



# Network July 2024

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

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[Acknowledgments:- George Legg. Colin Brown. Michael Armstrong. Ian Churchlow. Neil Liversidge. Jane Carrott. Jayne Scouter. Louise Gibson, MCIA. FEMA and anyone else I’ve forgotten]

## EDITORIAL

I'm keeping my Editorial short this month because there's a lot of stuff in the edition to do with voting on 4<sup>th</sup> July and MAG's Annual Group Conference.

What I did want to talk about is just two things. You may remember a while back I published a world map showing where the raw materials for batteries for EV were sited. This showed mainly Russia, the Southern hemisphere, China and up through South America etc. It showed Europe completely isolated and would have to be reliant on purchasing those material from elsewhere. I also said that due to cost this would probably be the end of the automotive industry in Europe. However, I never expected it to start quite so quickly but the following indicates it may already have:-

<https://www.telegraph.co.uk/business/2024/06/16/eu-war-chinese-electric-cars-sink-once-mighty-auto-industry/>

The other thing I wanted to mention was to acknowledge the tenacity and sheer dignity of Harry Dunn's family in their pursuit of justice for their Son. I have my own opinions on how this has been handled from day 1, on both sides of the big pond, but this is not the place for that. Recently they have had to go through the trauma of a second burial and latterly the inquest. Their resilience is truly astounding. Government response: Inquest into death of Harry Dunn: response to coroner's findings :-

<https://www.gov.uk/government/news/inquest-into-death-of-harry-dunn-response-to-coroners-findings>

OK. That's me for this month except two things - please note the extension of the deadline date for submitting proposals/manifestos to AGC and please note how you can make a significant difference on July 4<sup>th</sup>.

Ride free, AG

For the next edition please submit copy by 25<sup>th</sup> July to [aine@mag-uk.org](mailto:aine@mag-uk.org) with the subject heading: Network

## MAG Annual Group Conference 2024 - Reminder Re' Motions for Debate and Nominations for Officers

MAG's 51st Annual Group Conference will be held on Saturday 28 September 2024 at Driffield Showground, Driffield Road, Kelleythorpe, Driffield, East Yorkshire, YO25 9FB.

There is ample parking and camping on site for tents and caravans / motorhomes, along with showers and toilet blocks. There are also several hotels in Driffield and Cranswick of varying costs for those who prefer more comfort. A party will be held on the Saturday night with a live band.

The proceedings will commence at 1.00 pm and conclude by 5.00 pm at the latest.

As per MAG's Constitution (which is permanently available for downloading from our website <https://mag-uk.org/wp-content/uploads/2022/10/TMAGL-Constitution-AGC-approved-2022.pdf> ) anyone wishing to nominate a candidate for office or to submit a proposal for debate must submit their proposal/nomination in writing. Nominations and proposals can be sent by email to [nominations@mag-uk.org](mailto:nominations@mag-uk.org) with a copy to [chair@mag-uk.org](mailto:chair@mag-uk.org), or by post to the National Chairman, c/o West Riding Personal Financial Solutions Ltd, West Riding House, 6-8 Commercial Street, Castleford, WF10 1DG.

**Please note that we have extended the deadline.** Submissions received by post by 20 July 2024 will be accepted. All proposals and nominations must include the name and membership number of the proposer and seconder. Nominees must have been members for at least twelve (12) months prior to nomination and must include a manifesto of not more than 1200 words.

The National Chairman will personally acknowledge all email and postal submissions by return. If, therefore, you do not have an email acknowledgement within 24 hours, or a postal acknowledgment within 10 working days, please phone Neil F Liversidge on 01977 808600. Please note that postal deliveries in Castleford average two per week these days due to the appalling 'service' of Royal Mail, hence the extension to 20 July 2024.

We look forward to your participation.

## Political Team Report – Colin Brown

Polling day is on 4<sup>th</sup> July, for many 5<sup>th</sup> July will be met with the sense of relief you get when you stop banging your head against a brick wall. We won't make any predictions or analyse any polls here. We will continue to lobby for riders interests to be recognised in the remaining days before the election and on every day that follows it.

### 4<sup>th</sup> July – Will the country Move on Motorcycling?

On 4<sup>th</sup> July you have the task of deciding which candidate to vote for in your constituency.

We have produced scorecards for the published manifestos of most if not all the parties. (If you know of a manifesto, we have missed that should be scored, please do let us know). The scorecards are simply a measure of how the party manifestos align with our own Move on Motorcycling manifesto. Nothing more, nothing less.

You can find the scorecards here:

Reform UK: +1.2 [https://wiki.mag-uk.org/images/d/d3/Manifesto\\_Scorecard\\_Reform.pdf](https://wiki.mag-uk.org/images/d/d3/Manifesto_Scorecard_Reform.pdf)

SDP: 0.3 [https://wiki.mag-uk.org/images/d/de/Manifesto\\_Scorecard\\_SDP.pdf](https://wiki.mag-uk.org/images/d/de/Manifesto_Scorecard_SDP.pdf)

ALBA: 0.2 [https://wiki.mag-uk.org/images/3/3b/Manifesto\\_Scorecard\\_ALBA.pdf](https://wiki.mag-uk.org/images/3/3b/Manifesto_Scorecard_ALBA.pdf)

Workers Party: 0.1 [https://wiki.mag-uk.org/images/9/9b/Manifesto\\_Scorecard\\_Workers\\_Party.pdf](https://wiki.mag-uk.org/images/9/9b/Manifesto_Scorecard_Workers_Party.pdf)

Plaid Cymru: 0.0 [https://wiki.mag-uk.org/images/2/29/Manifesto\\_Scorecard\\_Plaid\\_Cymru.pdf](https://wiki.mag-uk.org/images/2/29/Manifesto_Scorecard_Plaid_Cymru.pdf)

Scottish National Party: 0.0 [https://wiki.mag-uk.org/images/c/c2/Manifesto\\_Scorecard\\_SNP.pdf](https://wiki.mag-uk.org/images/c/c2/Manifesto_Scorecard_SNP.pdf)

Sinn Féin: 0.0 [https://wiki.mag-uk.org/images/e/e9/Manifesto\\_Scorecard\\_Sinn\\_Fein.pdf](https://wiki.mag-uk.org/images/e/e9/Manifesto_Scorecard_Sinn_Fein.pdf)

Alliance: 0.0 [https://wiki.mag-uk.org/images/9/94/Manifesto\\_Scorecard\\_Alliance.pdf](https://wiki.mag-uk.org/images/9/94/Manifesto_Scorecard_Alliance.pdf)

DUP: 0.0 [https://wiki.mag-uk.org/images/1/1e/Manifesto\\_Scorecard\\_DUP.pdf](https://wiki.mag-uk.org/images/1/1e/Manifesto_Scorecard_DUP.pdf)

Conservatives: -0.3 [https://wiki.mag-uk.org/images/7/70/Manifesto\\_Scorecard\\_Conservatives.pdf](https://wiki.mag-uk.org/images/7/70/Manifesto_Scorecard_Conservatives.pdf)

Green: -0.8 [https://wiki.mag-uk.org/images/4/48/Manifesto\\_Scorecard\\_Green.pdf](https://wiki.mag-uk.org/images/4/48/Manifesto_Scorecard_Green.pdf)

Labour: -0.8 [https://wiki.mag-uk.org/images/a/ab/Manifesto\\_Scorecard\\_Labour.pdf](https://wiki.mag-uk.org/images/a/ab/Manifesto_Scorecard_Labour.pdf)

Liberal Democrats: -0.8 [https://wiki.mag-uk.org/images/6/65/Manifesto\\_Scorecard\\_Liberal\\_Democrats.pdf](https://wiki.mag-uk.org/images/6/65/Manifesto_Scorecard_Liberal_Democrats.pdf)

MAG does not presume to tell you who you should vote for, but on the question of motorcycling issues alone there is one obvious outlier. The other parties have made little if any attempt to win the votes of riders based on the issues that matter

specifically to riders. Note that where parties scored zero, in each case this denotes complete lack of comment on the subject as opposed to a balance of pros and cons.

