



Network

June 2022

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

Editorial	2
Political Report from Colin Brown and Lembit Opik, Campaigns Team	3-5
MAG Press Releases:- MAG meets Sir Kier Starmer. New Lewisham motorcycle parking charges expected to encourage a switch from Cars to motorcycles.	6-7
Bury St Edmunds Suffolk MAG Needs you!	7
MAG Notice Board	8
FEMA: My Motorcycle, My data. Climate Plans provide chances for Motorcycles. No Customs formalities when bringing UK bikes to the European Union. FEMA survey:- 'Motorcycle Parking should be free'. Austrian Bikers protest the 95dB regulations.	9-17
Enjoy the ride – but get home in one piece.	17-18
MAG Bikesure	19
Government to take action against 'rowdy motorists'.	19-20
MAG Travel Insurance	20
MCIA:- April powered two wheeler registration figures	20-21
Higher death rate recorded on SMART motorways compared to hard shoulder roads, new figures show.	21-22
Registrations of motorcycles and mopeds in largest European markets continue to rise in Q1 2022.	23
Celebrating 20 years of keeping riders the shiney side up.	24
Its no secret that the UK roads require a lot of TLC.	25
MAG Shop	26
Websites you may wish to visit.	27
Contacts.	28-29

Acknowledgments: George Legg. Lembit Opik. Colin Brown. Selina Lavendar. FEMA. MCIA. Julie Sperling. And anyone else I've forgotten

EDITORIAL

So, our old friend 'Notso' Smart Motorways is back on the Agenda - big time.

I've printed one report followed by 3 web links giving various bits of information. I'm always a little sceptical of claims by Highways England hence a variety of reports/opinions from different organisations.

I recently drove into a part of Bristol/South Gloucestershire I've not been to for a while and was astonished at the number of e-scooters being used - both legal and illegal. By that I mean those hired out by bona fide companies and those privately owned.

Of course, there were no police around to nab the private ones.

The frightening thing was seeing so many, legal and otherwise, on the pavement - again with no police around to nab them.

The problem appears to be that not many riders know the law surrounding use of these things, thus, what might easily be an asset to easing congestion has become a menace and a dangerous one at that. Bristol is one of the experimental cities for the use of legally hired e-scooters but with a lack of law enforcement on pavement riding and parking these have become a total hazard, especially to those in wheelchairs and those visually impaired.

Is it too much to ask a) that the Government makes up its mind on yes or no for the use of these scooters; b) that the Law is suitable worded and publicised so no one has an excuse for not knowing; and c) that the police do their job.

The Law, as it stands at the moment, is that only legally hired e-scooters are allowed on the road and users must have a driving licence with at least category Q. Privately owned e-scooters are only allowed on private land with the permission of the land owner. However, pointing this out to those riding private scooters is liable to get you a mouth full of abuse!!

Its worth noting there have been many accidents including 9 deaths involving e-scooters and over 500 accidents in London alone and here's an interesting article Lembit found:- <https://www.bbc.co.uk/news/uk-england-london-61591789>.

So, why am I writing on e-scooters in an editorial for a motorcycling publication?

Because it has yet to be established where these accidents are being recorded. If they are being recorded in the same category as Powered Two Wheelers - that's us. And that's worrying! Catch you next time. Ride free, AG.

[Copy for the July edition should reach me by 25th June. Subject heading: Network. To aine@mag-uk.org]

Political Report – Colin Brown and Lembit Opik

What is going on in government? The Department for Transport continues to play a strange game about the future of road transport, while the apparently relentless march towards a ban on petrol engines seems to have foundered against what's being called the cost-of-living crisis. MAG's Political Unit, Lembit Öpik and Colin Brown, report on a month of contradictions.

Road transport – Watts or what?

Lembit Öpik, MAG's Director of Communications and Public Affairs, has consistently promoted a databased approach to the power sources on offer in the road transport mix. These ban nothing and include petrol, diesel, electric, hydrogen and bio-fuels. The logic is that all of them have a place in the free market, and none of them are so terrible that they should be banned.

Unfortunately, it's not all that clear the current UK Government has yet realised the value of such a market-orientated respect for freedom of choice. Instead, there's been a dogmatic obsession with seeking to simply ban certain options, such as the purchase of new internal combustion engine vehicles – even if they run on gas or hydrogen.

However, in an important advance, Lembit has been working with a group called 'Transport Reality' to explore a new way to approach the transport emissions agenda in the context of a larger picture of what's really going on in terms of human emissions and the environment. By putting forward a comprehensive view of the interrelation between human generated carbon dioxide, bikes and cars and climate change, it may be possible to finally commence a more logical discussion with all parties to address the danger of that 2035 ban on all new petrol motorbike sales.

There's a bit more urgency to the debate now, following calls by some lobby groups for the ban of the usage of petrol (and diesel) vehicles by a certain date. This isn't really a surprise. The green movement has consistently sought to limit your ability to use petrol private transport for years. Their duty is to engage with groups like MAG and Transport Reality to look at the facts. Unless they do that, they create the impression that this is dogma rather than science-led policymaking. MAG will go with the science every time.

Certainly, the stated intent to try and force you to shift to electric two wheels or four is fraught with flaws from an environmental perspective. Ironically, if those advocating this path have their way, there's a very high chance the result of their antics is to generate more CO₂ than we started with.

FEMA summit

In June 2022, MAG's Vice Chair, Ian Churchlow, and MAG's Director of Communications and Public Affairs Lembit Öpik are attending an important meeting of the Federation of European Motorcyclists' Associations (FEMA) in Denmark. Amongst other items of importance, Ian has secured the opportunity to share MAG's publicly stated commitment to defend your right to ride what you like, on the basis of sound science and political commitment to freedom. FEMA has not at this time expressly supported the opposition to the riding ban for new petrol machines – even though their own survey confirmed a massive majority of their own members across the whole of Europe support the MAG position.

Ian has prepared a comprehensive presentation to provide his FEMA colleagues with the reasons MAG has taken such a firm position. He expects questions and looks forward to an honest debate. What's for sure is that this is a totemic issue for all of European motorcycling. Since FEMA is the last line of defence against these extreme restrictions, MAG will be asking for them to support our work in the UK. We'll let you know how we get on. If you have views you'd like to pass on for Ian Churchlow to share at the FEMA meeting, please let Lembit know at: Lembit@mag-uk.org

Have you signed the Bus lane access petition yet?

