



A networking tool for Activists and other interested parties

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Editorial

I've had lots of interesting copy this month for Network so its difficult to pick out a single subject to enthuse about here but two things jumped out at me.

One, £100 fine and 3 points for not wearing 'shades' when riding in sunlight – well, its about time so far as I'm concerned. To me this has always been common sense. How many times a day do you see drivers driving in the bright sunlight or, even worse into a sunset, without shades, squinting? Madness. Brings a whole new meaning to the 'sorry mate I didn't see you' scenario!!!

Two, Manchester: gas team becomes latest emergency response service to use motorbikes. YES. The article is in this edition courtesy of Pete Seymour who sourced it and really reinforces what we have been trying to convince the 'powers that be' of for a millennium inn their quote of '50% time saving'.

That's it from me this month. Have some great free riding, AG.

[Acknowledgments:- George Legg, Lembit Opik, Colin Brow, Tim Peregrine, Pete Seymour, Julie Sperling and anyone else I've forgotten]

Copy for the September edition to aine@mag-uk.org . Subject heading: Network by the 25th August please.

Lembit Opik and Colin Brown - Political Unit Report

As Britain gets used to new Prime Minister Johnson, the challenges of transport policy remain very much the same as they were under Theresa May. MAG's Political Unit is busy reaching out to the Ministerial Transport team to find out what bikers can expect from Boris and whether this is a reason to be cheerful. Here's the latest report from Lembit Opik and Colin Brown.

Prime Minister Boris

As expected, Boris Johnson became the Conservative members' choice as the new Leader of their party, and therefore the new Prime Minister. This ushers in a totally different style of leadership, and one that has a lot of people guessing about the future. Colin and Lembit are reaching out to the Department for Transport to establish what's next on the agenda from Government. While Brexit continues to dominate everything (see below), there has to be a time when 'normal' politics starts again. We'll let you know what we find out and we're confident that MAG will be given a favourable reception under the new administration.

Brexit

Since the Prime Ministerial contest was prompted by the abject failure of the now departed Mrs May to deliver any kind of deal in March, it falls on Boris to finish what she started. The target date is Halloween, 31st October 2019. This has implications for biking because, according to the Prime Minister, the UK can then be free to diverge from unhelpful or damaging edicts from Brussels. MAG wants to ensure our wish list of liberties is taken into account. This covers safety related restriction we disagree with, plus some hideous insurance threats that could cause problems off road. Brexit affects biking and wherever you stood in the original debate the Prime Minister has pinned his colours on the 'Leave' mast. We need to make a mature intervention to keep our concerns in the frame. We'll mainly do that through the Transport and Brexit Ministers. We've got friends there and that's going to be very important in the weeks to come. If you have particular questions related to European policy you want us to raise, just call HQ and ask for the Political Unit.

Climate claptrap and Clean Air Zones polluting the political atmosphere

In another example of the self-appointed expertise misguiding the nation about clean air zones, London's Mayor, Sadiq Khan has claimed 100,000 British folk die from bad air every year. This preposterous assertion is typical of the continuous inflation of the figures in an effort to frighten us into a panic about our environmental crisis.

At the same time, a Scottish politician has claimed that human intervention has the same effect on the environment as 500,000 Hiroshima sized atomic bombs – every DAY! That's the same as America and Russia detonating the entire contents of the collective nuclear arsenals, every day of every week of every year. MAG suggests that this is probably not an accurate claim.

The same people who predict a climate change catastrophe also seem to be campaigning for cleaner air locally. Unfortunately, they often don't realize that clean air zones can increase overall emissions from a city. The Political Unit is challenging this climate chaos logically and scientifically. Nobody is campaigning for dirty air – just a proportionate approach – and that's sadly missing at present.

Please tell the Mayor what you think of ULEZ at:

<https://www.london.gov.uk/about-us/contacting-city-hall-and-mayor-0/queries-about-mayor>

IS your machine affected? Check it out at:

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-where-and-when#on-this-page-1>

[It's a long battle but someone has to stand up for common sense and proper science.](#)

CAZ's beyond London

We did get a meeting with Coventry City Council in the end and they are confident that they will overturn the decision to mandate a Class D CAZ. There is some funny business going on behind the scenes here that may be worthy of note, but we will keep our powder dry until we see the formal final decision from DEFRA which should be imminent. Meanwhile Manchester have been told to accelerate plans to step up from a class B to a class C – still not directly threatening us but a worrying movement all the same.

Safety first, last and in between

LembitÕpik, MAG's Director of Communications and Public Affairs, attends the Parliamentary Advisory Committee on Transport Safety (PACTS). At the most recent events, attention has turned again to the 'Vision Zero' campaign, which seeks to eliminate all deaths and serious injuries in transport by a specified future date. This is, of course, impossible. However, Lembit has suggested repeatedly that if the ambition is aspirational then it begins to make more sense.

A small but rising number of other individuals seem to be aware of the reality that you simply can't prevent ALL road deaths. His patience proposal to regard the goal as an ideal rather than a literal target has received a bit of traction with advisers to one political party. 'I don't want to say too much yet,' says Lembit, 'but it seems that just maybe we could get some of the senior politicians in or near Government to take a more proportionate attitude to balance safety and the practicalities of travel.'

It's worth remembering MAG is not a road safety organisation. But only fool would ignore the safety element. If we don't approach it ourselves, then it will be imposed upon us. We need to be at the table making our points, and that's exactly what we're doing.

Major report pending on alternative solutions to petrol engines

The word on the street is that there's going to be a Parliamentary report on solutions that make fuel last longer and burn cleaner. This could be important to us if it means bikes can run even more cleanly and frugally than they do already. Watch out for more news on this, because it's a report that could significantly alter the environmental debate. Watch for a press release on this matter – it could happen any time over the summer and it is potentially very helpful to us in our efforts to preserve our right to ride petrol bikes.

