



Network

October 2014

A networking tool for Activists and other interested parties

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Acknowledgments: George Legg. Trevor Baird. Steve O'Kane. Sarah T. Leon Mannings. John Mitchell.
And anyone else I've forgotten

Editorial

Cast your minds back to our August DEMOs and the reason they were held - 'to bring attention to the unjust sentencing of those who cause death on our roads'. A news item that hit my desk just as I had sent this edition for proofing just highlights that much more work needs to be done until the Law recognises that sentences handed down just are not good enough.

It is reported that Gareth Ritchie's 10 month sentence for killing motorcyclist Christopher Davies after admitting to causing death by dangerous driving in August last year has had his sentence reduced on appeal to 18 weeks. Apparently, the Judge is alleged to have said Ritchie had no history of bad driving and the crash was caused by a "momentary action". Appeal Judges also cut his two and a half year driving ban to that of one year.

Yes, Ritchie is alleged to have shown remorse, however, we can all show remorse after the event. I continue to despair of what price these Judges put on that of a life. More work to be done by us then!

One of the most interesting items in this edition, for me, is that on Swedish Guardrails. Its difficult to comprehend that just over 25% of the fatalities involved collision with a crash barrier making this the highest ever proportion of motorcyclists killed in guardrail accidents. Extremely worrying, especially when you consider that this is avoidable were suitable barriers installed in the first place.

The first item in this edition 'What is MAG' is an extremely handy recruiting tool when you're doing MAG Awareness days, shows etc., so please feel free to copy and use as you see fit.

Ride free, AG.

Copy for Network: AnneGaleMAG@aol.com subject heading: Network

What is MAG?

1. Formed in 1973, MAG is a civil rights organisation working to influence political decision making and social attitudes for the benefit of motorcyclists and motorcycling.
2. MAG exists to promote motorcycling in all its forms.

3. MAG's first consideration will always be that which it believes to be in the best interests of motorcyclists and motorcycling.
 4. MAG believes in the right of motorcyclists to enjoy their lifestyle without undue interference, unhampered by unreasonable and intrusive legislation and regulation.
 5. MAG believes in equal opportunities and guarantees, through its Constitution, the fair and equal treatment of all its Members regardless of race, gender, creed, colour or other distinction.
 6. MAG runs its affairs in an open and democratic fashion and seeks to preserve and enhance the democratic freedoms of the society of which it is a part by encouraging the participation of all citizens in the political process at a local, national and international level.
 7. MAG believes in personal responsibility, that each individual has a responsibility to conduct himself or herself in such a fashion as not to endanger the personal property or well-being of others.
 8. MAG believes in meeting its obligations to society, paying its fair share of taxes, treating its employees fairly and seeking to play a beneficial role in society.
 9. MAG is a consumers' organisation which seeks to ensure that motorcyclists are treated fairly when they interact with suppliers of goods and services.
 10. MAG believes that there should exist the best obtainable free, competitive, efficient and transparent market in goods and services relevant to motorcyclists as can be achieved in a democratic society.
 11. MAG believes a healthy motorcycle manufacturing and retail sector is essential so that motorcyclists benefit from the technological advancement, value-for-money and enhanced services that should result from a free, transparent and competitive market.
 12. MAG, in line with the Mulhouse Declaration of 1999, opposes the compulsory fitment to privately owned vehicles of any device designed to arbitrarily remove control from the driver to remote operation and opposes also the tendency of governments to impose ever more intrusive and restrictive regulations upon the citizen. MAG cautions all governments to remember that they are permitted to govern only by the consent of the people, that such consent when given through an election does not grant unlimited licence to interfere in the daily life of the citizen, and that to impose unduly on popular freedom is to imperil the respect in which all government and the rule of law is held.
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Statements from MAG Chairman – 13th September.

It is time to draw a line in the sand, people. The future of motorcycling is in our hands. MAG is only as good as the people who stand by us. Before you complain about MAG not doing something in your area, think about it – it's because you're not part of it.

MAG is a grass-roots civil rights organisation which relies on LOCAL and REGIONAL volunteers to get the job done.

There is no ivory tower from which the white knight on the silver charger will ride to save the day.
(Mitch, 2014)

MAG re-joined PACTS earlier this year and that has already increased our power to improve the amount of positive attention given to bikers in influential places behind the scenes. And, although MAG's involvement with the 'Parliamentary Advisory Council for Transport Safety' may not seem like an obvious way to promote riders rights and interests – it actually opens up many paths for us to do a lot more for bikers than you'd imagine.

