



AUGUST 2023

NETWORK

A networking tool providing information for Activists and other interested parties

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

EDITORIAL

When will they wake up to the fact that these vehicles are so dangerous – even when stationary – this crossed my desk only yesterday:-

[Electric car 'sets huge cargo ship on fire in North Sea': One sailor dead and 23 evacuated from burning 18,500-ton container ship carrying 3,000 cars \(msn.com\)](#)

It seems every day news of the downside of EVs is in the news. Parked up EVs bursting into flames. Imagine a multi story car park and one goes up or outside someone's house. Sadly, I feel in this rush to electric, that sailor isn't the last.

The danger is these fires just have to be left to burn. I don't see this as progress - nowhere near. At the very least its reckless endangerment. But, hey, what do I know?

The following is an interesting article From MCN

https://www.motorcyclenews.com/news/petrol-ban-motorbikes/?utm_source=OracleResponsys&utm_medium=email&utm_content=MCN_news&utm_campaign=MCN-E-M-230707-News2-ACQ-BSP&email_hash=8d035cdf7f6d57f687c42a2dfbb100f6

<https://order-order.com/2023/07/24/andrew-mitchell-cant-confirm-governments-net-zero-petrol-ban-will-stay-in-place/>.

I see the EU Commission has come up with another gem. Under the FEMA section you'll see their latest idea to curtail motorcycling End-of-life motorcycles must be handed in. Yet another way of 'control'. Yes, it's the EU but just wait until some bright spark thinks it's a good idea over here.

Keeping it short this month as I'm off to the Calne Bike Show where I hope to see some of you.

Ride free, AG.

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

CAMPAIGNS REPORT – COLIN BROWN AND LEMBIT OPIK

As Parliament begins its long summer recess, MAG's Political Unit keeps moving forwards. Top of the list in London has been the Ultra Low Emission Zone (ULEZ) debacle, with the continuing campaign to stop the ban on petrol motorcycles at the forefront of the national focus. Lembit Öpik and Colin Brown, report.

Your MP should be around all summer...

During the Parliamentary recess, MPs return to their constituencies and should be more available for meetings. Take the opportunity to quiz them on their plans and commitments in relation to motorcycling, including the threatened ban on the sale of new petrol motorbikes (See below). You can also invite them to MAG events in the area. "This is the way we can influence Parliament the most – by direct contact," says Lembit Öpik. "So call their office and invite them to meet you, or go to one of their surgeries with a short list of questions and requests."

If you want to chat things through before you go, contact Lembit at: Lembit@mag-uk.org

London Conservatives choose anti-ULEZ candidate

The London Conservatives have chosen Susan Hall as their candidate for Mayor in the election next May (2024). Ms Hall has committed to scrapping the Ultra Low Emission Zone (ULEZ) expansion, which threatens to blight a vast additional area of London for those who have older vehicles – including motorcycles. While MAG welcomes her opposition to this disastrous expansion policy, we remain concerned to know where she stands on the question of the ban on internal combustion engines (ICE), and the wider environmental debate which has done so much damage to the liberties of road users.

It is likely that the ULEZ conflict will feature very heavily in the forthcoming mayoral election. However, there are also other subjects which matter to biker sin the Capital. What will she do about the proliferation of underused cycle lanes? Will she scrap Lot Traffic Neighbourhoods? Ms Hall has indicated that she would remove some cycle lanes and LTNs. However, it will be necessary for us to receive a detailed summary of her plans, including on the ICE ban – which she can't influent directly, but where her voice could be influential in the Conservative Party.

Howard Cox, who is standing for Reform UK, has expressed his intention to scrap the entire ULEZ policy, including in those places where it is already in force. He believes there is no scientific evidence to indicate that ULEZ has any effect on human health, and that it is really just a tax on the poor. He would also remove cycle lanes and LTNs, regarding both as punitive and discriminatory against road users.

Lembit Öpik says: "regular readers will be aware that, so far, no organisation, including the Government, has provided any actual evidence to show that emissions are killing people. The claims are basically fake news – just made up numbers to try and justify the ULEZ and other air quality schemes. We will continue to press politicians and parties on this, but we already know why they don't try to justify their emissions policies – because they can't."