MAG National Police Force Bike Theft Rankings

Stand by for the launch of our first National Police Force Bike Theft Ranking to be published w/c 5th August. This will for the first time give the most accurate and fair representation for which parts of the country are suffering the worst levels of motorcycle theft. There may be no major surprises – yes, London is the worst area - but it will provide a useful tool to make the issue a political one when it comes to the election of the nation's Police and Crime Commissioners in May 2020. We will be conveniently timing the publication of next year's rankings right in the middle of the PCC election campaigns.

MAG PRESS RELEASES

MAG demands that TfL investigate the reasons for higher risks for London motorcyclists.

This version: 2019 07 04

The Motorcycle Action Group (MAG) has revealed its own analysis into the “safety in numbers” concept and, in the process, uncovered some uncomfortable truths.

The Motorcycle Action Group has been working on analysis of motorcycle casualty statistics in England. The purpose of the analysis was to establish evidence for the widely accepted belief that there is a safety in numbers effect applicable to motorcyclists as much as cyclists. The theory is that higher numbers of cyclists or motorcyclists on the road actually results in reduced risk of collisions due to increased awareness of the vulnerable road users by other road users.

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

“We analysed at a regional and local authority level the proportion of total casualties in comparison with the prevalence of the two vulnerable road user groups in the transport mix, looking at varying levels of modal share in varying locations as well as changes in casualty share as modal share has changed over time.

The most startling revelation from the research turned out not to be in the safety in numbers results, which can be seen, but actually in the stark contrasts between trends in London compared to other regions. It is clear that over time the prevalence of motorcycles and pedal cycles has been very similar in all areas except London where the prevalence of pedal cycles is increasing at a faster rate than for motorcycles. The shocking thing, however, is that the proportion of casualties is similar and generally converging throughout the country except - again - for London where the proportions are very clearly diverging, with cycling becoming safer while motorcycling is becoming less safe.”

Reacting to the revelations, MAG’s Director of Communications & Public Affairs, Lembit Opik, said “Transport for London have adopted a Vision Zero aspiration to eliminate all road deaths, but this evidence shows that there is a clear imbalance between these two transport modes... and it’s getting worse. It cannot be right to continually improve safety for one road user group whilst ignoring or, as we are now seeing, increasing the risks for another group. TfL claim to want to reduce all road casualties, so why are we not seeing improvements in the statistics for motorcyclists? We need TfL to investigate and to take action to reverse this trend immediately.”

These revelations follow similar findings from widely reported analysis by Swinton Insurance, which showed that London is the most dangerous region for motorcyclists in the UK.

Colin Brown remarked “The Swinton analysis shows a 5% decline in the number of collisions involving motorbikes nationally between 2016 and 2017, but an 8% rise in London. We would caution against adopting the standard approach of suggesting that it is the behaviour of London’s riders that causes this anomaly. It would seem inconceivable that if all London riders did a month long exchange visit to the West Midlands and vice versa, that the statistics would dramatically change for that month. The riding environment being created in the capital is, undeniably, very different to that in other parts of the country. I believe that

this environmental difference is the most obvious place to start looking for explanations, and would like to see TfL making this a top priority.”

Vice Chair of MAG, Andy Carrott, stated “We welcome improvements in cycle safety but fear that the impact of some policies, introduced to achieve these gains for cyclists, has not been fully considered. Other vulnerable road users, motorcyclists in particular, may have been placed at increased risk. We request that TfL provide evidence that the two trends in casualties are not causally linked but, more importantly, we urge TfL to take steps to reverse the trend in PTW casualties without restricting their use.”

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

Notes for Editors

MAG’s full report “Safety in Numbers“, can be found here: https://wiki.mag-uk.org/images/a/ad/Safety_in_Numbers_Report_Final_2019_06_17.pdf

Swinton Insurance analysis can be found here: <https://www.swinton.co.uk/motorbike-insurance/guides/dangerous-roads-motorbike-riders/>

How many pre-Euro3 motorcycles need to be charged to offset NOx emissions from an Airbus A320?

This version: 2019 07 10

The Motorcycle Action Group (MAG) has expressed anger on discovering that the proposed Heathrow Ultra Low Emission Zone (HULEZ) will include a charge on older motorcycles.

Proposals for a charge for more polluting vehicles driving to London’s Heathrow Airport terminals were announced in May this year. Despite the press reports suggesting that the HULEZ would mirror Sadiq Khan’s Ultra Low Emissions Zone, there was no readily available information to confirm whether the charge would affect motorcycles.

MAG’s Director of Communications & Public Affairs, Lembit Opik, commented:

“It would seem unlikely to anyone with an ounce of common sense that a charge on road vehicles will do anything to reduce overall emissions in anything approaching a meaningful way when opening an entire new runway at Heathrow Airport. Despite this, Heathrow seem intent on virtue signalling their way through a consultation on this very idea. Imagine our disgust, therefore, when we discovered that the plan even proposes to repeat Khan’s basic error of charging a transport mode proven to help reduce emissions. How many pre-Euro3 motorcycles do they think it would take to emit the same amount of NOx as an Airbus A320?!”

Director of Campaigns & Political Engagement, Colin Brown said:

“The proposal to include pre-Euro3 motorcycles in this daft scheme was hidden deep – very deep. In fact it was buried so deep that we had to specifically ask for confirmation on the subject. The response shocked me. Yes, Heathrow are proposing to exactly copy the

London Mayor's illogical policy on motorcycles. They seem somewhat embarrassed about this though, as the reference to motorcycles is hidden away in a single table of emissions standards buried on page 229 of a 444 page 'Surface Access Proposals' document.