Leon has now established us as key members of the Road Environment Working Group and made progress for MAG during our first opportunity to contribute on the 16th September.

The DfT's new Head of Vulnerable Road User (VRUs) was there and outlined her mission to tackle problems for VRUs on rural roads. Basically, her entire focus and mission was going to be a review of the 'benefits' of lowering national speed limits – and ways to make that happen. But other members of the group shared Leon's view that whether that approach would be better for VRUs or not, it was unlikely to happen for political reasons; e.g. politicians in rural areas would be more likely to lose rather than gain votes by supporting blanket reductions in national speed limits.

This was a disappointing response for the 'new broom' DfT officer who was keen to be seen to be initiating a fresh approach to old problems for the department.

But her spirits were raised when Leon said there were all sorts of things that she could get the department to do that would be relatively cheap, had a good track record of success – and be politically doable.

He explained that significant improvements in VRU safety can be achieved by such relatively simple measures as improving signage on bends – and properly checking if some types of 'safety' schemes actually make roads more dangerous – and that the IHIE Guidelines for Motorcycling would be a great place to start from!

As a result of this, the DfT's VRU officer is now set to spend a lot less time and effort on trying to limit the speeds we can legally ride – and give a lot more attention to options that really will help limit the number of biker crashes that are so bad for all concerned in so many ways.

Leon says this was a good start with this new DfT officer. And, he has just had confirmation that she will have a formal meeting with him and Lembit as soon as possible – to hear what else MAG has to say about moves to really help bikers rather than just impose more restrictions on where and how we ride.

Guardrails Kill Motorcyclists - Sweden

SMC (Sveriges MotorCyklister) the Swedish motorcyclists association and fellow members of FEMA – Federation of European Motorcyclists Associations - have stated that they are convinced that this summer's low death toll in motorcycle accidents could have been even lower if the design of the road environment was not so deadly for riders – vulnerable road users.

SMC states that, "Six of the 22 people who died in a motorcycle collision collided with a crash barrier."

The proportion of motorcyclists killed in guard rail accidents is the highest ever, not only in Sweden but is also higher in comparison to international comparison proportions.

SMC further states that these, "Dangerous barriers cost not only lives, they cost society billions."

An in-depth study by the Swedish Transport Administration of single-vehicle fatalities found that every third motorcyclist was killed in a collision was with a post or railing.

SMC say that there may several reasons for this.

They speculate that more and more roads are fitted with centre and side rails which increase the risk of injury to motorcyclists. There is no requirement that the rails used are safe for other road users other than those traveling in cars.

Structurally the barriers may be very close to the road, with side rails replacing forgiving roadside areas, i.e. ditches without poles, stones and/or other solid objects.

Five out of six fatal accidents this year occurred on the TENT-roads with the highest safety demands and thus also higher speed limits (100-120 km/h).

At the same time this is where most fatal motorcycle accidents occur.

In the last six years, 15 out of 25 fatal motorcycle accidents where the rider crashed into a barrier happened on a TENT-road.

SMC calls for a new way of thinking: Smoother median and side barriers without unprotected poles are needed.

The barriers must be installed further away from the road than what is allowed today.

It is obvious that a forgiving roadside should be used where it is possible, instead of side barriers.

Alarm Bell To Road Operators

SMC presumes that the high share of fatal motorcycle accidents with barriers, and the high amount on the TENT-roads, is an alarm bell to all road operators.

Jesper Christensen, General Secretary of SMC, states, "As a representative for Swedish riders, I am horrified with the high number of motorcycle accidents. Everyone is aware of the fact that barriers and motorcyclists is an unhealthy combination, yet very little is done in order to make the road environment safer for motorcyclists when it comes to barriers."

According to the calculation model of the Swedish Transport Administration, the cost to society for killed and severely injured motorcyclists in crash barrier accidents during the last six years has passed one billion Swedish kronas* (1,255,275,000).

Swedish society would save not only lives and life long suffering, but also money with another way of planning and building the road environment.

We are aware that 5.5 billion Swedish kronas are budgeted in order to install more barriers on Swedish roads in the coming years.

We can only hope that this amount is spent wisely and that safer barriers are used and installed where they do not pose a danger to the lives of motorcyclists.

* 1 Euro = 9,23 SEK.