No matter which candidate wins the seat in your constituency, from a lobbying perspective our work – and your work - will change from picking to persuading.

Do take the time to write to your new MP (whether you voted for or against them) and congratulate them on winning. The key goal here is to begin (or hopefully broaden) your relationship with the individual that will supposedly represent you in Westminster.

I would recommend that the first thing you ask your MP to do, is to support a positive outcome to work started before the election on motorcycle licence reform and bus lane access. The fact that these were mentioned in the Conservative manifesto should not be seen as a reason to scrap the work by other parties. (Yes - I am making a wild guess that the Conservatives are not going to form the next Government)

We need to be sure that all MPs know that delaying or derailing these two live processes will not be well received by those of us who have lobbied so long for both. This is particularly relevant if your MP is from the governing party, and even more so if your MP holds a ministerial role in the new Government.

We recommend that you continue to send copies of the Move on Motorcycling manifesto and push the new MPs to comment and formulate a position on each of the points. We have seen politicians arriving at MAG hustling events who clearly had not read the manifesto before attending. Regardless of the arrogance or stupidity of arriving unprepared, this does reflect the depth of the average MP's understanding of motorcycling. In any conversation with an MP on a motorcycling issue, you will most likely be the most qualified in the room. Offer to help them gain an understanding.

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

### **Hit the ground running**

There may be a hiatus of political activity over the summer, but MAG will not be pausing for breath.

The earlier than expected general election has disrupted some work but has not killed off any workstreams.

I will be pursuing several Police and Crime Commissioners to see how they intend to deliver on the pledges made to Fight Motorcycle Theft. If you have any local work ongoing around motorcycle theft, please do get in touch to let me know what is happening. I am always happy to support you and co-ordinate all work to get the biggest bang for our lobbying work.

I will be attending the Annual Conference of the International Journal of Motorcycle Studies in Nottingham at the end of July. This will be an opportunity to push the work

I am doing with Prof Mathew Humphrey at UoN. The work is providing us with a very clear picture of the underperformance of local transport authorities when it comes to delivering for motorcyclists. The autumn will also see Prof Humphrey and I presenting our work at the Highways UK show.

With the General Election over and all purdah excuses off the table I will be moving ahead with meetings with Transport for London and supporting Geoff Mills with the fight against Bath's ridiculous parking charges proposals. I will also be supporting Northern Ireland rep, Martyn Boyd in meetings with the Department for Infrastructure in September.

Who knows, I may even find time to ride my new-to-me Triumph motorcycle. New Government, new motorcycle! I'm moving on my motorcycle.

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## TO VOTE OR NOT TO VOTE, THAT IS THE QUESTION?

A Message To All Motorcyclists from The Motorcycle Action Group

**There are over a million motorcyclists in the UK. The proposed ban on new internal combustion engine-powered vehicles (ICEVs), bikes and cars, spells the death of motorcycling as we know it. We need to get our voices heard and to beat the ICE ban.**

Thursday 4th of July will soon be here, and we will all have an opportunity to vote. Indeed, you may have already done so by postal ballot.

We, as bikers, can speak up for motorcycling at the ballot box.

No doubt you have noticed that motorcycling hasn't been mentioned that much in the political party manifestos. But on 4th July there is one more option to get motorcycling noticed!

Firstly, for the people who want to vote for one of the political parties:

Place your cross in whichever box you choose but turn the ballot paper over and write a pro-motorcycling statement on that side. For example:

- **'Stop the ICE ban',**
  - **'Default access to bus lanes for motorcycles now',**
  - **'Review the motorcycle driving licence,'**
- or, just nice and simply,
- **'Bikers Are Voters'.**

Placing a mark in more than one box or making yourself identifiable as an individual will spoil your ballot paper, and your vote will not be counted. However, a message on the reverse or clear of the boxes will not spoil your vote.

If you don't want to vote for any party, please still make the effort to go to your polling station and spoil your ballot paper, but still write a pro-motorcycling statement on the ballot paper.

The number of spoiled ballot papers in any election is counted and recorded, and the parliamentary candidates and party hacks all get to see them at the count. So, any message of support for motorcycling can get their attention.

**Always remember: Politics is too important to be left to the politicians.**

## MAG PRESS RELEASES

### News from the Motorcycle Action Group (MAG)

#### **Motorcycles should be supported by policy – husting consensus found.**

At a General Election husting event organised by the Motorcycle Action Group (MAG) candidates from three political parties agreed that Government policy should support motorcycling. Candidates standing for Reform UK, Liberal Democrats and the Conservatives agreed that Government needs to do better for motorcyclists in the UK.

Cumbria MAG held a General Election husting event in Egremont on Tuesday 18th June. The event was organised to allow motorcyclists to hear from candidates for the Whitehaven and Workington constituency.

Conservative Andrew Johnson, and Liberal Democrat Chris Wills both attended. Reform UK candidate, David Surtees, was unable to attend for medical reasons, but Matthew Moody (candidate for neighbouring Penrith and Solway constituency) substituted for Reform.

Labour's Josh MacAlister, and Jill Perry the Green candidate did not attend.

The discussion revealed that all candidates present have a strong belief that politicians need to learn more about motorcycling to deliver better policies. Andrew Johnson and Chris Wills have the benefit of being motorcyclists themselves, whilst Matthew Moody conceded he was not an expert on motorcycles.

Conservative candidate Andrew Johnson pointed out that the Conservative manifesto does mention motorcycling twice. He said:

“We need more people elected into parliament who understand motorcycling, have a bike, and are willing to champion hard the issues that we all care about, and for me that's about backing things like synthetic petrol production – so we get away from all this bio-ethanol rubbish [...] and we get back to proper science like synthetic petrol, start investing more in our roads, and start treating motorcyclists like genuine road

users, as opposed to in this hierarchy of vulnerable road users [...] It's a fantastic mode of transport, it needs support and if elected I'm determined to keep championing the interests of not only motorcycling from a road riding perspective, but off-road as well. There's big challenges facing us in the future."