The petition requesting that the Government require local authorities in England to permit motorcycles in bus lanes is gathering pace but we need to hit at least 10,000 signatures for this to be worth everyone's time. At 10,000 signatures the Government are obligated to make a formal comment. This may sound insignificant, but it will lend weight to the work Colin is doing to get DfT officials and ministers to take a serious look at the possibilities. Please sign the petition and get anyone you know to do the same. It is relevant whether you have bus lanes in your area or not and whether you have access to them or not. The campaign is aimed at getting default access to all lanes.

The petition is here: <https://petition.parliament.uk/petitions/614294>

Please also direct all your social media friends to the video on our YouTube Channel here: <https://youtu.be/Bx8XMYHANhM>

More on Bus Lanes

Does your council allow access to bus lanes? If not, please write to your council officials or councillor to make the request. We have created a template letter here: https://wiki.mag-uk.org/images/4/44/Bus_lanes_campaign_template_letter.docx

The goal is to secure a meeting to discuss the idea. If you are not comfortable making the case, do not fear, we will always supply someone to back you up if necessary.

If you do write in and get a response let us know what they say – good or bad so that we can track progress nationally.

Not sure about your local situation? Check out the national stocktake report here: https://wiki.mag-uk.org/images/6/65/Bus_Lane_Stocktake_2022.pdf

Bike Theft – what do you need to know?

Colin is working closely with the Motorcycle Crime Reduction Group and will be project lead for the group covering communications to riders. Part of what he will try to deliver in the role is clear and helpful advice from experts and data. So the question to you is what information would really be useful? Please think long and hard – we are not just looking to preach to the converted or train you to suck eggs. What is the snippet of information you want to receive to help you prevent your bike from being another statistic? Answers on a postcard or email to cbrown@mag-uk.org

Freedom takes centre stage in Central London

MAG and others from the transport sector attended a large gathering in the Emmanuel Centre in Westminster, where a discussion – facilitated by Lois Perry of the CAR26 climate realism group – was held about the current direction of politics as it pertains to our freedoms. In a lively discussion, attended by almost 1,000 people, it became clear that those who are worried that dogma is replacing good politics are not fighting a lonely battle. Many agree, but a large proportion are intimidated out of expressing their views publicly. It was a good, intelligent meeting and MAG has the potential to find new allies in its search for others supporting the defence of riders' and drivers' rights.

Further discussions with the industry

At time of writing, Lembit is scheduled to meet again with campaigning expert Alfie Brierley from the Motor Cycle Industry Association (MCIA) to look at the next steps in the developing relationship between the riders' rights community. The aim is to ensure that we work together when this is in the collective interests of riders and manufacturers – which, in truth, is much of the time.

The working arrangement extends far beyond just the MCIA and MAG. MAG is just one of the participants in the UK Motorcycling (UKM) group. We're also convinced that this is an important development that considerably increases the firepower of the motorcycling sector when it comes to being heard. More updates to follow.

New allies...

Over recent weeks, conversations have taken place with three party leaders to establish the extent to which they might be willing to embrace some of the policy positions of MAG in their own manifesto development. These conversations are at an early stage, and it would be inappropriate to share more at this stage. However, Lembit can report that, amongst other matters covered so far, Low Traffic Neighbourhoods have come under fire, questions about Government energy policy are being asked and the general direction of the transport agenda is being scrutinised.

A senior source from outside MAG has commented: 'millions of drivers are feeling like they're being punished for owning a car. Maybe that's happening with bikers too. So the intention is to get solid commitments in manifestos from these parties to fight back for road users. It's a sign of the times that this would even sound like a radical idea!'

Party policy development is a long and involved process, so don't expect instant results. But, working on the basis that the next General Election is likely to be sometime between Autumn 2023 and Spring 2024, our timetable is already set to get to the policy outcomes MAG seeks. Note that MAG will never take a party policy political position – we focus on the policies themselves, not telling members how to vote. But the more parties offer a biker-friendly agenda, the more choice you've got.

MAG PRESS RELEASES

MAG meets Sir Kier Starmer (29/04/2022)



MAG's Michael Armstrong nabs Kier Starmer for a word about motorcycling.

Never one to miss an opportunity to talk about motorcycling to people of influence, MAG's Michael Armstrong, Regional Rep for Cumbria, took the chance on Thursday to chat to Sir Kier Starmer!

Sir Kier was electioneering in Workington for the upcoming local council elections and Michael decided that this was a chance not to be missed.

"Most political parties don't bother to think about motorcyclists and their needs when campaigning," Michael explained, "but we are a significant proportion of the voting population. I decided that this was an opportunity not to be missed and spoke to Kier Starmer about this omission. Sir Kier kindly responded with an assurance that he would raise the matter with his political team".

Michael regularly engages with his local MPs on motorcycling matters, both face-to-face and in writing.

New Lewisham motorcycle parking charges expected to encourage a switch from cars to motorcycles.

Lewisham Borough Council hopes that reduced parking charges for motorcycles will encourage a switch from cars to motorcycles. Parking charges were originally proposed to be the same for cars and motorcycles. Interventions by London MAG persuaded the Council of the case to incentivise modal shift from cars to motorcycles.

As originally proposed, the charging scheme would have seen motorcyclists paying up to

£3.50 per hour for short-stay parking. Residents with motorcycles would have been shelling out up to £125 for a resident's permit. Additionally, riders using their bikes to earn a living would have faced bills of up to £625 for an all-zone business permit.

Thanks to the work of MAG's London members and Save London Motorcycling the revised charges are reducing to a far more palatable 80p per hour or £2 per day. Resident motorcyclists will be able to get permits for just £20-£42 per year, and business permits for riders are slashed to £50-£125 per year. Electric motorcycles will park for free.

Implementation has been delayed but the new charges are now expected to come into effect from 30th May 2022.

Council documents state:

Although they do emit harmful pollutants, motorcycles do not pollute as heavily as other vehicles, and they are a stepping-stone in the right direction as they are less polluting than cars. The new proposed pricing structure reflects this, and it is hoped that the reduced charges will still incentivise movement away from cars and towards motorcycles. As technology advances, it is hoped that both car/van and motorcycle owners will move towards electric vehicles.