View the full article on the FEMA website - <http://www.fema-online.eu/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=408&cntnt01returnid=15>

MAG Statement on Vehicle Restraint Systems

The Motorcycle Action Group (MAG) supports our colleagues in riders' organisations who are engaged with their road authorities in removing wire rope barriers from the road infrastructure.

Due to the open nature of the design which exposes the upright steel posts and wire cables, MAG UK considers that wire rope barrier systems are the most aggressive vehicle restraint system used on the roads.

MAG does not endorse any vehicle restraint system or the manufacturer of any of these systems.

It is the position of MAG that the main cause of injury to riders is the exposed upright posts of all vehicle restraint systems.

MAG's aim is to improve the safety of vehicle restraint systems thus reducing the potential for injury and death of motorcyclists when impacting these systems.

Therefore MAG is currently campaigning for steel beam barriers to be fitted with a 'motorcycle-friendly' secondary rail and to have wire rope barriers removed from the road infrastructure in the UK.

Our position statement from 2008 is here: <http://www.network.mag-uk.org/documents/MAG%20Position%20Statements.pdf>

The Federation of European Motorcyclists Association (FEMA) stated in their 'New Standards for Road Restraint Systems for Motorcyclists', "Barrier posts are particularly aggressive, irrespective of the barriers' other components, causing a five-fold increase in injury severity compared to the average motorcycle crash.

Sunday 14th September saw the – "The Game Over Cheesecutter Protest Run – Say No To Wire Rope Barriers" run by the A11 riders action group.

The protest run started at 1pm from Walkers Cafe Barton Mills Suffolk for a slow ride protest on the A11 towards Thetford then at Thetford turning round and heading back to Barton Mills just off the A11.

The group is also in contact with the Highways Agency and is contacting MPs and Ministers as well – the bread and butter of lobbying action.

The members of the group are also working hard to bring together the motorised two wheel community to get these barriers removed from the A11 and elsewhere in the UK.

They are running another demo on Saturday 25th October at 12pm. The aim of the run is public awareness and to gain public support, but most of all to gain support off other road users who do not realise it is an issue yet.

Protest Ride – On Facebook: <https://www.facebook.com/groups/354112658075882/>

MAG – Facebook page -

https://www.facebook.com/permalink.php?story_fbid=10154574458553125&id=179141508124

Early Day Motion – European Commission And Motorcycles - Blast From The Past

By Trevor Baird.

In 1993 Alan Milburn MP submitted an EDM (Early Day Motion) that:

“That this House expresses its concern that motorcycling in Britain and Europe is under threat because of the European Commission’s proposal to impose a 100 Bhp limit on all new motorcycles; notes that there is no evidence linking road safety to the power of motorcycles; notes the proud history of skill, workmanship and craft that the British motorcycle industry has developed to produce among the safest and most admired motorcycles in the world; notes that the European Parliament has twice rejected the 100 Bhp limit and that the British Government’s own transport and road research laboratories have found that engine capacity has little or no effect on accident risk; and calls on the Government to oppose the 100 Bhp limit in the Council of Ministers and protect the rights of British motorcyclists and manufacturers to enjoy motorcycling and continue to produce the best machines on the market.”

At the end of the EDM there is an amendment which reads – *“hopes the Parliamentary Under Secretary of State at the Department of Transport, the honourable Member for Lincoln, will reconsider his refusal to meet a delegation led by the honourable Member for Bradford West, to discuss opposition to power limits on new motorcycles and related issues; and believes Transport Ministers should engage in such discussions to obtain objective information about motorcycles and safety.”*

Was that delegation a MAG delegation that the Parliamentary Under Secretary of State at the Department of Transport, the honourable Member for Lincoln refused to meet and did he reconsider?

Original Source - <http://www.parliament.uk/edm/1992-93/1672>

Representations By The Motor Cycle Action Group

Another EDM in 1993 this time tabled by Bob Cryer MP

“That this House congratulates the Motorcycle Action Group on its lobby of Parliament on 24th March and the well presented case that there is no link between motor-cycle accidents and brake horsepower engine output; notes that 70 per cent. of motor-cycle accidents take place at under 30 m.p.h. in urban areas; rejects the arbitrary limit of 100 b.h.p. output and ‘tamper-free’ engine construction proposed by the EEC Commission which would include owner maintenance, impose an exorbitant increase in costs and penalise the already limited production of British motor-cycles thus placing jobs in jeopardy; notes the B.M.W. already has in hand conformity with these rules; believes that the Commission is working not in the interests of motor-cycle safety but of German industry; and calls upon the Government to reject the proposals.”