There will be a series of debates with the candidates, and we will make sure we get to the policies the candidates propose as they pertain to bikers. What we do know is that a large number of changes have been introduced under Sadiq Khan that have made London a worse place to ride around. It is to be hoped that the election provides a genuine option for those who believe it is time to stop persecuting road users for the sake of ideological or dogmatic policies.

Together Association update

The politically independent Together Association has stepped up a gear with significant developments in the policy agenda it is seeking to gain support for on a cross-party basis. MAG has been central to the development of the generation of the transport manifesto, based on work with the Transport Reality team plus a number of other external individuals and organisations.

Key commitments include:

- End punitive tax regimes and bans targeted against fossil fuel burning vehicles.
- Abandon expansion of Ultra Low Emissions Zones.
- End the arbitrary imposition of Low Traffic Neighbourhoods.
- Publication of all data in relation to air quality, life expectancy and health.
- Publication of the expenditure on all active travel-related schemes.
- Reject road user charging.
- No removal of road space to accommodate autonomous vehicles.
- A long-term road transport strategy that benefits and unites ALL road users.

A full summary of the policy agenda will be in the next edition of Open Road magazine. It's an evolving manifesto and you are welcome to provide your input at: Lembit@mag-uk.org

You'll find out more on the Together Association here: <https://togetherdeclaration.org/>

Operation Earthquake shakes the political tree

Operation Earthquake – the campaign to stop the authoritarian plan to ban petrol and diesel-powered private vehicles by 2035 – is now in full swing. It will feature heavily as the primary mission for MAG in the run up to the next General Election, likely to be in October 2024.

The message is simple: banning internal combustion engine vehicles won't save the planet, but will cost us dearly in terms of civil liberties, economic growth and energy consumption. Please contact your local MP and ask them if they back our call to abandon the ICE ban.

You'll find all the information you need here: <https://operation-earthquake.mag-uk.org/resources/>

Contact Lembit Öpik at any time for help, or to make suggestions, and do let us know how you get on with contacting your MP.

E-fuels not the immediate answer

Production and cost are likely to hold back e-fuels for some time to come, with fossil fuels staying cheaper for the time being. This appears to be the verdict in objective assessments, with few believing that some sort of high density, sustainable alternative will be available in the near future in quantities that could significantly reduce oil usage (which is actually increasing around the world).

Lembit points out that the ethanol content of petrol pump fuels actually increases your fuel consumption, because it contains less energy per litre than old-fashioned petrol. This also carries with it the ironic possibility that they produce more, not less emissions when in use!

Meanwhile, electric vehicles are beginning to face a hard time, because of cost, charging and safety issues. It seems that sales have flattened off, probably because people who are willing to switch to electric have largely done so, and charging costs have sky-rocketed with the increasing cost of electricity.

Lembit adds that “MAG is not opposed to electric vehicles. We’re oppose to compulsion. Let the consumer decide and the market guide the technology. Successive Governments have a dreadful track record of meddling with the market, and their ineffective interference is reflected in the stalling of electric vehicle sales.”

British Parking Association building stronger links with MAG

Lembit Õpik was grateful to be invited to the annul Parliamentary Reception of the British Parking Association, where he established links with relevant senior people in the pursuit of safer and more secure parking for bikers. Colin is continuing this relationship and we look forward to reporting on progress in the autumn.

By-election problems for Khan

The predictable by-election outcomes in Somerset and Yorkshire were not matched in Boris’ old seat of Uxbridge. If anything was going to force national media to report on the resistance to the ULEZ expansion it was the outcome of this political battle. The result was a narrow conservative majority despite even the labour candidate standing on a platform opposing the expansion. The Labour leadership have had to comment that they need to reflect on the result and there seems little else other than the Mayor’s ULEZ policy that can possibly explain the Tory grip on the seat not dissolving as it did in the other two seats.