MAG's Greater London spokesman, Spen McEvoy, commented:

"We would have preferred continued free parking for all motorcycles, but we have to be realistic. I thank the Council for listening and accepting the case for motorcycling. Continued growth in motorcycle sales shows that there is a growing appetite for making the switch from sitting in stationary cars to making safe progress on a motorcycle. The more this is encouraged the greater the benefits that all Londoners will reap."

Bury St Edmunds Suffolk MAG Needs You!

There has been a Bury St Edmunds & District branch of the Motorcycle Action Group (aka 'The Moo Crew') for almost 30 years. However, the group finds itself in need of new active members to help them reach their next anniversary.

Due to personal circumstances, those presently involved reluctantly find themselves unable to take on the role of local Rep. This, therefore, is a plea for any interested MAG members to come forward and take the reins while there is still a group in existence.

The group has always been active in the local area, hosting rallies and runs with profits donated to the MAG fighting funds. It would be a great loss to both the local community and to MAG if the group were to close.

If you would like to see this group continue to flourish, please get in touch via the Facebook page, @BSEmadcows or contact Pete Streeton on 07769 634104.



Save the date!

**20th
June
2022**

Next
Network deadline
25th June

ROAD deadline
15th July

MAG Notice Board

MAG OFFICE

The Office will be closed on
Thursday 2nd June and Friday 3rd June
We reopen on Monday 6th June



MAG AGC

Get your nominations and
proposals in by 30th June
Send to nominations@mag-uk.org

Parliament Recess Dates

Whitsun rises 26th May—6th June

FEMA

My motorcycle, my data

FEMA News: April 28, 2022



FEMA says motorcyclists – and car owners – must be able to be in control of the data that is generated by their vehicle.

Tourists' organisations federation FIA Region 1 has used for years the slogan 'My car, my data'. For years now, FIA has fought the rights of car owners to be in control of the repair and maintenance information (RMI) of their vehicles. Now cars are developing in a kind of driving computers that are constantly connected this fight becomes more important. For this reason, several automotive organisations cooperate in the AFCAR conglomeration.

The issue of data ownership is already also at stake with motorcycles. At least one manufacturer (BMW) has admitted to FEMA that data is extracted from the OBD-system (on-board diagnostics) of motorcycles with maintenance and repair in BMW workshops without the explicit consent or knowledge and even at the cost of the vehicle owner to be send to and used by the BMW headquarters. Therefore, it is necessary that L-category vehicles are treated in the same way and that the interests of owners of L-category vehicles are protected in the same way as other vehicle owners must be.

To protect the interests of car owners and of enterprises that deal with maintenance, roadside assistance, aftermarket parts, etcetera, AFCAR has developed the Secure On-board Telematics Platform (Secure OTP) that takes away the control of vehicle data from the manufacturers and gives the owners of vehicles (who are in FEMA's view also the owners of the data that the vehicle generates) more control of what happens with the vehicle data. We have written [about this](#) before.

The European Union is also involved in the battle between car manufacturers and other stakeholders on data ownership and control. Recently, the European Commission launched a [public consultation](#) about Access to vehicle data, functions and resources. Although the this is still about cars, busses, and light and heavy goods vehicles (M- and N-category) and not about motorcycles and other L-category vehicles, we consider this as a very important issue for us too. History has learned that what happens with cars, sooner or later this will also become relevant for motorcycles. Think of all the techniques that are developed for cars (like ABS) that are later also fitted on motorcycles.

'The owner of the motorcycle must be in control of the data and be able to decide who gets access to it.'

Motorcyclists must just as car owners be able to be in control of the data that is or in future will be generated by the motorcycle. History has also taught us, that if we wait until this becomes relevant, we are too late because an existing system for cars and trucks will just be extended to motorcycles.

Therefore FEMA has reacted to the European Commission and asked for protection of the interests of owners of motorcyclists in the same way as it should be with owners of other vehicles, have the ownership and use of the vehicle data protected in the best way, which is by governance of rules of access and the implementation of the Secure OTP for all L-, M- and N-category vehicles and make provisions in the Data Act for subsequent owners of vehicles.

This is the full letter FEMA has sent to the European Commission:

[View of FEMA on the EC initiative Access to vehicle data, functions, and resources.](#)

Data is becoming more important in connection with the manufacturing and use of motorised vehicles, including L-category vehicles. Guaranteeing the security, safety, privacy of the user and ownership of data by the user is crucial. As we have communicated on earlier occasions, we are concerned about the use of the data of vehicles, including motorcycles and other powered two- and three-wheeled vehicles, by motorcycle manufacturers and others and the privacy of their owners. We are also concerned that in the new initiative motorcycles and other L-category vehicles are not Included, due to the connection that is made in the “Call for evidence” with the type-approval regulation (EU) 2018/858. Remote access to vehicle data offers opportunities and possibilities for vehicle manufacturers and vehicle users and -owners, but it also provides security, privacy, and safety risks and it raises questions about the property and right of use of the vehicle data.

Car manufacturers can design the car data architecture to ensure their exclusive access to the data. In fact, they have already done so with the “Extended Vehicle”-model. This gives them a monopoly in the market for car data from their brand. They can use this to increase their leverage on aftersales services markets. The Extended Vehicle model ensures their data access monopoly and enables them to maximize revenue from data and data-driven aftersales services. This comes at the expense of the vehicle owner. The issue of data ownership is already also at stake with motorcycles. At least one manufacturer (BMW) has admitted to us that data is extracted from the OBD-system of motorcycle with maintenance and repair in BMW workshops without the explicit consent or knowledge and even at the cost of the vehicle owner to be sent to and used by the BMW headquarters. Therefore, it is necessary that L-category vehicles are treated in the same way and that the interests of owners of L-category vehicles are protected in the same way as other vehicle owners must be.