"We need all parliamentarians to understand the value of motorcycling and what it brings to the UK economy, because it is a big component. It employs a lot of people, brings in a lot of money, good for tourism, good for leisure, good for commuting – all of it"

Agreeing with Johnson, Liberal Democrat Chris Wills said:

"He's right and in the Lib Dem manifesto the word isn't there. We've been caught with our leathers down – definitely. I don't want to make excuses, but if I get elected there will be a Lib Dem motorcycle action group and there'll be a parliamentary group too. [...] I think what we need is a reappraisal of the hierarchy in the Highway Code, I mean it's ridiculous. [...] You have to be a motorcyclist to understand motorcycling. There needs to be a core of people making the decisions who actually do ride the things."

"Don't be anti- electric motorbikes, be anti- this ridiculous push to go electric. [...] There's a place for electric [...] but it shouldn't be a threat to the internal combustion engine."

Reform's Matthew Moody pointed out that his party would scrap all aspects of the ban of ICE vehicles, including the sales quotas imposed via the ZEV mandate. Commenting in the discussion on licencing, he said:

"We've got to the stage where it's nanny government interfering in every aspect of our lives. What they need to do is back off. They need to let people who know what they are doing to consult and come up with a new plan, a new way of doing things and let them get on with it. And that's what Reform is all about, getting rid of all the red tape, all of the nonsense, getting back to basics and starting again, because it's just gone too far the other way."

"I'm not an expert on motorbikes [...] but what I do know is nonsense when I see it, and that five page flow chart that I saw about how to get a licence – I was reading it thinking what would I need to do to get a licence, and I just gave up after a while – it was just ridiculous – and that's on a Government website!"

The lack of representation from Labour left room for criticism from the other candidates. Organiser Michael Armstrong, MAG's national political officer, is a Labour party member and was disappointed by the inability to probe Labour's attitude to motorcycling. Michael said:

"I want to encourage all motorcyclists – go to your local parliamentary candidate for Labour and ask them 'what are your policies on motorcycling?' - we won't find out tonight, because they are not here."

MAG will be releasing a video of the husting event soon.



MAG is also holding another hustling on Monday 24th June in Edinburgh, where again all parties are invited to face riders' questions about the policies that matter to them.

ENDS

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **First Positive Score In Manifesto Scorecard Announced By MAG**

### **Can new motorcycle theft research help more Ride to Work?**

In a week with further General Election manifestos published, MAG has announced the first party to achieve a positive score. Reform UK's document "Our Contract With You" achieves a score of +1.2

Last week MAG published scorecards for the General Election manifestos of the Conservative, Labour, Lib Dem and Green parties. In MAG's analysis none of those manifestos achieved a positive score for alignment with the Move on Motorcycling manifesto.

With the publication of the Reform UK document - billed by the party as a contract, not a manifesto - MAG can now point to a positive outcome. The Reform UK document achieves a score of +1.2, thanks mainly to the party's position on future sales of internal combustion vehicles.

MAG has also published scorecards for the Plaid Cymru, Scottish National Party and Sinn Féin who have all published manifestos since Friday of last week. These three parties all achieved a score of zero given that all three are silent on the specific issues raised in Move on Motorcycling.

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

"The scoring system we are using only measures the alignment of the party manifestos with the asks MAG has made in the Move on Motorcycling manifesto. It is perhaps understandable that parties for Wales, Scotland and Northern Ireland are silent on devolved issues, but there are plenty of other areas that they could cover to show that they are serious about delivering for motorcyclists. We are delighted to see that there is one party with a net positive offering from a motorcycling perspective, but I should reiterate that MAG are apolitical. We are simply providing information to help riders make their voting choice on 4th July. Manifestos do not necessarily give a comprehensive list of all policies of any given party, so we advise riders to continue asking candidates for more detail from all the parties"

MAG's individual scorecards for Reform, Plaid Cymru, SNP and Sinn Féin can be found here:

Reform UK: [https://wiki.mag-uk.org/images/d/d3/Manifesto\\_Scorecard\\_Reform.pdf](https://wiki.mag-uk.org/images/d/d3/Manifesto_Scorecard_Reform.pdf)

Plaid Cymru: <https://wiki.mag->

[uk.org/images/2/29/Manifesto\\_Scorecard\\_Plaid\\_Cymru.pdf](http://uk.org/images/2/29/Manifesto_Scorecard_Plaid_Cymru.pdf)

Scottish National Party: [https://wiki.mag-uk.org/images/c/c2/Manifesto\\_Scorecard\\_SNP.pdf](https://wiki.mag-uk.org/images/c/c2/Manifesto_Scorecard_SNP.pdf)

Sinn Féin: [https://wiki.mag-uk.org/images/e/e9/Manifesto\\_Scorecard\\_Sinn\\_Fein.pdf](https://wiki.mag-uk.org/images/e/e9/Manifesto_Scorecard_Sinn_Fein.pdf)

Last week's scorecards remain available here:

Liberal Democrats: [https://wiki.mag-uk.org/images/6/65/Manifesto\\_Scorecard\\_Liberal\\_Democrats.pdf](https://wiki.mag-uk.org/images/6/65/Manifesto_Scorecard_Liberal_Democrats.pdf)

Conservatives: [https://wiki.mag-uk.org/images/7/70/Manifesto\\_Scorecard\\_Conservatives.pdf](https://wiki.mag-uk.org/images/7/70/Manifesto_Scorecard_Conservatives.pdf)

Green: [https://wiki.mag-uk.org/images/4/48/Manifesto\\_Scorecard\\_Green.pdf](https://wiki.mag-uk.org/images/4/48/Manifesto_Scorecard_Green.pdf)

Labour: [https://wiki.mag-uk.org/images/a/ab/Manifesto\\_Scorecard\\_Labour.pdf](https://wiki.mag-uk.org/images/a/ab/Manifesto_Scorecard_Labour.pdf)

ENDS

Last year, research showed that motorcycle theft is a key barrier to increased numbers choosing to ride to work. This year Alex Parsons-Hulse is conducting further research on this subject.

A paper published in the International Journal of Motorcycle Studies shows that 64% of riders are concerned about lack of secure parking and theft. A significant 81% of riders want to see improvements in security.

Independent researcher Alex Parsons-Hulse is leading a new research project that seeks to better understand riders' views and experiences of motorcycle or scooter theft. The Motorcycle Action Group has been working hard with its Fight Motorcycle Theft Campaign and, amongst other things, is calling for tougher sentencing as part of its General Election manifesto, Move on Motorcycling.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "It is great to see a research project like this. The fear of theft is undoubtedly a great barrier to increased utility riding in this country. More motorcycle commuters will translate to less congestion, less pollution, less stressed workers and a buoyant economy. Research may point us in the direction of significant opportunities for tackling motorcycle theft. There are no easy answers, but this is why this kind of research is so important. I hope that riders will help by participating in the survey, especially today on Ride to Work Day."

Please help with this important research by taking part in an online survey at the following link: <https://www.surveymonkey.com/r/W89K7PQ>

Participation is entirely voluntary, and all data will be collected anonymously. The survey will close on Saturday 29th June. Your views and experiences are important, so please take part as soon as possible.