"Needless to say MAG will be making a formal response to the consultation, and we encourage all bikers to follow suit. There is simply no justification for this charge to be imposed."

The consultation can be accessed via the Heathrow consultation website <https://aec.heathrowconsultation.com/>. The consultation covers an enormous amount of detail on a host of different subjects including:

- a Preferred Masterplan for expansion;
- plans to operate the future airport;
- preliminary assessment of the effects of the airport's growth;
- plans to manage the effects of expansion.

If you only wish to respond on the particular issue of the proposed HULEZ, MAG recommends that you use the email response option by emailing your comments to feedback@heathrowconsultation.com. The closing date for the consultation is 13th September 2019.

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

MAG expresses deep disappointment with the DfT 2019 Road Safety Statement.

This version: 2019 07 22

The Department for Transport (DfT) published its 2019 Road Safety Statement and 2-year action plan on 19th July. The Motorcycle Action Group has been critical of what it sees as a lack of substance and ambition for motorcyclists' safety.

Transport Secretary Chris Grayling described the action plan as "a key milestone in our road safety work". Including seventy four action points, the DfT describe the document as a major package of measures to reduce the number of people killed and injured on roads. In the foreword to the report, Road Safety Minister Michael Ellis states that the majority of their work for the next two years and respective actions are focused on the Department's four priority road user groups - Young Road Users, Rural Road Users, Motorcyclists and Older Vulnerable Road Users.

The eight specific action points for motorcyclists are:

- Continue to promote the importance of helmets and their correct usage through the DfT SHARP programme.
- In response to a consultation, DVSA will explore the possibility of developing a package of measures to improve the motorcycle training regime once Parliamentary time allows.
- Promote DVSA's Enhanced Rider Scheme and increase the uptake of post-test motorcycle training.
- Develop a training framework/syllabus to encourage riders who complete CBT but do not go on to take full test training to undertake further training.
- Work with the motorcycle industry to explore how to encourage the use of protective equipment, and furthermore explore the scope for new protective equipment for vulnerable

road users that can reduce post-crash collision severity.

- Commission a review of the behaviour of drivers and riders in The Gig Economy.
- Highways England to deliver safety advice to leisure riders.
- Funding RoSPA to deliver an online guide on how to organise and conduct group motorcycle ride-outs.

Commenting on the report MAG's Director of Campaigns & Political Engagement, Colin Brown, commented: "I have not had time to fully digest the report, but on the surface this appears to be yet another disappointing demonstration of the absence of real passion when it comes to motorcycling. The action points are simply more of the same or, worse still, promises to take action 'when parliamentary time allows'. This is simply not good enough. Where are the fresh ideas? Where is the urgency? If the safety of motorcyclists really is a priority, make parliamentary time."

Director of Communications & Public Affairs, Lembit Öpik, said "Honestly, I think a bunch of bikers spending an evening in the pub could have come up with an action plan that would have greater impact than this so-called package. We need the road safety community to take a step back and agree to really commit to motorcycle safety rather than just issuing a few more advice leaflets."

Colin Brown pointed out: "Just the other day the DVSA revealed the top ten reasons for car drivers to fail their test. The top two were drivers failing to look properly at junctions and not using mirrors when changing lanes. The same release admitted that 39% of accidents are the result of a driver failing to look properly. As vulnerable road users we need to see real action to raise the standards of driving; simply focusing on training and safety gear for the victim is not going to cut it."

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

House of Commons traffic accident data

This is another useful interactive site to find information which MAG Reps might find useful:

<https://bit.ly/2FTuShp>

You can select multiple constituencies, multiple vehicle types, gender and age as your search terms, or just keep to your own constituency and choose motorcycle occupant.

From varying your terms you can, for example, see whether there is a big difference between pedal cyclists and motorcyclist in the selected region.

Currently data for 2017 is available and you get both a graph of numbers and a map of the locations along with a small graph showing the last few years for comparison (back to 2010 currently).

The source of the data is quoted as <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

Note from Colin Brown:- The DVSA have released the top 10 reasons for failing a driving test.

1 - Junctions – observation.

2 - Mirrors – change direction.

And they go on to say that 39% of all accidents in Great Britain in 2017 were a result of a driver failing to look properly

I think this points to a need for more effective training and a higher bar for obtaining a car driving licence. This would be a positive for motorcycle KSI figures – probably more so than focusing purely on rider training.

<https://www.gov.uk/government/news/dvsa-reveals-top-driving-test-faults-made-in-the-first-year-of-the-new-test>

FEMA

Be Prepared For Electric Bikes

Written by Dolf Willigers

Photography by Wim Taal - July 18, 2019



‘In about ten years it will probably not be possible to buy a motorcycle with an internal combustion engine in most, if not all, European countries.’ FEMA’s Dolf Willigers explains.

Recently I attended the European Union **Sustainable Energy Week 2019** in Brussels. Three days of presentations and stands about how to make our society more sustainable. The reason I was there is quite simple: transport in general and also motorcycling is part of society and this transition to ‘sustainable energy’ affects us too, whether we like it or not. The question is just how and when. This was what I hoped to find out. Although I didn’t hear much that I didn’t know already, the presentations did give me an idea how others think about the future and what direction we can expect.