Will this force Khan to re-think or delay the expansion? Initial indications at time of writing are that Khan is doubling down, but a week is a very long time in politics, so by the time you read this – who knows?

CEBR report a step closer to agreement?

Following the Ministerial Round Table meeting on decarbonisation Colin has been attempting to push the tacit agreement to discuss the results into an actual outcome. The DfT agreed to meet with the authors of the report and Colin has put both parties in touch with each other to arrange the meeting. Disappointingly we are still awaiting the confirmation of the meeting date three weeks later. The political wind is certainly picking up. Is the delay a good sign or bad? Again, we can but wait to see, though as Colin says that doesn’t mean we are not keeping on the pressure to make this meeting happen.

Road Safety – Do we need to take back control?

Most riders fully accept the need for self-reliance and personal responsibility when it comes to staying safe on the road. This is probably a good thing as Colin’s recent attendance at

Road Safety Strategy meetings in the West Midlands and Oxfordshire have shown that we will be waiting a long time for the Road Safety professionals to do anything for us. See Colin's forthcoming article in issue 108 of Open Road for more detail.

Vision Zero is leading to assertions that we have to accept that the only way we will achieve vision zero is to close the roads to motorised traffic. This was a fear specific to motorcycling, but increasingly it is becoming the proposed solution that to achieve zero deaths we need to remove all forms of motorised vehicles from the roads. If ever there was going to be a time to push the argument for inclusivity and sharing the roads, we are entering that period. Motorcycling is literally being written out of the story as the battle between active travel and cars becomes a crusade.

MCRG pushes forward at glacial velocities.

Colin attended another MCRG meeting at the end of June. Progress on the motorcycle theft front was visible to none. The MAG Fight Motorcycle Theft meetings are probably the only activity of note in this area, and Colin is continuing his efforts to overcome the inertia of the group and to drag it into a slow amble forward. We don't expect to be getting any speeding tickets, but Colin hopes to have more positive news before too long.

Fight Motorcycle Theft Meeting for Manchester

We are pleased to announce a breakthrough in Manchester even as we await a re-scheduled date for Leeds. Colin secured agreement from the Greater Manchester Deputy Mayor for Policing and Crime to attend a Fight Motorcycle Theft meeting and the date and venue have now been set.

Colin is hoping for similarly positive action resulting from the previous meetings to be repeated in Manchester, so if you are in the area please support the event to give it the weight it needs to shift the dial.

The meeting will take place at 6pm on Thursday 21st September at Firbank Pub and Kitchen, Firbank Road, Newall Green, Manchester, M23 2YP

<https://www.facebook.com/events/259611543492035>

<https://mag-uk.org/event/fight-motorcycle-theft-manchester/>

Colin interrogates the West Midlands Chief Constable

Colin was invited to put a direct question to the West Midlands Police Chief Constable at a Strategic Policing and Crime Board meeting on 25th July. Colin attended in person to put the question aimed at lifting the veil on the correlation between motorcycle theft and motorcycle road casualties.

This opportunity was another outcome from the Birmingham Fight Motorcycle Theft public meeting.

The result was that the percentage of West Midlands Motorcycle KSI's linked to stolen motorcycles is 15%.

You may think great - loads of bike thieves are killing themselves, but there are also wider implications here.

This evidence from West Mids validates the similar findings from London and really does have significant implications for both tackling motorcycle theft and motorcycle road safety stats. Legitimate motorcycling is clearly significantly safer than the majority would have us believe so there is a diminishing argument to exclude us from positive transport policies. And secure parking facilities are a road safety intervention.

Colin will be looking at all the angles and opportunities we can develop from this evidence base as he seeks to expand on it.

Potholes Petition – have you signed it yet?

For a subject that raises such anger there seems to be little appetite to act. The petition has yet to make the 5000-signature mark, never mind the 100,000 needed to provoke a parliamentary debate.

Colin has made the campaign as simple as possible with five easy steps. Please visit the campaign page and follow all five steps. The roads won't resurface themselves and councils won't invest in the maintenance if we don't hold their feet to the fire.