ENDS

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

Notes for editors

The International Journal of Motorcycle Studies (IJMS) is dedicated to the study and discussion of motorcycling culture in all its forms: from the experience of riding and racing to the history of the machine, the riders and design to the images of motorcycling and motorcyclists in film, advertising and literature.

<https://motorcyclestudies.org/>

“Identifying the barriers to a wider uptake of motorcycles as a primary mode of transport for commuting in the UK” Alex Parsons-Hulse

<https://motorcyclestudies.org/volume-19-2023/identifying-the-barriers-to-a-wider-uptake-of-motorcycles-as-a-primary-mode-of-transport-for-commuting-in-the-ukalex-parsons-hulse/>

Ride To Work Day is an international campaign promoted in the UK by the Motorcycle Action Group: <https://ride-to-work-day.mag-uk.org/>

MAG’s Fight Motorcycle Theft campaign: <https://mag-uk.org/fight-motorcycle-theft/>

MAG’s Move on Motorcycling manifesto: <https://mag-uk.org/move-on-motorcycling/>

## **Little hope for riders in general election manifestos**

The Motorcycle Action Group (MAG) has reviewed the four party general election manifestos published this week. The conclusion is that none of the manifestos offer motorcyclists much hope.

MAG has analysed the general election manifestos published by the Liberal Democrat, Conservative, Green and Labour parties over the last week. MAG has produced a scorecard for the four parties, measuring each manifesto’s alignment with Move on Motorcycling.

The scorecards for all four manifestos fall well short of delivering a promising future for motorcyclists. Ranging between -1 to +1, none of the manifestos get a positive overall score.

The Liberal Democrats, Labour and Green manifestos all score -0.8. The Conservative manifesto fairs a little better with an overall score of -0.3. The factors pushing the Conservative score up were clear promises to deliver universal motorcycle access in bus lanes, ban local pay-per-mile driving schemes and a commitment to reform motorcycle licencing.

However, none of the manifestos promise to scrap the vehicle electrification mandate. The Green manifesto calls for ending ICE vehicle sales in just three years’ time. Beyond this the Green Party also wants to end use of all ICE vehicles on the road by 2035. Labour and the Liberal Democrats want to restore the 2030 date previously postponed to 2035 by Rishi Sunak. The Conservatives are sticking to the 2035 date and keeping the ZEV mandate which started from this year.

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

“The four manifestos are a grim prospect for riders. They clearly show that the interests of riders are not in the heart of these four parties’ policies. There’s another three weeks to go until polling day, and MAG will be redoubling efforts to sway the opinions of all parliamentary candidates. Bikers are Voters – all candidates need to do to win those votes is Move on Motorcycling.”

MAG’s individual scorecards for the four manifestos can be found here:

Liberal Democrats: [https://wiki.mag-uk.org/images/6/65/Manifesto\\_Scorecard\\_Liberal\\_Democrats.pdf](https://wiki.mag-uk.org/images/6/65/Manifesto_Scorecard_Liberal_Democrats.pdf)

Conservatives: [https://wiki.mag-uk.org/images/7/70/Manifesto\\_Scorecard\\_Conservatives.pdf](https://wiki.mag-uk.org/images/7/70/Manifesto_Scorecard_Conservatives.pdf)

Green: [https://wiki.mag-uk.org/images/4/48/Manifesto\\_Scorecard\\_Green.pdf](https://wiki.mag-uk.org/images/4/48/Manifesto_Scorecard_Green.pdf)

Labour: [https://wiki.mag-uk.org/images/a/ab/Manifesto\\_Scorecard\\_Labour.pdf](https://wiki.mag-uk.org/images/a/ab/Manifesto_Scorecard_Labour.pdf)

ENDS

***One comment on the above which passed across my desk regarding the various parties so called ‘ideology’, particularly the Green agenda, sums it up perfectly:-***

“Yes we all know that none of that is practical, but we have examined the realities of vehicle electrification in much greater depth than the greens and their disciples, who if truth be known appear to be particularly ignorant of the facts or perhaps worse deliberately ignore them to hold an ideological high which bears no relation to reality.

Electrical vehicles are no more environmentally friendly than existing ICE vehicles, create much more unrecyclable waste, have a much shorter life than ICE vehicles creating much more waste and manufacturing emissions. If environmental issues were to the fore of their concerns then one would expect policies that actually helped the environment, sadly most of their aims seem to follow a NIMBY slant with precious little thought through policy.

I did note that in their manifesto coverage today not once was a ban date of 2027 for sale of new ICE vehicles mentioned, they stuck to the 2035 date and of course did not say that it would be a ban on all ICE vehicles.”

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## **MAG ANNUAL AWARDS – YOUR NOMINATIONS WANTED BY 13/9 LATEST**

All,

It's getting close to that time of year, where we all have the opportunity to meet at MAG's AGC. This years AGC is being hosted at Driffield in the East Riding of Yorkshire on Saturday 28th September. However, before then we would like your nominations for the annual MAG awards.

If there is someone in your local group that you recognise from the award descriptions (below)? You can send your 2024 nominations to me (via email) including a

short paragraph of no more than 250 words the reasons why you think the individual, group or region should be considered for a specific award. That's all there is to it.

Please ensure all nominations are received by midnight on Friday 13th September (at the latest).

## **Motorcycle Action Group Annual Group Conference Awards**

### **Certificate of Merit**

Awarded to an individual/group in recognition of outstanding achievement/dedication over a period of time. A certificate is issued along with a merit badge.

### **The Chairman's Award**

To be awarded by the National Chairman to a group or individual that has made a significant and otherwise unrecognised contribution to the work of the group. A bowl is given to the recipient until the next AGC. A small plaque is also presented for the recipient to keep thereafter along with a merit badge to individual winners.

### **Media Award**

To be awarded to a journalist or a publication for informed, accurate, balanced and ethical reporting of issues related to motorcycling and motorcyclists. A small plaque is presented to the recipient to keep thereafter.

### **Steve Tannock Teamwork Award**

To be awarded to the local group, region or other team of MAG members who, in the opinion of the National Committee, have made a significant joint contribution to the work of the group. An engraved shield is given to the winning team's region until the next AGC. Where the team is multi-regional the shield is held in the trophy display at MAG Central. Each team member receives a certificate of merit.

### **Richard Tegg Award**

Awarded to the MAG member who, in the opinion of the National Committee, has made a sustained, significant and positive contribution to the work of the Group over a period of years at local level. National Committee members are not eligible for this award in relation to their national work or NC activity, but may be nominated in respect of specified local non-NC activity as an ordinary member.

A shield is given to the recipient until the next AGC. A small plaque or shield is also presented for the recipient to keep thereafter along with a merit badge.

### **Honorary Life Membership**

Awarded to a MAG member in respect of significant work over a sustained period on behalf of the group. Except in exceptional circumstances nominees for Honorary Life membership should have been fully paid up ordinary members of MAG for an unbroken period of at least ten years prior to nomination for this award.

A maximum of 3 honorary life memberships may be issued in any one year.

A certificate and Life Membership card is presented along with a merit badge.