Electric

When you think about future transport, think electric. Not biofuels, not hydrogen, certainly not carbon-based fuels, but electric battery-powered vehicles is what we can expect. Yes, the European Union keeps saying that the policy is technologically neutral and yes, manufacturers are also working on hydrogen fuelled engines with fuel cells, but to make hydrogen you need either natural gas (grey hydrogen, also called blue hydrogen) or lots of energy in the electrolyse process (green hydrogen). Natural gas is getting scarce in Europe and to import it from Russia by pipelines or as liquified natural gas (LNG) from the USA is not a prospect that everybody likes. Plus, natural gas being a carbon-based gas, where is the ecological gain when in the process to make hydrogen lots of CO₂ is emitted? To make hydrogen from water and oxygen (electrolysis) is an energy consuming process and therefore not a very energy-efficient way to fuel vehicles. However, energy can be stored much better than electricity and could be a way to store energy when there is an excess of electricity produced (e.g. on windy and sunny days). Biofuels are already in use as an addition to petrol and diesel, but are not very popular anymore, because the production of biofuels is supposed to go at the expense of the production of food. These are the reasons that influential NGOs (non-governmental organizations) like **Transport & Environment** exclusively lobby for battery electric vehicles (BEVs) and not for hydrogen or biofuel powered vehicles, especially cars. There will be some room for hydrogen fuelled vehicles, but BEVs will be mainstream.

Deadline



Transport is seen as a big contributor to the greenhouse effect. According to the **EEA**, the European Environment Agency, road transport emits nearly 21% of the EU's total emissions of carbon dioxide (CO₂), the main greenhouse gas. Both the European Union and countries inside and outside the EU want 'climate-neutral' transport in 2050. This looks far away, but remember that cars, the largest part of the vehicles, in Europe have an average lifespan of about twenty years. To have all cars on the road emission free in 2050 means that cars that do emit CO₂ should no longer be on the market after 2030. Now it suddenly gets closer. In just over ten years, there should be a

complete transition from cars with a (carbon-based fuel) internal combustion engine to battery-electric powered cars. Already the governments of Denmark, Germany, Ireland, India, Israel, Netherlands and Sweden have announced that they will ban the sale of new 'carbon-fuelled' cars from 2030. France, China and the UK have announced to stop the sale of new cars with an internal combustion engine from 2040. On the other hand, Norway wants to ban the sale of these cars already from 2025. Indeed, I'm talking about cars, not about motorcycles. But let's be realistic: when the sale cars with an internal combustion engine will be stopped after 2030, in one country (the Netherlands) also the sale of mopeds with an internal combustion engine, how big will the chance be that an exception will be made for motorcycles?

Will it happen?

So far, I have expressed the views of governments and non-governmental organizations. How realistic is this? Will there be enough vehicles on the market, will there be enough electricity, will the grid be able to deal with the extra demand and fluctuations? Let's start with the vehicles. When I wrote this, the daily internet newspaper Automotive News Europe had nine lead articles. Six of these were about electric cars. Every week, manufacturers announce new electric models, Volkswagen is transforming a huge factory in Zwickau to build electric cars, several manufacturers (PSA group, Renault, VW group) have announced that their present class A cars will probably not have a successor with an internal combustion engine. The motorcycle industry is a bit slower, but this doesn't mean that nothing happens: In China there already is a sharp decline of motorcycles with internal combustion engines (ICEs) to the expense of electric models and e-bikes. In India, the largest manufacturer Hero has electric scooters on the market and manufacturer **Blacksmith Electric** is working on a quite sexy middle-class electric motorcycle with swappable batteries. In Japan, the big four manufacturers have announced a consortium for electric (swappable) motorcycle battery tech. Honda confirmed plans to start selling motorized scooters that run on detachable batteries in Southeast Asia starting 2019, as a result of toughened environmental measures across the region. Europe is only a small player in motorcycling. When the big markets in Asia, China and India ask for electric powered two-wheelers, the manufacturers will focus on that and not spend too much energy and money on motorcycles with an internal combustion engine. Already some Japanese manufacturers focus more on small and medium motorcycles. Except for the Goldwing, when did you last see a new large Honda motorcycle model?

Electricity



Then there is the issue of producing and distributing electricity. The amount of energy that is used for transport is about a third of the total energy consumption in the EU. We have indeed a problem already, with nuclear plants getting old or closed, coal plants that are emitting lots of CO₂ and other emissions, gas- and oil fuelled plants that also emit CO₂. Wind- and solar power is still just a little part of production and windmills and solar panels do not always provide energy. Also, we will see a higher fluctuation in energy demand. Electric cars will be connected to the electricity network (the grid) when people get home from their work. These are problems that are existing and need a solution, but they will not stop the energy transition. The believers in electric transport reckon that those problems will be solved in time. One of the solutions I heard at the EUSEW2019 was 'smart charging', which means that batteries are not all charged immediately, but during the night, probably also with variable tariffs with supply and demand. Also, they will be used to supply electricity to the grid when there is a demand for that. The same goes for the grid itself. The existing grid is in some places already inadequate. The solution here would be 'smart grid': the grid would detect when and where there is or will be a higher demand for electricity, or a smaller supply, and deal with this by using electricity that is stored in e.g. car batteries or not charging car batteries until the demand is less. Other solutions that are sought for are using used car batteries (happens already), tidal energy, using water basins, etcetera.

Conclusion

Global leaders, the European Union and national governments are aiming at CO₂ emission-free transport in 2050. To get there they stimulate both a modal shift (from cars to public transport, walking, cycling) and a shift from carbon-based fuels for transport to other kinds of fuel. Battery powered vehicles (BEVs) seem to be the most probable option. This transition will not only be limited to cars. Motorcycles and other powered two- and three-wheeled vehicles will be part of it too. To have a CO₂ emission free transport in 2050 means that in about 2030 the transition to vehicles that run on non-carbon-based fuels should be complete. Several countries and cities already have a policy to ban the sale of new cars (and probably motorcycles) with an internal combustion engine between 2025 and 2040. The

same is also happening in countries that are very important for the motorcycle industry outside Europe. We will have to be prepared that in about ten years it will probably not be possible to buy a motorcycle with an internal combustion engine in most, if not all, European countries.