In our view, the owner of the vehicle is the owner of the data that is produced by the vehicle and therefore the owner should be put at the centre in the Data Act and not the manufacturer of the vehicle. The owner must be in control of the data flows by convenient, interactive opt-in and opt-out and be able to decide who gets access to it. The way we read the Data Act, the manufacturer is primarily in control of the data and the owner of the vehicle must take action to control what happens to it. For us, this is the wrong way round. Also, we do not agree with the presumption that the basis for the manufacturer to use non-personal data should be a contractual agreement between the manufacturer and the user which may be part of the sale, rent or lease agreement relating to the product. As all vehicle manufacturers will have such stipulations, the user of the vehicle will have no choice than to agree. Furthermore, we miss in the proposed Data Act anything about subsequent owners of vehicles, who may or may not have rights and obligations of which they are not aware. In our view, data holders (be it the manufacturers through the Extended Vehicle system or other holders e.g., in the Secure OTP system), must have a new agreement with subsequent owners of vehicles about the use of the data that is generated by the vehicle.

After the above observations, we must conclude that the so-called “Extended Vehicle”, the vehicle manufacturers’ currently proposed data access model for ‘third parties’, is not in the interest of the owners of the vehicles. It does not secure the control of the data by the vehicle owner, it does not guarantee the privacy of the owner, it takes away the ownership and the right of use of the data from the vehicle owner, and in view of some incidents in the past, it does not protect the security and safety of the vehicle and its owner. We support the Secure On-board Telematics Platform (Secure OTP) that is developed by the AFCAR consortium with the interests of the vehicle owners in mind. With respect to the options that the Commission has formulated in the “Call for evidence”, we think that the third option (not only a minimum list of data, functions, and resources, but also governance rules on access) provides the best guarantees for the protection of the interests of the vehicle owners.

Requests:

We ask the European Commission to:

1. Have the interests of owners of two- and three-wheeled vehicles protected in the same way as should be with owners of M- and N-category vehicles.
2. Have the ownership and use of the vehicle data protected in the best way, which is by governance of rules of access and the implementation of the Secure OTP for all L-, M- and N-category vehicles.
3. Make provisions in the Data Act for subsequent owners of vehicles.

Written by Dolf Willigers. Top photograph courtesy of texa.com.

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Climate plans provide chances for motorcycles

FEMA News: May 4, 2022



FEMA’s Dolf Willigers: ‘Motorcycles are not the problem but part of the solution and go well with the present climate ambitions’.

The fuel- and material-efficiency of motorcycles could provide chances in an environment where decarbonisation and reduction of weight and materials are the new goals.

On the 14th of July 2021, both the UK Government and the European Commission presented their [plans](#) to reduce the CO2 emissions. Part of their plans is a ban on the sale of new vehicles that do not have a zero CO2 tailpipe emission. This sounded bad for a large part of the motorcycle community.

However, resistance was soon voiced by lawmakers, social groups, industrial stakeholders, and others who saw drawbacks in these plans. The criticisms are widespread:

- lack of technological neutrality,
- a focus that is too much on one solution, ignoring other solutions which leads to vulnerability and the possible negative effects on scientific and economic developments,
- the risk of too high costs, especially for vulnerable groups with lower incomes,
- loss of jobs that cannot be replaced by other jobs,
- not enough electricity from renewable sources,
- an outdated and insufficient grid,
- a very long transition period for which there would be no provisions and
- finally, the Havana-effect: existing vehicles will be used longer than they should be from an environmental perspective because the owners do not want or are able to replace them by electric vehicles.

One of the proposed solutions is the use of renewable low-carbon fuels (biofuels, e-Fuels, etcetera). This will not lead to zero CO₂ tailpipe emissions, but it will provide zero CO₂ emissions in the whole well-to-wheel cycles, and it shortens the transition period. This is the solution that we support: battery electric motorcycles and other light (L-category) vehicles for use in the cities on short distances and for the long distances and leisure riding, motorcycles with a combustion engine on renewable low-carbon fuels.

In his report, Dominique Riquet writes: “While the rapporteur supports the electrification of the vehicle fleet and the move towards zero emissions, he fears that premature political decisions may underestimate the economic, industrial, social and ecological costs of this transition. Battery-powered vehicles are not ‘zero emission’ in respect of the environment (given the carbon footprint of their manufacturing, the weight of vehicles, the origin of electricity, the extraction and supply of materials, let alone in a context of increased pressure to extract these resources with projections for battery production increasing twentyfold by 2050). Serious questions also need to be asked about our electricity networks (in terms of decarbonisation, availability, performance and standardisation) and recharging infrastructure (network size correlated with autonomy, high investment requirements while Member States will suffer losses and transfers of tax revenue on fuels). Betting everything on a single

There is another issue that is getting voiced more often. Cars, especially electric and hybrid-electric, are getting much too heavy. Where 20 years ago a middle-class car weighted hardly more than 1200 kg, nowadays new model cars often weight more than 2000 kg.

For example, a Volkswagen Tiguan SUV in 2010 weighed 1412 kg, a Volkswagen ID4 77kWh SUV nowadays weights 2055 kg. All that weight must be set in motion, which is bad for fuel economy. But it also means more wear on suspension, tires and road surfaces, the need to adapt the road infrastructure (barriers) to this higher weight and a higher risk for other, especially vulnerable, road users in case of an accident. Besides, higher weight means that more is used to produce the vehicle which means more use of, often rare and expensive, products and more CO₂ emission during the process of making the vehicle. Higher weights are bad for the environment and for road safety.

Recently, the European Parliament Committee on Industry, Research and Energy ([ITRE](#)) adopted a [report](#) by [MEP Dominique Riquet](#), with which the European Commission was called not only to look at alternatives for battery-electric propulsion, like vehicles that use low-carbon fuels from renewable sources, but also “to develop proposals to incentive weight reduction, including for low- and zero-emission vehicles, in order to encourage the production of more material-efficient vehicles”.

This can only mean one thing: get rid of heavy cars and vans where possible and use L-category vehicles like motorcycles. We support this because this confirms what we have

been saying for years. Motorcycles are smaller, lighter, use less fuel, take less space, use less materials to produce and during their whole life cycle emit much less CO2 and other greenhouse gasses, polluting material, and particulate matter than cars. Again, this shows that motorcycles are not the problem but part of the solution and go well with the present climate ambitions.

Written by [Dolf Wiligers](#). Top photograph courtesy of BP.