Original Source - <http://www.parliament.uk/edm/1992-93/1686>

It took until November 2012 when the European Parliament voted through the - Approval and market surveillance of two – or three-wheel vehicles and quadricycles – regulation. This completely removed the compromise derogation from the previous directive that allowed member states to implement a 100bhp limit for motorcycles on their own territory.

France being the only member state which had ever implemented a 100bhp limit for motorcycles.

AROUND GB AND IRELAND.

WALES

According To the BBC Three villages are joining forces to reduce speed limits in their communities.

Residents in Llanhamlach and Nant Ddu in Powys and Llanspyddid in Brecon are calling for a 40mph limit on the A470 - the main route between north and south Wales - and the A40.

Campaigners say the current national speed limit of 60mph is making roads dangerous.

The government is currently reviewing trunk road speed limits in Wales.

..... Here's the link to read more:- <http://www.bbc.co.uk/news/uk-wales-mid-wales-29282367>

NORTHERN IRELAND

Woolsley Coulter ART Academy

MAG NI members recently took part in the final 2014 session of Woolsley Coulter's ART Academy at the County Down Kirkistown Race Circuit. NI Regional Rep Steven, along with Lembit Opik, had originally met Woolsley at the Belfast Motor Show in July and after much discussion, in between reminiscing, everyone agreed that we could work together on future projects.

The ART Academy was originally formed at the end of 2012 and their mission is simple...they offer riders of all abilities and backgrounds the opportunity to achieve their full potential in a relaxed, safe and comfortable environment.

Members signed up to take part after hearing of the Academy at the monthly meeting and MAG NI helped the Academy out by bringing female members to form their first ever all female group.

The good aule Northern Irish weather was surprisingly nowhere to be seen, we had a lovely dry day and it was a good backdrop for the sunny smiles all round! We were carefully guided by Woolsley and the instructors and every one of us were amazed at the progress we made. Our girls especially stole the show flying round the track in their pink hi-viz decked out with sequinned MAG patches!

An article of the day is being written for ROAD magazine and we will be seeing more of Woolsley and the ART Academy instructors as we have many other projects, both here in NI and on the UK mainland in the pipeline. <http://www.woolseycoulterart.co.uk/>

PSNI Bike Safe

MAG NI members recently took part in PSNI Bike Safe.

Bike Safe is a UK wide police-led initiative in which riders are taken out for a relaxed ride round on their own machine accompanied by a trained officer. Riders are encouraged to ride as they normally would and the officer observes everything throughout taking note of any bad habits, etc and advising the rider of techniques to try as they go. At the end of the ride the officer debriefs the rider with a relaxed chat about any potential hazards that may arise from your riding style and how to change this to make things safer for the rider.

MAG NI have a good working relationship with the PSNI and have always supported Bike Safe within the country, this was the first MAG NI arranged Bike Safe, though many of our members have taken part in the initiative previously. All of our members taking part on the day were doing so for the first time and all thoroughly enjoyed the experience, they all commented that advice they were given was very helpful and one member was taught a technique that was to pull her out of trouble just a few days later!

An article of our participation in Bike Safe is being written for ROAD magazine and we can look forward to seeing more of MAG NI and the PSNI as there are lots of current projects in the pipeline, news of these coming soon!

www.bikesafe.co.uk

MCIA hints more bikes mean safer, quieter roads (17 Sep)

Much is written about the dangers of riding a motorbike. Indeed, government figures reveal that motorcyclists are approximately 38 times more likely to be killed in road traffic accidents than those in a car.

This fact is perhaps unsurprising given the exposed nature of bikers, compared to the virtual cocoons that other motorists are encased in.

Accident rates are falling

The good news is that the number of people killed and seriously injured in road collisions in Great Britain is falling.

In 2013, 331 bikers died and 4,866 suffered serious injuries due to collisions, compared to 493 deaths in 2008 and 5,556 injuries that same year.

There is no doubt that government initiatives such as the Think! Bike campaign are having a positive impact on motorists. The idea is to remind drivers of the presence of bikes and to encourage them to check and check again to make sure a motorcyclist is not around them before they make a manoeuvre.

Some 30 motorcyclists are killed or injured every day at junctions, which suggests cars were involved.