AND

Electric scooters: threat to motorcycling or innocent fun?

by WimTaal - July 19, 2019: FEMA



No license, no registration, no insurance, no helmet: all you need to rent and ride an electric scooter is an app on your phone. FEMA's WimTaal looks into why this could be a threat to motorcyclists.

Especially in larger cities, a growing number of people are using personal light electric vehicles (PLEVs), to move on the streets, such as 'e-scooters' or 'trotinettes' and other devices such as Segway's, monowheels and powered skateboards.

Most of these vehicles are not currently subject to any form of registration, or any other regulation such as type approval, driver training and licensing and third party insurance. It is not up to FEMA to lay out a set of rules for these vehicles, but we are concerned that these type of vehicles could be categorized as powered two-wheelers. That could mean that victims of road accidents with these vehicles end up in motorcycle accident statistics, possibly causing stricter (safety) rules for motorcyclists.

The fact that more and more cities are planning parking bans on sidewalks for personal light electric vehicles, can also mean stricter parking rules for motorcycles. Other than most bicycle rental schemes, the rental scooters do not need to be put in docking stations. Typically the vehicles are left all over sidewalks, left behind by the user that reached his destination.

'If victims of accidents with e-scooters end up in motorcycle accident statistics, stricter (safety) rules for motorcyclists can follow. A parking ban on sidewalks for e-scooters can also mean stricter parking rules for motorcycles'

A number of companies have flooded cities with electric scooters that can be rented using an app on your phone. In Paris for example, over 20,000 of these two-wheelers have been introduced. From an article in the Guardian: "Broken scooters end up in some of the city's

famed gardens or are even tossed over bridges into the Seine, and the city's pavements have become something of a battleground between riders and pedestrians. Mayor Anne Hidalgo says electric scooters have fallen into a legal grey zone and after repeated complaints and a spate of injuries and near misses, the mayor and police want to limit speeds to 20km/h in most areas and 8km/h in areas with heavy foot traffic, and prohibit parking anywhere but designated spaces. Hidalgo also plans to limit the number of scooters. Paris already imposes €135 fines for riding on the pavement and €35 fines for blocking the pavement while parked.”

In Copenhagen, the capital of Denmark, police are seeing growing numbers of riders of rental scooters that use them to get home after a night on the town, whilst intoxicated by alcohol or drugs. These users face fines of up to £240.



Following complaints from locals about the number of tourists riding on sidewalks in Prague, city officials approved ban on Segway scooters in Prague's historic centre and some other parts of the Czech capital. (Photo by WimTaal).

FEMA's considerations

- Collision and injury data relating to these vehicles must be collated separately from that relating to motorcycles, mopeds or bicycles. This is a major concern for us as we do not want to have the collision data for motorcycles skewed by the inclusion of two- or three-wheeled powered vehicles which are not subject to the same regulations.
- We propose to create a separate category L0 (L-zero) for PLEVs to distinguish them from bicycles, electric assisted bicycles, mopeds, motorcycles and other L-category vehicles.

For the official FEMA-FIM Europe position on PLEVs, please read our Position Papers 2019: http://www.fema-online.eu/website/wp-content/uploads/documents_library/Position_Papers_FIM_FEMA_2019_low.pdf

Written by WimTaal

From Pete Seymour, Thames Valley.

Manchester Gas Emergency Vehicles – now motorcycles!!

<https://cadentgas.com/news-media/news/may-2019/motorbikes-gas-emergencies-manchester>

Yay! Supports all of our contentions about access and congestion, 50% time saving, etc. .
Also, Manchester have given them bus lane access.

[Thanks Pete for picking this up. Originally released as news in May but still interesting and furthering our cause]

Potholes ‘a severe risk for many’

The Government’s current short-term approach to financing road maintenance is not ‘fit for purpose’, a new report concludes.

The report, published by the Transport Committee, addresses the ‘extreme state of disrepair’ of the English local road network and follows an inquiry into local roads funding and governance launched in August 2018:

<https://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news-parliament-2017/local-roads-funding-governance-report-published-17-19/>

The report describes the consequences of a deteriorating local road network as ‘significant’ – especially when it comes to safety of cyclists and pedestrians – who are ‘seriously compromised’.

It says the existing ‘mend and make do’ approach does not represent good value for money – instead calling on the DfT to propose a ‘front-loaded, five-year funding settlement’.

Lilian Greenwood MP, chair of the Transport Committee, said: “Local roads are the arteries of our villages, towns and cities, but most people won’t have to go further than the local shops to spot a pothole that poses a risk of injury or damage.

“Local authorities are in the invidious position of having to rob Peter to pay Paul. Cash-strapped councils are raiding their highways and transport budgets to fund core services.

“This is not an isolated example – it’s been a common thread in our other recent inquiries on buses and active travel.

“Now is the time for the DfT to propose a front-loaded, long-term funding settlement to the Treasury as part of the forthcoming spending review.”

Support from stakeholders

The report has been welcomed by stakeholders, including IAM RoadSmart, who backs calls for a long-term plan to tackle the ‘national scandal’ of potholes:

<https://www.iamroadsmart.com/media-and-policy/newsroom/news-details/2019/07/01/ring-fence-funds-to-tackle-national-scandal-of-potholes-on-uk-roads-says-iam-roadsmart>

Rodney Kumar, IAM RoadSmart spokesman, said: “While we understand that local government funding has been cut, the effect of pothole damage to beleaguered British motorists is huge. It costs them a fortune, stops them getting to work and has a detrimental effect on the economy.