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No customs formalities when bringing UK bikes to the European Union

FEMA News: May 19, 2022



British motorcyclists who had their bike transported to the European Union, often ran into trouble and were confronted with high fines in EU countries.

Following action by FEMA, FIVA and NMC, the European Commission has now confirmed to us that taking a motorcycle or a car with you from the United Kingdom to the continent should not be a problem.

It may sound strange for many of us, but a large number of British residents do not ride their bike to the continent, but put them in a van or a trailer, or hire a shipping company to transport the bike to the area where they want to ride with it. Also, owners of historic vehicles are used to transport their vehicle this way to take part to exhibitions, rally's, etcetera.

For years this happened without too much trouble but then came the first of January 2021 (click [here](#) for an article we wrote on the subject in 2021). You may remember the Dutch customs officer, confiscating a ham-cheese sandwich from a lorry driver with the historic words "Sorry Sir, welcome to Brexit". Well, we have not heard yet of motorcycles or historic vehicles being confiscated this way, but in some European countries it came quite close to that. In 2021 innocent owners of motorcycles and historic vehicles were confronted with high penalties and tax bills, to be paid immediately.



Alerted by reports from duped owners and transport companies, some of them even have ceased to exist because vehicle owners do not risk shipping their motorcycles or historic vehicles to the continent for temporary use there anymore, FEMA, the [NMC](#) (National Motorcyclists Council UK) and [FIVA](#), the historic vehicle federation, decided to take joint action.

In December 2021 they wrote a letter to the European Commissioner Breton to request for a solution. The reply from the Commission arrived in May 2022 and is crystal clear: “Means of transports entering the EU temporarily and leaving back to the United Kingdom after a few weeks can be placed under temporary admission and declared to customs by the sole act of crossing the frontier.”

In case of use for exhibitions, other events or just for holidays, no customs formalities are needed at the moment of entry and exit. In other words: no customs declaration needs to be lodged, there are no safety and security and temporary storage requirements. And no value added tax (VAT) must be paid.

You can read or download the whole letter [here](#). The European Commission advises to contact the national customs administrations in case you witness concrete cases of denial of those benefits, granted by EU law, at the borders of the European Union, and you believe such denial is contrary to the provisions mentioned in this article and the letter that was sent to us.

Our advice would be to copy the letter to your smartphone or print it and take it with you when going to the European continent if you take a vehicle with you for temporary use on the continent that you are not actually riding or driving when crossing the border.

Written by [Dolf Willigers](#). Top photograph courtesy of NMC.

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FEMA survey: 'Motorcycle parking should be free'

FEMA News: May 24, 2022



Let us choose where to park safely and don't 'punish' us by making us pay for our smart mobility choice; Europe's motorcyclists are very outspoken when it comes to motorcycle parking.

More and more authorities introduce restrictions on where a motorcycle can be parked. We also see a rise in the number of paid parking spaces dedicated to motorcycles. FEMA wanted to know how European motorcyclists feel about this and conducted an online [survey](#) on motorcycle parking.



The overall conclusion of the survey is that riders from all over Europe want to be able to park their bike anywhere, as long as it does not cause nuisance for pedestrians and other road users. An impressive 88.94% of the respondents say motorcycles should be allowed to be parked anywhere if they do not cause nuisance for pedestrians and other road users. Where in other surveys we sometimes see significant differences of opinion per country, on this issue riders from all

over Europe are largely of the same opinion.

'Using a motorcycle or any other powered two-wheeler to commute seriously reduces traffic jams and improves urban mobility. All we ask for when we arrive is a safe and easy to reach parking spot.'

Where to park

Local authorities may want to put some more effort in their communication with road users, since only 42% of the respondents say it is clear where it is allowed to park a motorcycle in the place they live. If it's that hard to understand the rules in your own town or city, how are visitors to know where to park safely and legally? It gets even worse when we travel abroad: only 15% of the respondents say it is usually easy to find and understand the rules for motorcycle parking when travelling abroad. Again, communication is key.

Ride to work

When it comes to finding the best and safest place to park, it's very clear we want parking spaces for motorcycles to be separated from car parking spaces, according to 67.08% of the respondents. When we ride our bike to school or to work, we find that many school boards and employers are not up to date with modern day traffic; only 38% of the respondents report the availability of dedicated motorcycle parking at their place of work or school. Using a motorcycle or any other powered two-wheeler to commute seriously reduces traffic jams

and improves urban mobility. All we ask for when we arrive is a safe and easy to reach parking spot.

To pay or not to pay



Free parking for motorcyclists is – and should stay – the norm. By using a motorcycle, we help prevent unnecessary traffic jams, we help reduce emissions and once parked we hardly take up any public space, in comparison to cars. That does not mean paid motorcycle parking should not exist. A large group of riders (74% of the respondents) is willing to pay for motorcycle parking, as long as there are some facilities in place. The most requested facilities at paid

parking areas are anti-theft measures and storage space for helmet and motorcycle clothing. Just having to pay for a parking spot, without any facilities in place, is no option; two thirds of the respondents (69,49%) is not willing to pay for motorcycle parking without facilities. So, how much are riders prepared to pay for motorcycle parking with extra facilities? 25% of the respondents doesn't want to pay at all, 44% is prepared to pay a quarter of the price for a car, 22% is prepared to pay half the price for a car. Only 4% is willing to pay the for parking a bike as for parking a car.

Shared mobility



It's an unwritten rule amongst motorcyclists that you park your bike in a spot where it doesn't bother anybody, and it is not in the way of other road users and pedestrians. Of course, there is a 'selfish' element there as well: if your bike is parked away from other traffic and away from pedestrians, the chance of your motorcycle being damaged is very small. We now see that local authorities struggle with often wrongly parked

powered two-wheelers as a result of hundreds (sometimes thousands) of so-called shared mobility vehicles that are introduced to the traffic mix by commercial parties. Shared mobility is the short-term rental use of a vehicle such as scooters, bicycles, mopeds et cetera. In almost every place where these vehicles are available, we see that they cause a nuisance, especially when it comes to parking. It seems that the fact that the vehicle doesn't belong to the rider, means possible damage does not bother the rider. Also, social skills seem to have disappeared and vehicles like these are often simply 'dumped' anywhere at the end of the ride, often just in the middle of the sidewalk. This behaviour hurts motorcyclists as well, because when local authorities start acting against this nuisance, they tend to treat all powered two-wheelers the same, and suddenly bikes that are neatly parked on the sidewalk, are being fined as well.