According to the Motorcycle Accident In-depth Study, the obstacle most frequently struck in a powered-two-wheeler accident was a passenger car. This was cited as the case in 60 per cent of incidents.

The second most commonly hit obstacle was the road itself, but this was cited in just nine per cent of accidents.

MCIA hints that more bikes would make roads safer

Last month saw the National Motorcycle Safety Conference take place. The event was organised by the Association of Industrial Road Safety Officers with the aim of reducing road casualties among bikers.

The Motorcycle Industry Association (MCIA) attended the event and the organisation's chief executive Steve Kenward made a speech that referred to European research, which hints that more motorbikes make roads safer.

According to the study, if there was a ten per cent increase in motorbikes, moped or scooters on the road, there would be a proportionate reduction in the number of riders killed.

The MCIA stated that in Japan, there are 98 bikes per 1,000 vehicles and for every 1,000 bikes on the road, there are 0.8 motorcycle fatalities per year.

In comparison, Europe has a lower bike to car ratio but a higher accident rate. On the continent, there are 73 bikes for every 1,000 car users and the rate of motorcycle fatalities is 1.52 per 1,000 vehicles.

Similarly, in the US where the rate of motorbikes to cars is just 27 per thousand, the motorcycle fatality rate is high at 5.32 per 1,000 vehicles.

In 2013, the MCIA said in a statement: "The UK has the lowest ownership of powered-two-wheelers (PTWs) in Europe but proportionately has one of the highest rates of fatal accidents. In sharp contrast, the Netherlands has three times the number of PTWs per head of the population and yet riders are five times less likely to be killed than riders in the UK."

Bikers make more considerate car drivers

The MCIA also quoted research from insurance company Equity Red Star that showed motorcyclists are 23 per cent safer behind the wheel than those who have never ridden a motorbike.

According to the statistics released by the company, owners of PWTs were 20 per cent less likely to make a bodily injury claim on their car policy.

Motorbikes help ease congestion

The MCIA was also keen to remind the audience at the conference that not only would an increase in motorbikes make roads safer, it would also help to ease congestion on the roads.

Mr Kenward cited research performed by Transport & Mobility Leuven in conjunction with the University of Leuven. The study showed that if ten per cent of motorists swapped their car for a motorcycle or scooter, traffic congestion would be cut by as much as 40 per cent.

Vehicle Safety Recalls

For further information on any of these recalls, visit the DVSA recalls database or contact your local dealership.

RM/2014/018 - Ducati: Diavel - Number plate holder assembly may detach

RM/2014/019 - Harley Davidson, FLH Range: FLH, FLHP, FLHR, FLHRC, FLHTCU, FLHTK, FLHX, FLHXS, FLHTKSE, FLHRSE - Front wheels may lock up

RM/2014/022 - Harley Davidson: Dyna Lowrider - Engine may turn off unexpectedly

<https://www.gov.uk/check-if-a-vehicle-has-been-recalled>

Your Speed In Spain

ETSC - European Transport Safety Council – “New speed limits on all Spanish roads are expected to be in force by the time this hits your desk, according to the General Directorate of Traffic (DGT).

According to media reports, certain urban roads will see their limits reduced from the standard 50 kilometres per hour to 30 or even 20.

Speed limits on all secondary roads will be reduce to 90 kilometres per hour, as opposed to 100 most commonly used today.

The move is aimed at cutting the numbers of deaths in towns, especially among pedestrians and cyclists.

Controversially, certain stretches of motorway will increase to 130 kilometres per hour limits, provided they meet specific requirements relating to road and weather conditions.”

Other newspaper reports concentrate on a “Fear Factor” of horrendous fines and an attempt to put you off ever riding in Spain.

ETSC

However the main point of this piece is to point to ETSC who are a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. They bring together internationally renowned transport safety experts from across the EU and are financed by its members, through projects co-funded by the European Commission, and through public and private sector sponsorship.

They appear to be the self-styled “gurus” of OUR road safety in Europe.

However in 2008 they produced the - VULNERABLE RIDERS - Safety implications of motorcycling in the European Union – document.

Although ETSC is in favour of the mandatory fitment of Anti-lock Braking Systems (ABS) – coming in 2016, generally seem to favour Automatic Headlamps On (AHO) for all motorcycles, scooters and mopeds – coming in 2016 as a mandatory requirement for new type approved bikes, recommended that further research in is undertaken as regards Intelligent Speed Adaption – ISA in

order to develop a safe and effective ISA system for PTWs, the use of protective clothing should be encouraged and, in the long run, minimum standards should be developed and made mandatory - these should be adapted to the different needs of various types of PTWs, research needs to be intensified in order to provide benefits of airbags and leg protectors to all PTW riders there are some “positive” recommendations.