<https://mag-uk.org/resurface-our-roads>

How Much?

The increasing momentum for the introduction of disproportionate and ill-conceived motorcycle parking charges present a growing concern. As ever London is leading the charge on this regressive approach to revenue generation. You may have seen the consultations for Islington and Hackney - and others are bound to follow – please do respond to them regardless of whether you live in those boroughs. It may be a tired argument but what London does today will spread, so every battle in London is really a national battle.

But does the trend also create opportunities for us? With parking charges in place, the demand for secure parking infrastructure in return becomes hard to deny.

Colin has launched a survey to gather feedback on riders' opinions on motorcycle parking charges. Naturally no one wants to be charged, but is there an opportunity developing where charges cannot be resisted?

Please respond to the survey here <https://www.surveymonkey.co.uk/r/Z2NQ3VB> to help us gauge opinion and formulate a plan.

MAG PRESS RELEASES

Good news for MAG Resurface Our Roads campaign in Staffordshire.

MAG's Resurface Our Roads campaign is recognising a good news story in Staffordshire. The County Council has announced that it will soon be taking delivery of a JCB Pothole Pro machine. This announcement comes days before a scheduled meeting between MAG, Staffordshire Councillors and staff.

On 7th July Staffordshire County Council announced that it will be taking delivery of a JCB Pothole Pro machine. This is the same kind of machine as that featured in MAG's Resurface Our Roads campaign video.

Staffordshire County Council Cabinet Member for Commercial, Mark Deaville, said:

"The Pothole Pro will be a great addition to our arsenal of machinery and, alongside our £30 million investment in Staffordshire's highways over the next two years, will really make a difference to our roads."

This timely announcement comes as Stafford & District MAG Rep, Eddie Foreman, confirms that he has secured a meeting with Staffordshire County Council on 26th July to discuss best practice and the risks posed to motorcyclists in the county by the poor state of its roads.

Eddie Foreman said:

"This is wonderful news. Having seen the Pothole Pro machine in action when I helped with the filming of the ROR campaign video, I know that this will vastly increase the potential for repairing our local roads. We are not complacent however and are still keen to impress upon the Council the need for their risk assessors to fully appreciate the dangers that riders face. I hope that the announcement will be well received by the biking community, and also that I will have further good news to share about the matters we raise in the forthcoming meeting."

Eddie Foreman will be supported in the meeting by MAG's Director of Campaigns & Political Engagement, Colin Brown. Colin said:

"Eddie has been campaigning on the pothole issue for years now, so it is great to see perseverance paying off. I hope that the forthcoming meeting will lead to even more good news, not just in Staffordshire but nationwide, as we continue to push the Resurface Our Roads Campaign. We have already begun the process of lobbying MPs asking them to support our calls for greater funding commitments. With a £14bn backlog, this problem needs more than just best practice, it needs a sizeable bag of money."

MAG has set up a dedicated campaign web page with a simple five-step action plan to help riders get as active as Eddie Foreman in Staffordshire. We will update the page with any news and information from meetings like the one in Staffordshire. Please support the MAG Resurface Our Roads campaign: together we can make things happen.

ENDS

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

Notes for Editors

Staffordshire County Council announcement:

<https://www.staffordshire.gov.uk/Newsroom/Articles/2023/07-July/Council-takes-delivery-of-pioneering-Pothole-Pro-machine.aspx>

MAG Resurface Our Roads campaign page: <https://mag-uk.org/resurface-our-roads/>

MAG Resurface Our Roads campaign video: <https://youtu.be/e01EAS0GUa0>.

MAG continues successful Fight Motorcycle Crime meetings in Manchester.

The Motorcycle Action Group (MAG) is continuing its successful series of Fight Motorcycle Theft meetings. Having confirmed attendance by Kate Green, Deputy Mayor of Greater Manchester, MAG announces the next in the series of meetings will be held on Thursday 21st September.