You can read/download the full results of the survey by clicking [here](#).

Written by [Wim Taal](#). Top photograph courtesy of [MotoADN](#).

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Austrian Bikers Protest The 95dB Regulation



Motorcyclists' organisation Bikers' Voice (a probationary member of FEMA) is organising an information & protest rally for equal treatment, against the 95dB regulation, against motorcycle road bans.

In some Austrian regions motorcycles with a registered standing sound emission of more than 95 dB (A) are banned from using the road. But how realistic is this limit?

“Motorcyclists need a strong united front against unequal treatment. And for having our civil rights respected. We are legal tourists, not criminals” – Regina Stiller, Bikers' Voice.

The rally will take place on Saturday May 21, 2022 from 08.00- 18.00h at the Paddock Salzburgring (A1 exit Thalgau between Hof and Salzburg).

Click [here](#) for all relevant information about the rally.

Source: [Bikers' Voice](#)

Top photograph by [Wim Taal](#)

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“Enjoy the ride – but get home in one piece”



A motorcycle safety campaign is encouraging those exploring Scotland's roads to 'take your time to take it all in' this summer.

[The Live Fast Die Old campaign](#), led by the Scottish Government and Road Safety Scotland, features a 'stunning' new film that highlights the thrill of riding while also

reminding motorcyclists to enjoy the country's roads safely.

Shot on the scenic Isle of Skye, the short film uses slo-mo footage to highlight the importance of considering the entire picture and every potential hazard before making the decision to overtake.

Jenny Gilruth, minister for transport, said: “We’re seeing lots of bikers on the roads with many taking advantage of the longer days and enjoying the incredible scenery Scotland has to offer.

“The Live Fast Die Old campaign celebrates biking, but we know motorcyclists face significant risks on our roads and we want to ensure they practise safe riding habits – especially when overtaking and going round bends which can be particularly risky manoeuvres.

“I’d urge any motorcyclists exploring Scotland’s breathtaking roads this season to take their time, adjust their speed and consider their surroundings before overtaking. Enjoy the ride – but get home in one piece.”



A still from the campaign film

The film is the latest branch of the campaign’s Breathtaking Roads series.

The Scottish Government says previous films in the series were popular with the nation’s biking community and showcased stunning routes in coastal, forest and mountain regions of Scotland, while focusing on key manoeuvres such as overtaking, cornering and riding as a group.

The campaign will run across social media and digital channels, with posters displayed at key locations targeting motorcyclists across Scotland, including dealers, petrol stations, garages and cafes along Scotland’s most popular biker routes.

The dedicated [Live Fast Die Old website](#) and Facebook page offer ‘rich and engaging’ content for motorcyclists, with films and blogs from Scottish bikers sharing their first-hand experience and tips with peers, as well as route inspiration and best practice advice.

The launch of the new film also coincides with Police Scotland’s motorcycle safety

Supt Stewart Mackie, deputy head of road policing, is himself a biker. He said: “We speak to bikers and other road users all year round but as the better weather arrives, there is a real focus on motorbike safety and educating all drivers.

“Motorcyclists are more vulnerable than other road users. My plea to other riders is a straightforward one – get home safe.”



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Government to take action against 'rowdy motorists'



The Government has announced plans to trial 'innovative' noise cameras, as part of efforts to help police forces 'banish loud engines and exhausts'.

[Four areas across England and Wales are being sought to trial the technology](#), which can automatically detect when vehicles are breaking legal noise requirements.

Transport secretary Grant Shapps says he wants to "banish the boy racer and restore peace and quiet to local streets".

Research shows noise pollution can have significant impacts on physical and mental health for local residents.

The technology being used in the trial can provide real-time reports that police can use as evidence. It is hoped this may result in more targeted and efficient enforcement methods to crack down on noisy motorists.

Grant Shapps said: "We want those in Britain's noisiest streets, who are kept up at night by unbearable revving engines and noisy exhausts, to come forward with the help of volunteer areas to test and perfect the latest innovative technology."

“For too long, rowdy drivers have been able to get away with disturbing our communities with illegal noisy vehicles. It’s time we clamp down on this nuisance, banish the boy racer and restore peace and quiet to local streets.”



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MCIA

April Powered Two-Wheeler Registration Figures

MCIA News: 9th May 2022



MCIA have today released the [April registration figures](#) for motorcycles, scooters, and other L-category vehicles. The April market closed at a positive 4.2% up when compared to 2021 and if compared to April 2019 (pre-pandemic) an impressive increase of 15.3%. The 2022 year-to-date market is now trending at 32.4% up on the previous year and 6.9% up compared to 2019.

Electric powered two wheelers are again riding the wave of increased fuel prices, with a 68% increase versus 2021. The electric segment now represents 6.3% of the total market, with lower powered scooters plugging the transport gap for commuters, as employees return to work on a more regular basis and are looking for an economical, reliable, and convenient way to travel.

The increased consideration of powered two wheelers and other L-Category vehicles within Government transport and road planning continues to tempt many drivers away from their

single-occupancy cars, especially where walking, cycling and public transport are not viable alternatives.

Tony Campbell, CEO of MCIA said, “It is a real delight to see such a buoyant market for the sector overall. We are experiencing excellent growth across the board which includes larger capacity motorcycles predominantly used for leisure and sport. The sector is seeing a real growth spurt and long may it continue.

As we approach the summer months, and more riders take to the roads we want to ensure all riders are as safe and as socially responsible as they can be, which is why we have launched the [Elite Rider Hub](#). The Elite Rider initiative is a one-stop shop where riders can compare post-test riding courses to fit their needs, to ensure their skills are the best they can be”.

More details about [April registrations can be found here](#).

Please credit **MCIA** when quoting this information.

Higher death rate recorded on smart motorways compared to hard shoulder roads, new figures show

New Civil Engineer: 05 May, 2021 By [Catherine Kennedy](#)

Live lane fatality rates between moving and stopped vehicles were more than a third higher on all-lane running (ALR) smart motorways compared to conventional motorways in 2018.

Highways England has consistently maintained that smart motorways are “as safe as, or safer than, conventional motorways”.