“It really is time to ring-fence funds for tackling this pothole epidemic, and get the problem sorted once and for all.”

Meanwhile, the RAC says too many local roads are in a ‘woeful state’ and as a result, are placing an ‘unnecessary burden’ on councils: <https://media.rac.co.uk/news/local-roads-funding-report-by-the-transport-committee-rac-statement-374610>

Nicholas Lyes, RAC head of roads policy, said: “We warmly welcome the findings of this report, which recognises the means of funding roads under council control is as broken as many local roads are themselves, and that a new approach is badly needed.

“While it is good that major roads are seeing significant levels of investment, the same can’t be said for all the others.

“In 2019 it shouldn’t be the case that a driver can switch from a major A-road to a minor road and see an immediate degradation in surface quality.”

AND

Road funding spending drop could have paid for 8 million pothole repairs

Local Government Association: 06 Jul 2019



“It is not right that the Government spends 43 times per mile more on maintaining our national roads – which make up just 3 per cent of all roads – than on local roads, which are controlled by councils and make up 97 per cent of England’s road network.”

Money councils have been forced to cut from road maintenance funding since 2010 could have paid for the repair of nearly 8 million potholes, analysis by the Local Government Association reveals today.

To coincide with the LGA's Annual Conference in Bournemouth, town hall leaders are calling on the Government to use this year's Spending Review to deliver a long-term funding plan "to save our roads".

Latest figures show that the amount of money councils have been able to spend on routine road maintenance has fallen from £1.1 billion in 2009/10 to around £701 million in 2017/18 – a 37 per cent reduction.

Routine road maintenance includes minor road repairs such as potholes, cleaning drains, inspection and fixing street lighting.

The LGA, which represents councils in England and Wales, estimates that this reduction could have covered the cost of repairing 7.8 million potholes.

With councils having lost 60p out of every £1 in central government funding between 2010 and 2020, services such as road maintenance have had to be stripped back to pay for an ongoing surge in demand for children's services, adult social care support and homelessness support.

Councils are fixing a pothole every 17 seconds but it will still take more than £9 billion and a decade to tackle our road repairs backlog. Adequate government investment in the Spending Review is needed to make long-term improvements on our dilapidated roads.

The LGA's Transport spokesman, Cllr Martin Tett, said:

"Potholes can be the bane of the motorist's life. They can damage vehicles and cause accidents.

"Councils are on the side of the motorist, and are doing all they can to keep our roads safe and resilient, repairing potholes as quickly as they can.

"But unprecedented funding cuts have meant councils are increasingly limited in how much they can invest in looking after our country's roads.

"It is not right that the Government spends 43 times per mile more on maintaining our national roads – which make up just 3 per cent of all roads – than on local roads, which are controlled by councils and make up 97 per cent of England's road network.

"While the extra one-off funding announced in recent years has helped, we need government to follow with a long-term funding plan to save our roads in the Spending Review."

Notes to editors

1. Councils spent £1,113,694,000 on environmental, safety and routine maintenance of principle and other LA roads in 2009/10

They spent £701,429,000 in 2017/18

This amounts to a £412,265,000 reduction, which could cover the cost of paying for 7.8 million pothole repairs, based on an average pothole repair cost of £53.

2. Estimated average pothole repair costs

3. ALARM survey key facts – councils fixing a pothole every 17 seconds

4. The LGA's #CouncilsCan campaign aims to influence the forthcoming Spending Review and highlight the growing risk to vital local services if the Government does not take action to secure the financial sustainability of councils. [Visit our campaign page for more information.](#)

You could get a £100 fine and 3 points for not wearing shades at the wheel this summer

RAC: 5th Jul 2019

Drivers are being warned they could be slapped with a fine for not wearing sunglasses behind the wheel.

As the UK summer heats up, motorists are reminded to wear appropriate eyewear to protect themselves against glare and keep all road users safe.

Failure to do so could see you hit with an on-the-spot fine of £100 and three penalty points should police deem you to be driving without due care and attention.

Rule 237 of the Highway Code states that drivers should slow down or pull over if they become “dazzled by bright sunlight.”

This means that, although it’s not a legal requirement to drive in your shades, you could be breaking the law if you don’t slow down or stop if you become temporarily blinded by the sun.

And in particularly serious cases, police have the power to take the matter to court, where a fine could rise to £5,000.

When it comes to choosing sunglasses it’s essential you pick the right pair, as some could severely hamper your driving.

For example, category four sunglasses are illegal to wear when driving as they let less than 8% of light through the lenses, while variable tint lenses should also be avoided behind the wheel.

UK sunglasses should be labelled with a category, so avoid category four glasses that should also be marked as ‘not suitable for driving and road use.’

For more information on summer driving trips – including how to avoid a summer breakdown – read our guide to staying safe in the sunshine.

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The Route to Tomorrow’s Journeys



MCIA: 12 July 2019

Solving The UK's Transport Policy Problems

The evening of 26th June saw the MCIA launch its new policy document, The Route to Tomorrow's Journeys, at the London Transport Museum, Covent Garden.

An attentive audience comprising government officials, local authority members, transport planners and other interest parties, heard the Minister for Business & Innovation, Andrew Stephenson MP, present the future of personal mobility and the role that Powered Light Vehicles (PLVs) can play.

Also speaking were Andy Eastlake, Managing Director of the Low Carbon Vehicle Partnership, Dr Richard Barrett, Reader in Industrial Design at the University of Liverpool and Tony Campbell, CEO of the MCIA.