The Greater Manchester Police (GMP) area consistently sees one of the worst performances for motorcycle theft in the UK. In 2022 Police National Computer (PNC) data showed 1180 motorcycle thefts. This is known to be below the actual reported motorcycle theft figures, and demonstrates a 10% increase compared to the previous year. The GMP area recorded the fourth highest number of motorcycle thefts of all police force areas.

The Fight Motorcycle Theft meeting will follow the same format as previous meetings covering Kent, West Midlands and Hertfordshire police. The Deputy Mayor for Policing and Crime, along with a senior officer from GMP, will speak at the meeting alongside MAG's Director of Campaigns & Political Engagement, Colin Brown. The bulk of the meeting will be devoted to a question and answers session allowing riders to ask questions and raise concerns directly with GMP and the Deputy Mayor.

Colin Brown said:

"I am happy that Kate Green has agreed to attend the meeting and allow this direct engagement event to take place. It is important that riders are given the opportunity to air their grievances in a polite and respectful manner, and past experience shows that these meetings can lead to tangible outcomes. We are under no illusions that the problem can be solved in one meeting, but hopefully we can help to raise the profile and focus on tackling the shocking and disproportionate impact of vehicle theft suffered by the riding community in the GMP area."

The meeting takes place on Thursday 21st September. Proceedings start at 6pm at the Firbank Pub and Kitchen, Firbank Road, Newall Green, Manchester, M23 2YP

ENDS

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

<https://www.facebook.com/events/259611543492035>

<https://mag-uk.org/event/fight-motorcycle-theft-manchester/>



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YouTube channel**

**We are looking for volunteers of all
ages and accents to record voice
overs for our videos. Do you have a
spare 15 minutes and would be
happy to help?**

**Please get in touch via
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MAG Notice Board

**Next
Network deadline
25th August**

**OPEN ROAD deadline
15th September**



**50th Anniversary
products are now in stock
please order online
www.mag-uk.org/shop/**



Last chance to buy Stormin' the Castle Rally tickets!

MAG Podcasts

Please like and subscribe

www.youtube.com/@MotorcycleActionGroupMAG



Parliament Recess Dates

Summer—20th July to 4th Sept

Conference—19th Sept to 16th Oct

A very interesting article:

<https://manhattan.institute/article/electric-vehicles-for-everyone-the-impossible-dream>

New road markings transform behaviour of motorcyclists on bends

Transport Scotland: 3 July 2023



New road markings trialled across the west of Scotland have demonstrated their success in improving the riding behaviour of motorcyclists taking left hand bends.

The markings, called Perceptual Rider Information for Maximising Expertise and Enjoyment (PRIMEs), are designed to help riders make better decisions when approaching bends.

Grounded in the latest academic theory on human factors and applied psychology, also known as 'nudge psychology', PRIMEs consist of new and innovative “gateway” road markings and an associated information signage. They are intended to provide a tool for

motorcyclists, ‘priming’ them to adapt their riding on approach to a bend.

Twenty-two trial sites were created on roads covering 750 square miles across the West of Scotland. Research was undertaken over three years in what is believed to be the most in-depth investigation of motorcycle rider behaviour anywhere in the world to date. Video footage of over 32,000 motorcycles using the markings was manually assessed and the results are clear. After PRIME road markings are installed, project partners have seen:

- A significant reduction in speed.
- A significant improvement in road position both on the approach and apex of the bend.
- A significant improvement in braking behaviour.

Additionally, since the start of the trials there have been no motorcycle injury collisions at any of the previously identified accident cluster sites where PRIME markings have been deployed.

The transformative approach was enabled by the Road Safety Trust, who provided research funding of over



£215,000 to Transport Scotland as the project managers to test the experimental approach. Professor Alex Stedmon, a globally recognised expert in rider behaviour and psychology, led the research and ensured academic rigour throughout – also producing peer-reviewed journal papers reporting the findings. BEAR Scotland provided their expertise by offering engineering solutions to deliver the test sites, markings and signage across Scotland.

This work not only added to the evidence base of the academic theory underpinning the road markings – but offers a blueprint, which has been tested and proven in Scotland, that has potentially global implications. It's a low cost intervention which significantly improves road safety for riders when used in the right road conditions.