However according to evidence submitted by the Department for Transport (DfT) to the [Commons transport select committee inquiry into the roads](#), more deaths occurred on ALR motorways compared with conventional motorways during 2018 and 2019.

For 2018, the fatality rate on ALR motorways was recorded at 0.19 per hundred million vehicle miles, compared with 0.14 fatalities per hundred million vehicle miles on conventional motorways.

In 2019 the figures were 0.14 on ALR motorways and 0.13 on conventional motorways.

The figures do, however, show that in 2015, 2016 and 2017 death rates were lower on ALR roads.

Overall, the DfT evidence concedes that “the risk of a live lane collision between a moving vehicle and a stopped vehicle is greater on ALR and DHS motorways” but adds that “the risk of a collision between two or more moving vehicles is lower”.

“This is because ALR and DHS motorways have variable mandatory speed limits to smooth traffic flow, and electronic signs to warn drivers of incidents ahead. This means less speeding, tailgating and fewer rapid changes of speed, which gives drivers more time to react if something happens,” the evidence says.

The figures show that live lane fatality rates have increased on ALR motorways over the last five years, while the rate on conventional motorways has fallen.

						Total
Live Lane Fatality Rates (moving and stopped vehicles)	2015	2016	2017	2018	2019	(2015-19)

Fatality rates (per hundred million vehicle miles) on live lanes of conventional motorways	0.16	0.14	0.17	0.14	0.13	0.15
Fatality rates (per hundred million vehicle miles) on live lanes of controlled motorways	0.08	0.02	0.05	0.11	0.07	0.06
Fatality rates (per hundred million vehicle miles) on live lanes of DHS motorways	0.07	0.06	0.03	0.03	0.18	0.08
Fatality rates (per hundred million vehicle miles) on live lanes of ALR motorways	0.00	0.04	0.10	0.19	0.14	0.12

A DfT spokesperson said: “It is misleading to suggest that smart motorways are statistically less safe than conventional ones.

“Our official data shows that, over a five-year period (2015-2019), fatalities are in fact a third more likely on conventional motorways compared to All Lane Running smart motorways. This conclusion has been made by looking at the average trends over a number of years, which is essential to mitigating volatility in the casualty data.”

The safety of smart motorways – where the hard shoulder has been replaced by a live traffic lane – has been repeatedly called into question.

Transport secretary Grant Shapps has defended the roads but in March he conceded that they should be safer. As such, [he said that the rollout of stopped vehicle detection technology would be “sped up” across all of Highways England’s 800km smart motorway network.](#)

Last month Highways England published its *Smart motorways stocktake first year progress report* [which said that the return of hard shoulders would increase congestion, causing drivers to divert to less safe roads and leading to more accidents.](#)

Highways England published the report to provide an update to last year’s smart motorways action plan.

According to the report, Highways England is now accelerating a number of actions to improve the safety of the roads. These cover providing greater clarity to drivers, safe spaces to stop and being safer in moving traffic.

Significantly, radar-based stopped vehicle detection technology will now be installed on all operational ALR motorways by September 2022, six months earlier than planned.

Highways England has also made a commitment that no ALR motorways will open without radar technology to spot stopped vehicles, enable lanes to be closed where necessary and get help to drivers quickly.

Last month, [the road operator was referred to the Crown Prosecution Service \(CPS\) for manslaughter](#) in connection with the death of a woman on the M1 2018, while [another inquest concluded that the lack of a hard shoulder contributed to the deaths of two men near junction 34 of the M1 in June 2019.](#)

The DfT has also asked the Office of Rail and Road to carry out an independent review of Highways England’s data and a report is expected by the end of June.

There is much to read on this subject:-

RAC: Smart motorways collision figures released – prompting new safety feature rollout <https://www.rac.co.uk/drive/news/infrastructure/smart-motorways-collision-figures-released-prompting-new-safety-feature-rol/>

Press release: National Highways delivers smart motorway safety upgrade <https://www.gov.uk/government/news/national-highways-delivers-smart-motorway-safety-upgrade>

Registrations of motorcycles and mopeds in largest European markets continue to raise in Q1 2022

ACEM News: 16 May 2022

Registrations of new motorcycles in five of the largest European markets (i.e. France, Germany, Italy, Spain and UK) showed an increase of 14.6% (226,793 units) during the first three months of 2022, compared to the same period of 2021.

Most of the largest European motorcycle markets registered increases, including the UK (27,807 motorcycle registered, +56.4% compared to the same quarter of 2021), Germany (54,106 motorcycles registered, +30.4%), Spain (38,922 units, +16.3%) and France (45,702 units, +2.3%). Motorcycle registrations in the Italian market remained stable during Q1 2022, at 60,256 units (-0.4%).

European motorcycle markets remain very strong and have been consistently growing since 2020, when countries exited the initial C-19 pandemic lockdowns across Europe.

The moped segment also performed well during the first quarter of 2022. Moped registrations reached a total of 57,755 units in the six largest European moped markets (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain). This represents an increase of 3.5% in comparison to the first quarter of 2021.

Quote

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said:

“The registration figures for the first quarter of 2022 show that the moped and motorcycle registrations in key European markets remained strong, in spite of the manufacturing and logistical issues created by the C-19 pandemic”.

“Preliminary data for April indicates a slight slowdown for some markets, due to the shortage of semiconductors and shipping delays affecting the availability of some models. Sales in the coming months may also be affected, up or down, by factors such as rising fuel prices and the general economic situation in Europe”.

“The registration figures for the second and third quarters will tell us whether the motorcycle and moped markets performed well in 2022, as most sales take place in spring and early summer”.

Documents available to download

[ACEM – Statistical press release – January – March 2022 \[PDF\]](#)

[ACEM – Statistical press release – January – March 2022 \[XLS\]](#)

[ACEM – Statistical releases – FAQ \[PDF\]](#)

[ACEM – Statistical releases – Glossary \[PDF\]](#)

Celebrating 20 years of keeping riders the ‘Shiny Side Up’

Road Safety GB: 10 May 2022



“For the past 20 years, we have put bikers at the forefront of everything we do.”

That’s the message from the [Shiny Side Up Partnership \(SSUP\)](#) at the start of its 20th anniversary celebrations.

