorcycling Matters'. NMC Launches Manifesto for the General Election

<https://www.uknmc.org/news/motorcycling-matters-nmc-launches-manifesto-for-the-general-election>

RAC: More than a million vehicles set to be banned from driving in Scottish city centres

<https://www.rac.co.uk/drive/news/air-quality/more-than-a-million-vehicles-set-to-be-banned-from-driving-in-scottish-city/>

MAG Central Office:

[MAG, Unit C13, Holly Farm Business, Honiley, Kenilworth, Warwickshire CV8 1NP.](#) **Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org**

Executive Officer	Jayne Souter	exec@mag-uk.org
Membership Administrator	Louise Gibson	membership@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns-coordinator@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Neil Liversidge	chair@mag-uk.org
National Vice-Chairman	Ian Churchlow	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator/Vice President	Anne Gale	aine@mag-uk.org
President/ <i>OPEN ROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
Vice President	Colin Ives	central-office@mag-uk.org
National Research Officer	George Legg	glegg@mag-uk.org

National Political Officer	Michael Armstrong	cumbria-region-rep@mag-uk.org
National Reps Liaison Officer	<i>Position Vacant</i>	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director of TMAGL	Jane Carrott	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-region-rep@mag-uk.org
Eastern	<i>Position Vacant</i>	mailto:eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org
Greater London	Spen McEvoy	greater-london-region-rep@mag-uk.org
Herts & Essex	<i>Position Vacant</i>	herts-essex-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	mailto:lincolnshire-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	<i>Position Vacant</i>	north-wales-region-rep@mag-uk.org
North West	Bill Green	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Steve Mallett	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	Phil McFadden	south-wales-region-rep@mag-uk.org

South West	<i>Position Vacant</i>	south-west-region-rep@mag-uk.org
Thames Valley	Peter Seymour	thames-valley-region-rep@mag-uk.org
Western	Anne Gale	western-region-rep@mag-uk.org
West Midlands	Mike Beake	west-midlands-region-rep@mag-uk.org
Yorkshire	Steve Travis	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Louise Gibson	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Tony Cox	info@mag-foundation.org