The Route to Tomorrow's Journeys presents a compelling case for PLVs and addresses many of the challenges identified in the Department for Business, Energy & Industrial Strategy's Grand Challenge focussing on the Future of Mobility. In particular, it draws on evidence and analysis from respected transport research groups that demonstrates the advantages of this overlooked travel mode, through journey time savings for users, as well as environmental benefits for urban dwellers as a whole.

The MCIA team were excited by the positive response at the event and also by the fact that our industry is the first to respond to the "Grand Challenge". We are confident that this activity has once again raised the Association's profile and level of inclusiveness with decision makers, after some time in the wilderness.

Download The Route at mcia.co.uk/theroute: <https://mcia.co.uk/en/the-route>

For further details or to arrange interviews with Tony Campbell, contact Gina Evans on 02476 408000 or email press@mcia.co.uk

Did you know about these French driving rules? RAC research reveals lack of driver knowledge

RAC: 12th Jul 2019



UK drivers heading to France this summer risk rousing the suspicions of the gendarmes by being in the dark about a range of French driving rules, new research conducted for RAC European Breakdown* suggests:

French driving rules and regulations

Tailgating

Six-in-10 drivers who take their own cars or motorbikes abroad (63%) are not aware tailgating is illegal in France (like it is in the UK).

Using a handheld mobile phone

Half (49%) of our motorists do not know that the only legal way of using a handheld mobile phone in France is to park up in a designated parking place and switch the engine off.

Using headphones or earphones

Just 38% of drivers know the distracting practice of using headphones or earphones while behind the wheel are illegal.

Motorway breakdown fees

Only half of drivers (49%) know they have to pay a mandatory recovery fee should they break down on a French motorway, with just one in six of these (15%) aware that the fee has gone up to at least €126 per breakdown this year – a cost which rises overnight and during weekends.

Depending on their breakdown provider and level of cover, drivers can claim this fee back once they are back in the UK.

Reassuringly however, the vast majority of UK drivers heading over the Channel (93%) say they do the right thing and buy European breakdown cover before they go away.

New French speed cameras

Drivers were also asked about their awareness of new speed cameras that are being rolled out across France this year.

Despite an understandably low 14% of drivers saying they are currently aware of the new 'Mesta Fusion' cameras, those heading abroad will need to familiarise themselves with them, not least because in the future they may be used by the French authorities to catch drivers tailgating, driving in a bus lane or on a hard shoulder and even using a mobile phone illegally.

RAC Europe spokesman Rod Dennis said: "With thousands of UK drivers taking their own cars – and motorbikes – to France in the coming weeks, it can be easy to forget that certain driving conventions can be quite different to those this side of the Channel.

"Breaking down on a French motorway, for instance, results in a driver having to pay a mandatory fee to have their vehicle recovered, before a breakdown assistance company can come to help – a very different experience to here in the UK. So it's important UK drivers check their breakdown policy covers them before they leave home.

“Luckily, the vast majority of drivers say they have European breakdown cover in place before they leave – which is just as well, as a good policy is vital in helping drivers out of a sticky situation should they be unlucky enough to suffer a breakdown away from home.”

The RAC provides the best level of European breakdown cover available on the market, with its Comprehensive Plus product. It is the only product that covers all the costs to bring a broken-down vehicle back to the UK (as long as it's not beyond economical repair) and gives drivers more to spend on a hire car and accommodation than any other provider.

* Source: RAC Opinion Panel survey conducted June 2019 with people who to take their own transport to/from the UK to continental Europe

London hit by motorcycle safety concerns

Transport for London is keen to ‘urgently’ work with the Government to improve the motorcycle licencing system following a spike in deaths among young riders.

Five fatalities in recent weeks mean 16 riders have now been killed on the Capital’s roads in 2019 – compared to 11 during the same period in 2018.

TfL says it wants to work with the DfT to improve the licensing system for moped and motorcycle riders, including discussing a requirement for pre-compulsory basic training (CBT), new training for motorcycle instructors and a two day CBT: <https://tfl.gov.uk/info-for/media/press-releases/2019/july/tfl-the-met-police-and-campaign-groups-reach-out-to-motorcyclists-following-five-recent-fatalities>

Alongside the Met Police, TfL is also working with campaign groups to reach out to riders and publicise the range of training courses on offer.

Stuart Reid, director of Vision Zero at TfL, said: “We need everyone in London, regardless of how you’re travelling, to take more care on the roads and be aware of the people around you.

“We’re reducing road danger for motorcyclists and all other road users in London, by making junctions safer, working with the police to enforce dangerous driving, lowering speed limits and offering a range of motorcycle and cycle training courses, but we really need everyone to play a role.”

Higher risk for riders in London?

One organisation working with TfL is the Motorcycle Action Group (MAG) – who recently published analysis showing riders in the Capital face higher risks than those across the country: <http://roadsafetygb.org.uk/news/londons-motorcyclists-facing-increased-risks-mag/>

The analysis highlighted ‘stark contrasts’ between PTW casualty trends in London and other regions – with motorcycling becoming less safe.

Colin Brown, director of campaigns and political engagement at MAG, said: “The numbers of motorcyclists being killed and seriously injured on the streets of London is highly distressing.

“MAG are committed to working with TfL to arrive at evidenced based solutions and policies to reduce these statistics.

“Motorcyclists are a vulnerable road user group and deserve as much consideration when it comes to safety as anyone else. It is imperative that the knowledge, experience and opinions of riders are fully embraced if progress is to be made in reducing the risks and saving lives.”

AND, FROM THE LONDON ROAD SAFETY COUNCIL ON THE SAME SUBJECT.

London ‘most dangerous region’ for motorcyclists



London is the most dangerous region for motorcyclists in the UK, analysis of Government data suggests.