The next step will be the production of a guidance pack for roads authorities in Scotland on how they can implement PRIMEs locally. This low cost intervention will be of interest to roads authorities worldwide, particularly where their road environments share a similarity to those commonly found across the west of Scotland.

Scottish Government Minister for Transport, Fiona Hyslop MSP, said:

“The evidence on the impact of Project PRIME is astounding. This is a real triumph for road safety, demonstrating what happens when latest academic theory is supported by real world application – all made possible thanks to Scottish engineering and a strong partnership approach.

“We wanted to pursue this trial because our strong belief is that one death on our roads is one too many. Motorcyclists are consistently over represented in road casualty statistics despite comprising a relatively low proportion of road users – and the issues around left-hand bends for riders are well known. The Road Safety Trust share our vision for road safety – and I'm grateful for their support and funding to help test the innovative approaches. BEAR Scotland also went above and beyond to overcome engineering barriers and make this study possible.

“What sets this approach apart is that it is grounded in theories of applied psychology and human factors. Those approaches were then proven successful under real-world conditions, in what we believe is the largest study of rider behaviour ever undertaken. That is a tremendous achievement – with much of it made possible by Professor Alex Stedmon and his team working with Transport Scotland officials to produce rigorous and peer-reviewed work.

“Scotland is working with partners to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050. Project PRIME has responded through innovative engineering – and has proven that this is an approach that could be used globally under similar road conditions.”

Professor Alex Stedmon, said:

“Project PRIME is the first time this kind of research has been done to look at dedicated road markings for motorcyclists.

“It's been a great opportunity to use applied psychology principles in the real world to support behaviour change for a specific group of vulnerable road users which underpins the Safe System approach to road safety and supports Scotland's Road Safety Framework to 2030.

“Between 2020 and 2022 I spent many weekends up in the Highlands collecting data and interviewing riders. Having analysed the data in depth it is great to see that PRIMEs influence rider behaviour in such positive ways.

“As a keen motorcyclist myself, I know how important it is to approach demanding bends safely and PRIMEs help riders adjust their speed, position and braking.

“The work would not have been possible without the support of the Road Safety Trust and commitment from Transport Scotland, BEAR Scotland and Open Road Simulation. It’s been a complex project to deliver and each partner has had a key role in the overall management, research and analyses and road engineering works respectively.

“Throughout Project PRIME we have taken a user-centred approach to develop a safety solution that riders will accept and use. It’s very much for motorcyclists and by motorcyclists!”

Chief Executive of The Road Safety Trust, Sonya Hurt, said:

“We are very pleased to have been able to support the PRIME project, which represents a new and innovative approach to motorcycle casualty reduction.

“With data from tens of thousands of motorcyclists, the results show that PRIMEs have a significant positive effect on rider behaviour.

“The PRIME project aligns with the Safe System approach, which represents an ambitious safety performance level and current best practice safety culture in road safety. PRIME addresses three of the five Safe System foundations - safe speeds, safe road use, and safe roads and roadsides.

“It is very pleasing to know that a road safety innovation piloted in Scotland, with funding provided by The Road Safety Trust, could play an important role in helping to keep riders safe – and reducing collisions and casualties - across the globe.”

Ian Stewart from BEAR Scotland, said:

“I am proud that BEAR Scotland’s role as a key partner in the ongoing innovative Motorcycle PRIME Trials has contributed to this innovative, potentially life-saving motorcycle safety project.

“BEAR Scotland Road Safety Engineers have been involved with this real-world research project from its conception and their expertise enabled it to be carried out on Scottish roads. We supported the project by delivering the initial feasibility report, identifying potential trial sites, and developing and installing new road signs and road markings.

“This work has the potential to be a low cost, highly beneficial road safety improvement scheme that will help reduce motorcycle accidents on our roads for years to come. It is anticipated that the trials will be expanded further in the next few years and potentially be rolled out across the wider trunk road network and local road network in Scotland.”