Those recommendations include that: The European Union should revise Directive 2003/12/EC in order to address the safety problems A-pillar design can cause to powered two-wheelers - Side protection on trucks - Side underrun protection systems should be of sufficient strength to withstand PTW impacts. Side protection which closes off the open space between the wheels of the heavy goods vehicle should become mandatory for all new heavy goods vehicles - Driver training - Given that a large proportion of PTW crashes involve an “at-fault” driver (see section 2.5) there is plenty of scope to improve driver training with particular reference to PTWs.

The biggest chapter in the document is regarding - Road Design and Traffic Engineering – which covers issue concerning – Curves - Intersections and roundabouts - Road safety features - Road building and maintenance - Signs and road markings - Road Safety Audit and Inspections - Use of Bus Lanes by PTWs - Advance stop lines for PTWs.

The document has sixteen recommendations – recommendation one is that: PTWs should be integrated in transport and safety plans with strategies recognising their specificities and needs.

At Network we can recognise the hand of some of those in the motorcycle “lobby” community in the ETSC document.

As we know MAG is not a safety organisation however a lot of issues regarding motorcycles evolve around safety and it is good to have a look at what others are putting forward in this respect both the negative and positive.

VULNERABLE RIDERS - Safety implications of motorcycling in the European Union – pdf – 147kb
- http://archive.etsc.eu/documents/ETSC_Vulnerable_riders.pdf

ETSC - www.etsc.eu

Classic Vehicles: exemptions from periodic testing- MoT

The Department for Transport (DfT) has set up this website for people to discuss and make suggestions about changes to road-worthiness testing for classic vehicles.

The current rules in Great Britain will have to change in 2018 and they are seeking views and evidence on the best way to make those changes.

This effect all vehicles of this nature and the DfT have set up a specific page for riders views to help them find the best way to treat motorbikes.

Adapted from the DfT Website

Motorbikes

Under current GB law motorbikes that were manufactured before 1960 can be exempt from MOT testing. A new EU directive allows the UK to continue to allow exemptions from MOT testing, but now for vehicles over 30 years old providing they have not substantially changed.

The UK has to amend GB law to reflect the EU requirements if we wish to continue to exempt classic vehicles, but there is a lot of flexibility about how this can be done.

DfT - Background To Changes

“Directive 2014/45/EU sets out minimum requirements for periodic road-worthiness testing of vehicles used on public roads. Vehicles are categorised by type and the rules differ for each category. Motorbikes must be tested on a regular basis, unless exempt, but it’s up to the member state to decide the frequency of the testing.”

“The UK can decide if we want to exempt motorbikes of historic interest, if they ‘have not been subject to substantial change’. Or we could choose to introduce regular testing for such vehicles. If we do decide to exempt motorbikes, we can decide how old they should be before they’re exempted and how to define ‘substantial change’.”

Your views

On the DfT web page they have asked for views, which they say will help them to find the best way to treat motorbikes.

In addition to comments which you can leave on the web page there is a short survey which you can complete to tell them:

- if you think that classic vehicles should be exempt
- what criteria we should use if you do

The DfT have also asked some specific questions:

- Do you think classic motorbikes should be exempt from periodic testing? If not, how frequently should they be tested?
- If you think classic vehicles should be exempt from periodic testing, then who do you think should be able to recognise the historic nature of a classic vehicle? (eg car clubs, MOT centres, other suggestions?)
- How appropriate would self-certification onto a register be?
- Who do you think should bear the costs of any administration?
- No ‘substantial’ changes are allowed to the ‘technical characteristics of [the vehicle’s] main components’. Do you have suggestions for what should be considered ‘substantial’ and what should be considered ‘main components’?

DfT update - 15th September: A total of 1612 people have completed the survey so far – the vast majority of people have answered in relation to cars and vans.

There is support across all vehicle groups for each of the options however, the most popular is that classic vehicles should be exempt from period testing and that exemptions should be set according to the age of the vehicle.

Support for periodic testing exemptions for classic vehicles is particularly strong amongst those answering in relation to motorbikes – 80% of motorbike respondents support exemptions.