Analysis of 2017 collision data, carried out by Swinton Insurance, found that nine of the UK’s 10 most dangerous roads for motorcyclists are located in Capital – with the A23 in Lambeth topping the list for a second consecutive year.

The only road outside London in the top 10 is the A483 in Powys, Wales, which took seventh spot for motorbike collisions.

The top 10 most dangerous roads in the UK are:

1. Lambeth A23
2. Brent A404
3. Hackney A10
4. Islington A501
5. Hackney A107
6. Tower Hamlets A13
7. Powys A483

8. Islington A1
9. Wandsworth A3205
10. Wandsworth A3

The analysis also shows that despite a 5% decline in the number of collisions involving motorbikes nationally between 2016 and 2017, the figure in London rose by 8%.

The West Midlands was the most improved region, with 433 collisions in 2017 representing a 17% year-on-year fall. In comparison, there were 3,639 motorbike collisions in London that year.

Dan Agate, Swinton Insurance, said: “We feel that it’s important to alert motorcyclists of the most dangerous roads in the UK and the places that they should approach with more caution.”

Difficult to make ‘meaningful comparison’

The London Road Safety Council (LRSC) says while the volume of traffic in the Capital makes it difficult to draw comparisons to other regions, it has identified motorcycling as a casualty reduction priority.

Mark Bunting, LRSC press officer, said: “Because of the sheer volume of traffic using London’s roads it is often difficult to make a meaningful comparison of casualty rates on the Capital’s roads to individual sites outside London.

“You would probably need to calculate a casualty rate per mile based on the number of miles travelled by each transport mode.

“That said, the LRSC has identified motorcycling as a priority, and we have taken over the running of the 2Wheels London campaign to raise awareness and provide safety advice to riders.

“We recently ran a training course for London’s road safety officers on how to engage with riders and will be launching a new social media based campaign at our AGM in July.”

The [2Wheels London](#) project works in close partnership with London boroughs and businesses across the Capital to provide PTW riders with useful safety information and advice.

Sites you may wish to visit:-

Guidance: Information on your driving licence (INS57P) (Last updated 3 July 2019)

<https://www.gov.uk/government/publications/ins57p-information-on-driving-licences>

Statistical data set: Motorcycle riding test data by test centre (Last updated 4 July 2019)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-riding-test-data-by-test-centre>

RAC: You could get a £100 fine and 3 points for not wearing shades at the wheel this summer

<https://www.rac.co.uk/drive/news/motoring-news/100-fine-and-3-points-for-not-wearing-shades-at-the-wheel/>

RSGB: Majority 'would get the jitters' in self-driving cars

<http://roadsafetygb.org.uk/news/majority-would-get-the-jitters-in-self-driving-cars/>

TISPOL: Netherlands: police officers use buses and coaches to detect distracted drivers

<https://www.tispol.org/news-and-events>

Guidance: Motorcycles that can be used for motorcycle riding tests (Last updated 23 July 2019)

<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

RSGB: Group riding the focus of new Scottish campaign

<http://roadsafetygb.org.uk/news/group-riding-the-focus-of-new-scottish-campaign/>

Guidance: Information leaflet on tax classes for vehicles (V355/1) (Last updated 12 July 2019)

<https://www.gov.uk/government/publications/v3551-notes-about-tax-classes>

FROM THE HOUSE

motorcycle OR : 1 Commons debate

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Business of the House (11 Jul 2019)

<https://www.theyworkforyou.com/debates/?id=2019-07-11a.458.6&s=Motorcycle#g467.4>

Mel Stride: ..., isn't it? That is probably what this is all about. However, I should declare a personal interest in that, well before I had my mid-life crisis, I used to own and cherish a

Harley-Davidson ***motorcycle***, which, sadly, I no longer have. My hon. Friend raises an important point. I know that the Department for Digital, Culture, Media and Sport has taken a number of steps in recent years to...

road safety OR : 1 Commons debate

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Northern Ireland Motorsport Taskforce Report (15 Jul 2019)

<https://www.theyworkforyou.com/debates/?id=2019-07-15a.675.0&s=Road+Safety#q675.4>

Ian Paisley Jnr: I will come on to the point my hon. Friend raises about a major motor event. I think he is on to something important. The motorsport taskforce was announced in January 2017, after a fatality at a **road** race on 14 May 2016 where a young man called Malachi Mitchell lost his life. The then Northern Ireland Minister at the Department for Communities, Mr Paul Givan MLA, established a...

motorcycle OR : 1 Written Answer

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Written Answers - Department for Transport: Motorcycles: Greater London (17 Jul 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-10.275650.h&s=Motorcycle#q275650.r0>

Michael Ellis: ...for the years 2013 to 2017 is given in the table below: Year 'Learner or inexperienced driver/rider' allocated to any road user 'Learner or inexperienced driver/rider' allocated to a ***motorcycle***

2013	201	74	2014	258	96	2015	223	98	2016	278
101	2017	544	248	Source: DfT Stats19						

Please note that this does not simply record the presence of a learner or...

motorcycle : 2 Written Answers

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Written Answers - Department for Transport: Motorcycles: Greater London (19 Jul 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-10.275648.h&s=Motorcycle#q275648.q0>

Kate Hoey: To ask the Secretary of State for Transport, what proportion of learner motorcyclists have taken up one-to-one ***motorcycle*** skills lessons after completion of the compulsory basic training course in London in the most recent period for which figures are available.

Written Answers - Department for Transport: Motorcycles: Greater London (19 Jul 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-10.275649.h&s=Motorcycle#q275649.q0>

Kate Hoey: To ask the Secretary of State for Transport, how many and what proportion of delivery company learner motorcyclists have not undertaken free one-to-one*motorcycle* skills sessions in London; and if he will make a statement.

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