### **Life Time Achievement Award - now the Simon Millward Lifetime Achievement Award.**

To be awarded to a person, who, in the opinion of the National Committee has, over their lifetime, made a significant contribution to motorcycling. (The nominee may be a non-member of MAG at the time the award is granted.)

A small plaque is presented to the recipient to keep thereafter along with a merit badge.

### **The Fred Hill Freedom Award**

To be awarded to the individual who, in the opinion of the National Committee, has made a sustained contribution to riders rights. The Freedom Award is a Cup given to the recipient until the next AGC. A small plaque is also presented for the recipient to keep thereafter along with a merit badge.

### **Bald Eagle Award**

Awarded to the region who have the highest percentage increase in membership since the last AGC. An engraved shield is presented to the winning region at AGC. The shield is returned to MAG Central after the event.

Kind regards, Ian Churchlow,  
National Vice Chairman.  
Director - The Motorcycle Action Group Ltd

[www.mag-uk.org](http://www.mag-uk.org). [ian.churchlow@yahoo.com](mailto:ian.churchlow@yahoo.com)

## **MAG's Response to the Government's Request For Input on the future of Classic and Historic Vehicles**

**The Government has asked for our input and has hinted that it wants to see classic bikes fitted with electric motors if they are to be allowed to stay on the road. This is MAG's response to the consultation.**

---

A great many MAG Members ride historic classic motorcycles and many more have a deep and genuine interest in the classic scene. MAG was key to winning fair treatment for classic motorcycle owners in 1996 when continuous VED was proposed, i.e., that all motorcycle owners would be required to tax their vehicles even when they were off the road, and it was MAG that supplied to DVLA the idea of a statutory declaration which became the SORN system.

It is true that many classic vehicles are laid up for months at a time, often only being used in the summer, with some only ever transiting to and from shows. That is not an

absolute, however; we know many motorcyclists who use historic vehicles daily. Whatever their frequency of use though, all value their lifestyle and culture tremendously.

It has been mooted that classic machines might be converted to run using battery electric motors. Here it should be said that there have always been those who, with varying degrees of skill and success, have modified machines by swapping one engine for another. The best-known examples are the Triton (Triumph engine in a Norton Featherbed frame, NorVin (Vincent engine in a Norton frame) and TriBSA (Triumph engine in a BSA frame.) We have even seen machines with extra engines such as a twin-engined Triumph that was doing the rounds of the shows in the 1980s and 1990s. There is little doubt, therefore, that somebody will fit a battery electric motor into a classic machine sooner or later. However, it needs to be recognised that such exercises are nothing more than individuals showcasing their own engineering skills by doing something new; it is **not** indicative of any general appetite for converting classic petrol-powered machines to battery electric. Most classic machine owners value originality and such modifications as they do make are usually aimed at improving reliability. By way of example, a factsheet is attached on a 1950 649cc Triumph 6T Thunderbird detailing a variety of such modifications.

It is also important to recognise that the historic vehicle sector is served by thousands of small businesses, many of them run by people who were made unemployed by the decline of UK manufacturing and who are now self-employed. The bike that is the subject of the spec-sheet is a classic example of work done by such independent businesses. It is also an example of motorcyclists' propensity for recycling and repurposing, something which the Government should be encouraging and facilitating.

MAG's position, therefore, is that –

- The waiving of the Roadworthiness Test (MoT) requirement is fair, proportionate, sensible, and the waiver should not be tightened or removed. Classics are invariably maintained to a high standard and ridden with extreme care, mostly by very mature riders.
  - The VED waiver is likewise fair, proportionate, sensible, and should not be tightened or removed either, given the relatively low number of road miles travelled.
  - Historic machines should be permitted to use the roads unfettered and indefinitely.
  - Forced electrification is totally unacceptable.
  - No unnecessary regulations should be imposed on the sector.
- 



This bike's engine is from a 1950 Triumph 650cc Model 6T Thunderbird. The frame is from a bike registered in 1967 and thus has conventional rear shocks, not the 1950 Triumph sprung hub. The front forks are late model Triumph T140 Bonneville items. The lower yoke is original, but the top yoke was made from scratch. One-inch stainless steel handlebars sit on three-inch custom-made stainless risers. The front hub and disc are Suzuki and the calliper Kawasaki, making an excellent front brake. The front wheel now has a 21-inch rim. The rear brake drum has been adapted using Peugeot car parts, so this is a bike with a hydraulic drum rear brake giving better stopping power than the original – functionality first. The electrics have also been updated from 6 volt to 12 volt, allowing for a more powerful headlight. Power is generated by a reconditioned dynamo and the ignition timing is electronic. One-off custom footpegs are fitted along with a one-off single seat. The primary drive is by belt, replacing the original single pushbike type chain, which was prone to breaking, usually destroying the primary case into the bargain. The belt means less vibration, less noise, smoother power delivery, longevity, and safety. The primary case is a new remanufactured item. All the engine plates are all custom made as are the exhaust pipes. An aftermarket Morgo oil pump is fitted for better oil delivery and engine lubrication. The carburettors are AMAL MkII Concentrics. These are non-standard for the engine's year but deliver better fuel economy and smoother engine running. The cams are one-off items made by PJT Dynamics for more efficient fuel use and reduced vibration. The tank is an original early 1950s Triumph Thunderbird item with all authentic fittings except for the parcel rack. The clock is a Smiths Magnetronic. The tail light is a copy of those used on Vincents and the number plate was made by Jepson's of Sheffield, the UK's oldest number plate manufacturer. The Triumph Thunderbird was tested at 100mph on a flying lap at the Montlhéry track near Paris in 1950. None of the mods are aimed at making it go faster; the reality is that it's an old engine and needs treating with care. All the focus has been on building a comfortable and reliable bike with classic looks that is able to cope with modern traffic. The engineering was done by Tim Ollett of PJT Dynamics in Leven, East Yorkshire. The paint is by Andrew Parnaby of Unit 10D, Marston Business Park, Tockwith, near York. Parts were sourced mainly from Wylde's and Wooster's of Leeds. Where possible all parts and labour were sourced from self-employed people running owner-managed businesses.





## West Cumbria MAG Motorcycle Hustings- Where 3 out of 5 ain't bad.

This isn't going to be an article on the event but an appeal from the event. I invited five political parties to my event and three of them turned up. I haven't heard anything from The Greens about their non-attendance but Labour were hesitant from the start and it comes down to what is "trending".

And so, my appeal to you is the following:  
Facebook users- please search who's your parliamentary candidate from the Labour Party and post a comment on their page. Just say, as a biker can you please tell me What is Labour's policy on motorcycling?

Computer users- click on the link <https://mag-uk.org/act-now/> and send off the template email to your Labour candidate.

My post about the West Cumbria MAG hustings.  
Tonight was a fabulous night of debating motorcycle policy and the enjoyment of riding motorbikes 🏍️.

Many thanks to the bikers who attended and who asked their questions to the panel. Many thanks for the parliamentary candidates who attended (L-R)  
Chris Wills, Liberal Democrats.

Matthew Moody, Reform UK Penrith and Solway.

Andrew Johnson for Whitehaven & Workington, Conservatives.