Founded in 2002, the SSUP is a dedicated team which works together to reduce the number of fatal and serious casualties suffered by bikers across

Derbyshire, Leicestershire and Nottinghamshire.

In 2002, Nottinghamshire Police reported 508 motorcycle casualties, of which 176 were killed or seriously injured. These staggering numbers were clearly unacceptable, and the SSUP was born out of an urgent need to reduce collisions involving bikers.

Today, the SSUP’s membership comprises the following partners: Derbyshire County Council, National Highways, Leicester City Council, Leicestershire County Council, Nottingham City Council, Nottinghamshire County Council, Nottinghamshire Police and VIA East Midlands.

Together, these partners tackle existing and emerging trends in motorcycle road traffic collisions.

Over the years, the SSUP has designed, produced and distributed more than a million ‘Think Bike’ stickers and achieved brand recognition with its eye-catching bright yellow posters – displayed at locations where motorcyclists have previously been killed or seriously injured.

In addition to this, it has produced television and radio adverts, attended BSB events at Donnington Park and Cadwell Park and provided free high vis resources to those wishing to wear them (including NHS workers travelling to work on motorcycles during the pandemic).

There has also been support for Blood Bikes, Wheels 2 Work, Biker Down, Bike Safe, ERS and CBT/CBT plus training courses.

But it’s not all about the past. To mark this 20th celebration, [the SSUP has added two new films to its Know the Dangers campaign](#), which highlights the most common causes of collisions involving motorcyclists.

The campaign first launched in March 2021, comprising seven short films – and one longer film – covering issues including overtaking and filtering.

The films were shared on social media and across two runnings of the campaign, received close to 600,000 views.

Heidi Duffy MBE, SSUP facilitator, said: “For 20 years we have put bikers at the forefront of everything we do.

“We have seen changing patterns of crashes from mainly sport bike riders, to commuter riders and now the GIG economy.

“As a result, we have adapted our ‘Think Bike’ message to encourage drivers on four wheels to protect those riding on two – while asking our riders to ‘filter with care’.

“The SSUP would like to thank Via East Midlands for their continued support of the partnership – providing financial, administration and senior management help without which, we would not be able to continue.”

“It’s no secret that the UK’s roads require a lot of TLC”

Road Safety GB; 9 May 2022



A new report by Halfords has uncovered Sunderland City Council to be the biggest spenders on road maintenance over the last 10 years.

[The Council Road Maintenance Spending report](#) is based on the results of Fol requests to 36 metropolitan and London borough councils.

As well as figures on general road maintenance, the data also includes

spending on street lighting, electric vehicle support, drainage, cycle lanes and the green recovery.

It found that Sunderland City Council has invested the most into local roads over the past decade, spending £258.6million.

The council also invested more than any other on road maintenance in an individual year, with £42,913,000 spent in 2016-17.

The Halfords report notes there ‘are no signs of this changing’, as the port city recently allocated £8.74 billion towards [243 highways and maintenance projects across the area](#).

Second and third place went to Barking and Dagenham Council and Enfield Council respectively.

A spokesperson at Halfords said: “It’s no secret that the UK’s roads require a lot of TLC with potholes and road debris costing drivers time and money, and sometimes causing a danger to life.

“Currently it will take around £10billion and more than a decade to clear the current local roads repair backlog as a result of cancelled plans due to the COVID-19 pandemic.

“It’s important that councils invest in road maintenance to ensure roads are safe for all users including motorists, cyclists and pedestrians.

“It’s great to see large financial investments into local roads from councils over the past ten years, however, it’s very concerning that there are still a lot of road repairs required over the course of the next decade.”

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News story: New trial to banish loud engines and exhausts on Britain's noisiest streets
<https://www.gov.uk/government/news/new-trial-to-banish-loud-engines-and-exhausts-on-britains-noisiest-streets>

MCIA: Motorcycle Industry Association (MCIA) urges Government to consider additional opportunities when legalising private e-step scooters
<https://www.mcia.co.uk/posts/motorcycle-industry-association-mcia-urges-government>

RSGB: Initiative to encourage PTW riders into post-test training
<https://roadsafetygb.org.uk/news/initiative-to-encourage-ptw-riders-into-post-test-training/>

RSGB: Plans to legalise private e-scooters set to be announced
<https://roadsafetygb.org.uk/news/plans-to-legalise-private-e-scooters-set-to-be-announced/>

News story: New trial to banish loud engines and exhausts on Britain's noisiest streets
<https://www.gov.uk/government/news/new-trial-to-banish-loud-engines-and-exhausts-on-britains-noisiest-streets>

London: Data from e-scooter collisions not clear
<https://www.london.gov.uk/press-releases/assembly/data-from-e-scooter-collisions-not-clear>

Guidance: E10 petrol explained (Last updated: 9 May 2022)
<https://www.gov.uk/guidance/e10-petrol-explained>

NMC: NMC Calls for Gvmt to Establish a new e-Scooter Task Force to Develop e-Scooter Regulation
<https://www.uknmc.org/news/nmc-calls-for-gvmt-to-establish-a-new-e-scooter-task-force-to-develop-escooter-regulation>

RSGB: Advanced training 'may contribute' to lowering motorcycle fatalities
<https://roadsafetygb.org.uk/news/advanced-training-may-contribute-to-lowering-motorcycle-fatalities/>

RSGB: Government confirms intentions to legalise private e-scooters
<https://roadsafetygb.org.uk/news/government-confirms-intentions-to-legalise-private-e-scooters/>

RAC: Homeowners without a driveway or garage can expect EV charging costs to be almost £1000 a year higher
<https://www.rac.co.uk/drive/news/electric-vehicles-news/homeowners-without-garage-ev-charging-costs-1000-higher-year1/>

ACEM: Registrations of motorcycles and mopeds in largest European markets continue to raise in Q1 2022
<https://www.acem.eu/registrations-of-motorcycles-and-mopeds-in-largest-european-markets-continue-to-raise-in-the-first-3-months-of-2022>

Wales: Petition title: Remove the average speed cameras and 50mph speed limit on the M4 between Newport and Cardiff - Petition Number: P-06-121
<https://business.senedd.wales/documents/s119389/Research%20Brief.pdf>

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