NOTE: *The website will be open to the end of October 2014.*

<http://www.dft.gov.uk/classic-mot/>

FEMA

- **Save Time And Money**
- The Federation of European Motorcyclists Associations FEMA reports that during the summer they carried out mobility tests in various European cities using a combination of different modes of transport.
- FEMA's conclusion is that if you want to save time and money – use a bike!
- **Save time and money: use a bike!**
- Powered Two Wheelers – scooters, mopeds and motorcycles – can make a huge difference to improve mobility in Europe.
- This summer, the Federation of European Motorcyclists Associations FEMA, made tests in European cities with different modes of transport.
- The results from 14 European cities are crystal clear- if you want to save time and money, use a PTW!
- A switch from cars to PTWs would also reduce congestions and give financial benefits to the cities.
- Work is a huge part of our lives and commuting to work takes more and more time due to congestions. More than 60 % of the population in the European Union lives in urban areas.
- The European cities are expected to grow with an increased demand for personal transport for commuting. Many urban areas of Europe are chronically congested, which means an annual cost of € 100 billion per year!
- To FEMA, the PTWs are an obvious choice of transport in cities, but not to other stakeholders. In order to investigate the difference in transports, FEMA asked member organizations in Europe to take part in a mobility test. 15 cities in eight countries participated in the first pan European mobility test ever.
- The rules were easy: use different modes of transport – motorcycle, moped, car, public transport and bicycle if possible. Start at the same time from a set place in a suburb and head for a goal inside a European city. Find a time keeper to collect the results. Take photos from the test. Send the results to FEMA.

- The result is crystal clear all over Europe. The motorcycles and mopeds made the journeys faster in every city.
- The average speed for motorcycles and mopeds compared to cars is higher in almost every city. Bicycles took part in the tests in Basel, Lausanne, Dublin, Marseilles, Antwerp and Brussels. The bicycle who took part in Antwerp only spent nine minutes more than the car to travel 22 kilometers! The bicyclist in the city of Marseilles was actually faster than all other modes of transport, due to a bicycle lanes and experience.
- The biggest differences between the motorcycle and the car was 38 minutes to travel 29 kilometers in Oslo, (27/ 65 minutes) and 48 minutes to travel 19 kilometers in Dublin (27/75). If you choose to ride a motorcycle instead of drive a car in Oslo, you would save more than one hour every day!
- The fact that all motorcyclists have access to bus lanes in Oslo, also gave the rider a safe and pleasant journey. The rider in Dublin saves more than 1,5 hour per day compared to the motorist.
- The cost for the journeys, parking and tolls was also compared. Motorcycles and mopeds used less petrol compared to cars. There were no costs for parking motorcycles and mopeds in most cities compared to cars which had to pay up to €25 to park one working day. Cars must also pay toll/congestion tax in Stockholm and Oslo where motorcycles and mopeds are excluded from the city toll.
- The PTW-riders spend less money commuting compared to motorists.
- The mobility test proves that powered two-wheelers can contribute to improve mobility and reduce congestions all over Europe. Individuals would spend less time and money commuting to work if they use a PTW. A switch to PTW is also profitable for society as a whole, which has been stated in several studies.
- It would be easy for the European cities to promote PTWs and improve safety to a low cost, for example by allowing filtering, give access to bus and taxi lanes, open dedicated parking space for PTWs and exempt PTWs from congestion charge.
- Visit the FEMA website for all the tests results – Cities overview – Video from the mobility test in France/Island of Réunion – Video from the mobility test in Italy/Rome – Video from the mobility test in Norway/Oslo – A report on the mobility test in Ireland – A report on the mobility test in Oslo.
- View the full article at FEMA - <http://www.fema-online.eu/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=409&cntnt01returnid=15>
- **FEMA Letters to MEP's**
- With the European Parliament back in session FEMA has contacted every MEP explaining the role FEMA plays as a representative of European motorcyclists.
- The letter FEMA sent:

- On behalf of the 40 million European citizens who use powered two and three-wheelers - to commute or for leisure, professionally or for a private use, with a moped or a big motorcycle - we congratulate you on your election to the European parliament.
- Amongst the many issues you will have to deal with during your mandate, motorcycling may look like a minor topic. However, it relates to many of the challenges our society has to face: mobility, environment, consumer protection, freedom of choice, and of course road safety. You will find that the riders are very passionate people, eager to defend their rights and their freedom. They are also experts on motorcycling, and have a lot of experience and propositions to share.
- Unfortunately the road users are not always listened to. Many regulations regarding them are designed without taking their input into account, which leads to poorly designed regulations, badly written, sometimes with results opposite to those intended. Yet we all share the objectives of better road safety, cleaner environment, less traffic, etc. The riders across Europe are very creative and dynamic in proposing training, awareness campaigns, and many other forms of actions they are more than willing to share, to reach these objectives in an effective, public-spirited way.
- The Federation of European Motorcyclists' Associations democratically represents national road-riders organizations from many member states. As a liaison between the citizens and the European institutions, with a permanent office in Brussels, FEMA is available to answer all your questions regarding this mode of transportation, especially in light of the upcoming votes. Our experts, researchers and elected representatives would appreciate the chance to provide you or your assistant with the relevant objective facts and actual, from-the-road on two-wheels experience. Please do not hesitate to contact us as part of your process of determining your opinion on these complicated issues.
- Again, welcome (back) to the European parliament, we look forward to a constructive collaboration and wish you a constructive term in Parliament.
- The riders of Europe, represented by FEMA.
- **Pen & Paper - Action**
- At Network we come from an era of MAG when at MAG meetings pen and paper was used to sit down and write a hand written letter to our political representatives.
- A series of bullet points or suggestions were handed out and then we had to sit write a letter, you could have heard the internal cogs in the brain turning in the meeting as we tried to formulated a personal and individual letter.
- We suppose now in the age of the email and electronic contact note pads, lap tops, I-pads etc etc at your MAG Group you could still do this without the paper and pen.
- Result the email would be sent right there and then from the meeting.
- Or with pen and paper get those cogs in the brain dusted down to either deliver a hand written letter or take it home and type and email or print the letter out for posting!

- So might be an exercise to try at your next group meeting with a letter to your MEP about FEMA and MAG as National Organisation of FEMA.
- Don't forget - *MAG UK was instrumental in setting up FEM (1988) and its expansion to form FEMA (1998), of which MAG is an active member organisation.*
- *A portion of your MAG membership goes towards funding FEMA, giving riders a voice in Europe and in Global Issues.*
- As FEMA said - so let the lobbying begin!
- If you don't know who your MEP is or their contact details you can find your MEP at http://www.europarl.org.uk/en/your_meps.html or at <http://www.europarl.europa.eu/meps/en/search.html?country=GB>
- *Please don't use Write To Them or similar platforms – direct contact is best.*



BRAKE

Road deaths and injuries cause utter devastation to families and communities. Yet drivers who kill, harm and endanger are often let off with grossly inadequate penalties, compounding the suffering of bereaved and injured victims and leaving many feeling betrayed by the justice system. Almost half of drivers convicted of killing are not jailed; only one in seven is sentenced to five years or more.

Crimes that can and do lead to death and injury – like speeding and mobile phone use at the wheel – can be effectively deterred through strong enforcement and penalties. Yet traffic policing numbers are decreasing, and penalties for these crimes remain woefully low.

Get the facts on criminal charges following a road death or serious injury.

What needs to be done?

We call for tougher charges and penalties for driving offences, to appropriately reflect the suffering caused, provide desperately needed justice for victim families, and deter risky driving behaviour.

In the case of deaths or injuries, this means: revised charges to stop drivers being let off on lesser 'careless' driving charges; much stiffer penalties for hit and run and disqualified drivers; and

stronger sentencing guidelines, allowing judges to hand out maximum sentences in the most serious cases.

We also need tougher penalties for drivers who endanger through risky driving behaviour – such as speeding and mobile phone use – to send a message that these are serious crimes, deter risky drivers and protect the public. Law-breaking drivers must also know they will be caught, which means we need more dedicated traffic police to stop them.

Find out more about our calls on charges and penalties and UK traffic policing levels.

What can I do?

- **Share the campaign** on Twitter, Facebook or Google+ using the buttons at the bottom of the page
- Tweet your support: **@Brakecharity, #Crackdown**
- **Make Brake's Pledge** to help prevent further tragedies on the road
- **Write to your MP** calling for tougher penalties for driving offences
- **Sign up to our fortnightly bulletin** for updates on our campaigns and how you can help
- **Fundraise** to support Brake's campaigns and vital support work
- **Sign up** for the UK's flagship road safety event, **Road Safety Week, in November**
- **If you have been affected by a road death or injury** and want to be involved in our campaigns, email central-office@mag-uk.org and tell us your story

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