Plus a surprise guest, Mark Jenkinson MP who was in the audience but still managed to give some input within tonight's proceedings.

Please get out to vote on July 4th 🗳️

#bikersarevoters



Michael Armstrong

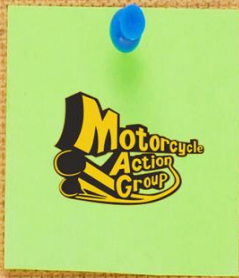
Cumbria MAG, Regional Rep and

MAG National Political Officer.



# MAG Notice Board

Next  
Network deadline  
25th July  
\*\*\*  
OPEN ROAD deadline  
15th July



Elections are coming  
4th July  
Use your vote to elect  
a motorcycle friendly  
MP in your  
constituency

Our latest campaign  
'Move on Motorcycling'  
highlights our  
manifesto

Not received  
issue 113  
Open Road?  
Contact the office  
01926 844064

**REMEMBER**  
Don't forget to vote  
4th July  
General Election

\*\*\*  
Yorkshire Pudding  
Tickets on sale  
\*\*\*  
Stormin' the Castle  
Tickets on sale  
\*\*\*

# May L-Category (Scooters, Motorcycles & other light vehicles) Registration Statistics

MCIA News: 7th June 2024



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

The May market closed at a positive 2.6% ahead of 2023. Strong performances were seen in a number of style sectors including, modern classic, adventure and road sports (+50.1%, +18.0% and 7.0% respectively).

For the full year to date, the market is tracking ahead of last year by 0.7%, which includes growth in both electric and internal combustion engine powertrains at +0.6% and +1.4% respectively. Smaller capacity motorcycles (51cc – 500cc) having the highest performance by capacity for May, showing an impressive 11.9% up.

The Government this week released its road safety figures for 2023 where the reduction in motorcycle road casualties dropped by an impressive 12%. You can see the full report [here](#). Coinciding with this, [National Motorcycle Safety Week](#) is running all this week, shining a spotlight on motorcycle safety whilst giving helpful advice, tips, and guidance to improve riding skills, which includes signposting to the MCIA's [Elite Rider Hub](#).

**Tony Campbell, CEO of MCIA, said:** “It is very encouraging to see the market continue to perform strongly in spite of not having a particularly good Spring. Furthermore it's encouraging to see the significant drop in casualties for our sector, where we will continue to push Government to make roads safer for the riding community. Finally, as we watch with interest the election campaign, MCIA published its [Manifesto](#) which calls on the new Government to not only pick up on the good work done so far, but also to amplify the focus and energy on driving this sector forwards. More information can be found [here](#).”

The next Government have the unparalleled opportunity to positively address the need for our sector's involvement in future transport plans and to enable the acceleration to net zero.”

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

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

Notes for Editors:

MCIA is the body that represents the UK L-Category vehicle industry. L-Category vehicles can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined as 'L-Category' vehicles (Regulation 168/2013) and are a great solution to the congestion and air quality challenges we all face. They are also sometimes referred to as powered light vehicles (PLV).

For more information about the work of MCIA and L-Category vehicles, or to interview MCIA's CEO, Tony Campbell, please contact [Gina Evans](#).

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***FRENCH WHITE PAPER – maybe we should take a leaf out of their book. I've long been an admirer of the way the French riders protect their motorcycling. They love their demos (as do I) which are truly massive and reminiscent of the many EURO Demos we held. So, this white paper, imho, almost hits the mark, almost.***  
**AG:-**

## Motorcycling: The Individual Mobility Solution That Brings Many Advantages

- [FEMA news](#)

June 13, 2024



A French white paper, published by CSIAM (the International Chamber of Automobile and Motorcycle Trade Unions) offers a summary of the significant progress that the use of motorcycles and other powered two-wheelers makes, both in terms of relieving road traffic congestion and reducing polluting emissions and on savings that can be made by the community and road users themselves. It also offers an industrial perspective on the problems of noise and road safety as it is understood in the motorcycle sector. Below we offer a compilation of the most important issues (click [here](#) to read the full white paper).

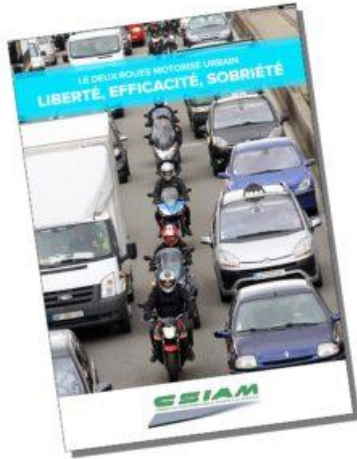
### Travel time

Taking into account the results of a FEMA [mobility test](#), which establishes that the average time saving between the car and the powered two-wheeler on the same route in the Roman agglomeration is 27% in favour of the motorcycle, the consulting firm [Oxford Economics](#), calculated the travel times for each mode of transport. The result shows that, on average, motorbike drivers (or scooters), with comparable routes, take 10 minutes less to get to work than car drivers, 12 minutes less than cyclists and 18 minutes less than public

transit users. By virtue of the fact that each individual makes the journey twice a day (round trip) and works 240 days a year, British analysts estimate that the 103,000 Roman motorized two-wheeler drivers save 340,281 cumulative days each year compared to motorists, and 422,859 cumulative days compared to all other available modes of transport.

## **Emissions**

Oxford Economics has announced that motorcycles emit significantly less greenhouse gases than passenger cars. In this case, the analysis of the authors of the study is based on an average emission factor of 64g/km for a motorcycle with a cylinder capacity of less than or equal to 250 cm<sup>3</sup> (The emission factor is the amount of a certain pollutant emitted per vehicle/kilometre (g/km)). Larger powered two-wheelers, despite less favourable emission factors, retain the advantage over cars occupied by their driver alone: for motorcycles between 250 and 750 cm<sup>3</sup>, the factor increases to 149 g/km, while motorcycles over 750 cm<sup>3</sup> are capped at 163 g/km on average. For cars, the values used by Oxford Economics are 218 g/km for petrol engines and 200 g/km for diesel engines. All of these figures are drawn from the COPERT (Computer Program to calculate Emissions from Road Transport) database on which the European Environment Agency relies. The reference to small-displacement motorcycles, also adopted by the researchers at Transport & Mobility Leven, is justified by British analysts by the fact that they represent 62% of motorcycles, including mopeds, used in Europe, with 22 million vehicles. The lower fuel consumption of a powered two-wheeler, compared to that of a private car, is due in part to the reduction in travel time specific for motorcycles because of their ability to filter between the lines of slowed or stopped cars. With less than 3 l/100km for 125 cm<sup>3</sup> motorcycles, and less than 4 l/100 km for medium-displacement motorcycles, the measurements reveal low values that only cars with more complex and more expensive technological applications can achieve. The authors note that these same results confirm a significant improvement between Euro 3 motorcycles and their Euro 4 and Euro 5 equivalents: the average reduction in consumption for a 125 cc<sup>3</sup> is 22%; that of maxi-scooters, less obvious, still results in a -4.8% (they are penalized by the lower energy efficiency of a variator, compared to a gearbox); that of medium-displacement motorcycles shows a -25% and that of large displacements (more than 900 cm<sup>3</sup>) – 20%. In terms of CO<sub>2</sub> (carbon dioxide) emissions, the downward curve, combined with that of consumption, reveals emission factors of 48 to 63 g/km for 125 cm<sup>3</sup> motorcycles, 73 to 97 g/km for intermediate displacements and between 103 and 107 g/km for motorcycles with 75 and 100 kW of power.



***CSIAM President Vincent Thommeret on motorcycle noise: “Let’s keep in mind that if the technical compliance of powered two-wheelers with strict regulations, guaranteed by their manufacturers, is not undermined by any modification of their exhaust system, powered two-wheelers are not noisy.”***

### **Battery electric**

In terms of environmental impact, the report suggests that the electrification of a scooter with a power equivalent to that of a 125 cm<sup>3</sup> is a relevant response to the need for an individual vehicle. The comparative analysis of the life cycle of a 125 scooter with a combustion engine and its electric equivalent (same power of 10 kW, 6 kWh Li-ion battery) shows that the electric version produces a lower pollutant footprint: the carbon emissions attributable to the manufacture of an electric scooter are certainly significantly higher than those resulting from the construction of a scooter with an combustion engine, But carbon-free use leads to an overall reduction in greenhouse gas emissions. The excess emissions attributable to the manufacture of the electric powered two-wheeler are compensated when more than 18,500 km are travelled.

### **The costs of transport**

Motorcycles, particularly in the case of cylinders less than or equal to 250 cm<sup>3</sup>, in urban and suburban areas, perform better than cars in terms of direct cost per kilometre, due, among other things, to their lower fuel consumption. Thus, it is easy to assume that a 125 cm<sup>3</sup> motorcycle, credited with a 95 E10 petrol consumption of less than or equal to 3 l/100 km, will generate, at most, a direct expenditure of €5.70 per 100 km travelled, based on a price per litre of €1.90. By comparison, a city car credited with a consumption of less than or equal to 5l/100 km will generate, at most, a direct expenditure of €9.50. Based on the idea that the working population assigns a value to the time spent working or indulging in leisure, Oxford Economics considers that the time saved on travel frees up availability for work or leisure. A monetary value can thus be set for the time invested, in line with what individuals would be willing

to pay to save time on commuting. In this case, the Italian Ministry of Infrastructure and Transport provided the British experts with a monetary value of the hours spent according to the purpose of the trip. In median value, in 2019, the hour of work in Italy is estimated at €16.4, compared to €7.70 for an hour of transport between home and work, and €10.30 for an hour of extra-professional activity. By applying these price levels to the time savings estimated by Oxford Economics over the course of its study, it is possible to estimate the cumulative monetary value of people who commute to and from their workplace. The authors of the British study, to do so, take the example of the city of Rome, Italy (2,280,000 inhabitants in 2019). Their calculations show that if 5% of motorists abandoned their car to switch to a powered two-wheeler, their time savings would collectively reach €45.9 million/year. Assuming that only 2.5% of them preferred the motorcycle, the time recovered would reach the value of €23 million. If only 1% of them replaced the use of a car with that of a scooter or a light motorcycle, it would be a saving of €9.2 million. At the European level, the evaluation of the average price of an hour 'redeemable', as calculated by the European Commission in 2019, is capped at €6.47. On this basis, the hypothesis of 5% of drivers wishing to abandon the car for a powered two-wheeler for their daily journeys, transposed to the level of the Member States of the European Union and the United Kingdom, suggests the figure of €3.3 billion in savings per year.

### **Road safety**

As for the study of accident factors, it shows, among other things, that the speed of the driver of a motorcycle over 125 cm<sup>3</sup> (and presumed to be responsible for the accident) is the predominant element: it is proven in 52% of cases. Another fact that is noteworthy: while female drivers represent 15% of the population of powered two-wheeler users, only 8% of them lose their lives as a result of an accident – their mortality rate is almost half that of their male counterparts. These findings lead the powered two-wheeler branch of the CSIAM to consider that a powered two-wheeler is not a dangerous vehicle in itself, any more than an electric scooter, a bicycle or a car; that the fact of being less protected than a car driver must induce appropriate behaviour, encourage caution, the wearing of appropriate equipment and compliance with the Highway Code. It is under these conditions that everyone can get the most out of the use of a motorized two-wheeler and receive all the pleasure it is likely to offer.

French motorcyclists' organisation [FFMC](#) – a member of FEMA – said: "With this white paper, the CSIAM condenses into a single document the advantages of using powered two-wheelers in an urban environment. Coincidence or not, the official release of this white paper comes a few days after the European-wide publication of the [Manifesto](#) co-produced by the FIA, FEMA and ACEM, European representatives of motorcycling sport and user associations and manufacturers of motorcycles. The document calls for the

use of powered two- and three wheelers in urban environments to combat traffic jams and decarbonize everyday mobility, without avoiding the issues of noise, safety or pollution.”

*Written by Wim Taal*

Source: [CSIAM](#) (click [here](#) to read the white paper (French, pdf, 45 pages))

*Top photograph courtesy of Honda*

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## **TRAVELLING OVERSEAS – KEEPING YOU IN THE PICTURE**

**(Stuff you may need to know)**

***If you're lucky enough to be riding through Norway then the following is good news. AG***

### **Free motorcycle parking in designated places in Oslo**

FEMA News: June 6, 2024



Norwegian motorcyclists' organisation [NMCU](#) – a member of FEMA – is very satisfied with the new political government in Oslo that created free parking spaces for motorcycles.

Back in 2016 the old government decided to close down the free parking spaces for motorbikes in the town, despite intensive complaints from the users, led by NMCU. The feeling for all motorbike drivers was – most naturally – that motorcyclists were no longer welcome in Oslo. Over the years, and especially after the election last year, the CEO of NMCU, Arild Lind, has been in contact with several members of the local Progress Party (Fremskrittspartiet) on this matter.

As a result of the negotiations between the new government and their collaboration partner The Progress Party, they came to an agreement to open up at least fifteen new spaces for free parking for motorbikes this year.

NMCU's Arild Lind (see photo) said: "We are extremely happy that the negotiations in the town hall have led to this result, and even though many other cities in Norway have some free parking spaces, we encourage and challenge all cities to look at Oslo and also create free parking spaces for motorbikes. The result will be less traffic



chaos, less cars and better mobility in the city. This will also be a good gesture to both domestic and international visitors to Oslo.”

The city of Oslo has an interactive map where spaces for motorbike parking is marked. You can visit the map [here](#) and click on the icon to see the size of the parking lot.



Source: NMCU. Photographs courtesy of NMCU.  
This article is subject to [FEMA's copyright](#).

## ***And, more good news if Spain's your destination of choice, AG Spanish riders and the transport ministry work for motorcyclist-friendly guardrails***

FEMA News; June 7, 2024



Juan Manuel Reyes, the president of the Spanish motorcyclists' association ANM – a member of FEMA – held a meeting with Mr. Álvaro Navareño, Technical Director of the General Directorate of Highways and his team. In this meeting, work was done on improving the criteria for installing Motorcycle Protection Systems on Metal Safety Barriers, popularly known as 'guardrails'.

Currently, these installation criteria from 2014 are regulated at the state level and which, although it was a great advance at the time, from the point of view of the ANM, are excessively modest, since the criteria only include the recommendation to

install Motorcycle Protection Systems in curved sections and when limited speed or geometry conditions are met.

For the ANM, the only legally valid criterion to equalize the rights of motorcyclists with those of car drivers would be that which requires the installation of a Motorcycle Protection Systems in all guardrails of the country. But, understanding the existing budgetary limitations, there is the possibility of introducing important and economically acceptable improvements in the short and medium term that allow a considerable expansion of the number of barriers with Motorcycle Protection Systems.



Juan Manuel Reyes, the president of the Spanish motorcyclists' association ANM, in the blue shirt.

**This is the specific proposal made by ANM:**

- Eliminate the concept of 'recommendation' for installation so that it becomes 'obligation' for Motorcycle Protection Systems installation.
- Improve current geometric criteria:
  - Do not limit the installation of Motorcycle Protection Systems by a criterion of traffic speed on curves; they should be installed on all types of curves regardless of their specific or relative speed.
  - Improve the curve radius criterion based on which the installation of Motorcycle Protection Systems is necessary.
- Introduce a new criterion, additional to the previous ones, based on the potential danger of the road for motorists and cyclists:
  - Roads with high motorist accident rates.
  - Roads with a high rate of incidents affecting motorists.
  - Roads with medium and high intensity of use, by motorcyclist users.

This meeting is a follow-up on the meeting held on April 8 with Mr. Juan Pedro Fernández, Director of Highways of the Ministry of Transport and Sustainable Mobility. Joint work on the reform will continue over the coming months in order to improve the safety of motorcyclists in terms of containment systems on the roads under the Ministry's responsibility.

Source: [ANM](#). Top photograph by Wim Taal. This article is subject to [FEMA's copyright](#)

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# Motorcycles Should Be Allowed To Be Serviced By Independent Workshops' (*absolutely, AG*)

• **FEMA news**

June 16, 2024

FEMA has responded to a consultation by the European Commission on the Review of the Motor Vehicle Block Exemption Regulation.

In short: the current Motor Vehicle Block Exemption Regulation says: 'motor vehicle' means a self-propelled vehicle intended for use on public roads and having at least three wheels.

The description that motor vehicles are defined with three wheels and above excludes motorcycles from free competition and allows manufacturers, importers and brand dealers to void the warranty if a motorcycle has been serviced (not repaired) by an independent motorcycle workshop. That is why we – European riders and others – collectively ask for rewording of the text, into 'motor vehicle': a self-propelled vehicle intended for use on public roads.

If you also want to reply to this consultation, please do so. The feedback period: 27 May 2024-24 June 2024 (midnight Brussels time).

You will find the consultation here: [https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14126-Motor-Vehicle-Block-Exemption-Regulation-evaluation\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14126-Motor-Vehicle-Block-Exemption-Regulation-evaluation_en)

*To the European Commission,*

*The Federation of European Motorcyclists' Associations (FEMA) wants to express its concerns with the current Block Exemption Regulation 461/2010.*

*The task of the Block Exemption Regulation is to ensure free competition on the motor vehicle market in terms of access to information, the possibility of servicing motor vehicles under warranty, access to spare parts, etc.*

*Our point of concern is that motor vehicles with two wheels are currently not covered by the regulation.*

*In CHAPTER 1 – COMMON PROVISIONS – Article 1 – Definitions, there is under section g indicated: (g) "motor vehicle" means a self-propelled vehicle intended for use on public roads and having at least three wheels;*

*The description that motor vehicles are defined with three wheels and above excludes motorcycles from free competition and allows manufacturers, importers and brand dealers to void the warranty if a motorcycle has been serviced (not repaired) by an independent motorcycle workshop. Furthermore, we have experienced that when a used, newer motorcycle under warranty is resold by an independent motorcycle dealer, the remaining warranty is removed from*

*the motorcycle, which means that the customer no longer has a warranty on his motorcycle.*

*Therefore, we propose that in CHAPTER 1 – COMMON PROVISIONS – Article 1 – Definitions, point g the indication of the number of wheels is removed and will in the future say: (g) ‘motor vehicle’: a self-propelled vehicle intended for use on public roads.*

*With regards,*

*Wim Taal,*

*General Secretary.*

*Top photograph courtesy of Healtech Electronics*

*This article is subject to FEMA’s copyright*

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#### **WEBSITES AND ON-LINE MATERIAL YOU MAY WISH TO VIEW**

[Major car brands sticking with petrol and diesel internal combustion engines despite EV demands \(msn.com\)](#)

[Ford CEO warns brand will ‘not invest’ in EVs unless there is ‘non-negotiable’ change \(msn.com\)](#)

ROADPOL: UK Police to freeze runaway E-bikes with ghostbusters-style devices  
<https://www.roadpol.eu/index.php/uk-police-to-freeze-illegal-e-bikes-with-ghostbusters-style-devices>

FEMA: Motorcyclists unite – FEMA and FIM formalize their relationship  
<https://www.femamotorcycling.eu/fim-fema-2024/>

RSGB: Campaign hopes to ‘reshape the narrative’ around motorcycling  
<https://roadsafetygb.org.uk/news/campaign-hopes-to-reshape-the-narrative-around-motorcycling/>

RSGB: Partners gear up for National Motorcycle Safety Week  
<https://roadsafetygb.org.uk/news/partners-gear-up-for-national-motorcycle-safety-week/>

Official Statistics: Seatbelt and mobile phone use surveys: 2023  
<https://www.gov.uk/government/statistics/seatbelt-and-mobile-phone-use-surveys-2023>

National statistics: Reported road casualties Great Britain, provisional results: 2023  
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2023>

AQN: Edinburgh bans advertising of cars, cruise holidays and airlines  
<https://airqualitynews.com/health/edinburgh-bans-advertising-of-cars-cruise-holidays-and-airlines/>

ABD: Beware Political Parties’ Silence On Roads And Drivers  
<https://abd.org.uk/beware-political-parties-silence-on-roads-and-drivers/>

AQN: Voi threaten to pull e-scooters out of London, or flood it with bikes  
<https://airqualitynews.com/local-government/voi-threaten-to-pull-e-scooters-out-of-london-or-flood-it-with-bikes/>

CAV: Self-driving vehicles set to be on roads by 2026

<https://www.cavsafetyhub.com/selfdrivingvehiclessettotheonroadsby2026>

ACEM: new elected presidium for motorcycle manufacturers to strengthen dialogue with EU institutions following recent European elections

<https://www.acem.eu/new-elected-presidium-for-motorcycle-manufacturers-to-strengthen-dialogue-with-eu-institutions-following-recent-european-elections/>

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<https://www.rac.co.uk/drive/news/motoring-news/rac-calls-on-political-parties-to-deliver-for-drivers-general-elections/>

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<https://www.uknmc.org/news/election-manifestos-cut-through-on-potholes-but-more-commitment-to-motorcycling-needed>

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