Connected Motorcycle Consortium: First Demo Event

ACEM News: 03 Jul 2023



The Connected Motorcycle Consortium (CMC) will organize an event in September 2023 to demonstrate several interactions between a car and a motorcycle where C-ITS applications or Advanced Driver Assistant Systems will help to mitigate the chance of a collision.

As a collective effort of manufacturers, suppliers, researchers, and associations, the [CMC](#) has been working towards integrating Powered Two Wheelers into the future landscape of connected mobility.

The CMC journey began with the launch of the 'Basic Specification' in 2020. Since then, the CMC has progressed further and will show results of its research in a Demo event at Dekra Technology Center at Lausitzring in September 2023.

Alongside world-leading motorcycle manufacturers such as BMW, Honda, Ducati, Harley-Davidson, KTM, Suzuki, and Yamaha, prominent carmakers including BMW, Honda, Lamborghini, and VW will also be participating in the event. The invited guests will have the opportunity to experience the systems live by taking the first-row seat, as passenger in one of the cars.

The event will also provide a platform for presenting key findings from the Consortium's accident research, insights into rider behaviour, and detailed information about safety applications.

ACEM is associate member of CMC.

FEMA

How motorcyclists that visited London get a fine from Uzbekistan

FEMA News: June 30, 2023



At the end of 2022, FEMA received signals about penalties that were issued on behalf of Transport for London (but also on behalf of toll road operators in Hungary and Portugal) by an Uzbek company named Euro Parking Collection plc ([EPC](#)).

We wondered how it was possible that a Dutch motorcyclist (although we heard of people from other countries too) who supposedly violated the London ULEZ ([Ultra Low Emission Zone](#)) rules could be fined by an Uzbek company.

FEMA discussed cross-border enforcement with European Parliament Rapporteur Kosma Zlotowski.

The EU Cross-border Enforcement Directive provides in exchanging information after violation of a limited number of traffic rules that have a relation to road safety, and there are provisions to exchange data in case of crimes, also even after Brexit with the UK. Only, violation of the London ULEZ rules is hardly a crime and is outside the scope of [Directive \(EU\) 2014/413](#). And there was more, not only came this penalty announcement from Uzbekistan, but it also came too late to appeal which also meant that the fine was already raised. Kasten but not least: the motorcycle in question was Euro3 compliant, and therefore allowed in the area where it was photographed.

The motorcyclist that had received the fine had already taken some action himself, but we were extremely worried about what appeared to be a large violation of privacy rules and contacted the Netherlands Vehicle Authority ([RDW](#)), because this must

have been the source of the personal information of the motorcyclist. We drafted a list of ten questions that were all related to privacy protection and how data from the Dutch vehicle register could end up in Uzbekistan to be used in relation to a ULEZ violation in London. After some time, and after some intermediate contacts, we got an extensive answer to our questions.

Bottom line however was that RDW had no idea how this could have happened and was not happy with it. In fact, they had already put a warning about EPC on their own website. Later it turned out that the Transport for London ([TfL](#)) debt agent, European Parking Collection (EPC), had requested the names and addresses of Dutch citizens linked to number plates through a government agency in Italy, which was not authorised to share that information. The data was requested by authorised users through the Italian National Contact Point (NCP). Authorised users had used the data in an unlawful way.

In March 2023, the European Commission published a draft revised Cross-border Enforcement Directive ((EU) 2015/413). In the proposal the number of road safety related traffic violations was extended with eight more situations and the way member states where the offence has occurred can get to the data of the offender has been streamlined. Through the system [EUCARIS](#) the member state of the offence can directly enter the database of the country where the offender lives to collect his personal data. There is no check foreseen on the legitimacy of the request or the purpose of the data. Situations as painted above, where authorised staff collects data for other purposes than they are allowed to can, and therefore will, happen in the proposed system. We take this lack of data protection and lack of security very seriously.



Kosma Złotowski MEP (photo: polityka.se.pl)

Already in March, we alerted the European Commission to the security risk that comes with an unchecked use of EUCARIS. Nevertheless, the proposal was sent to the European Parliament without changes. In June, we sent letters to over thirty MEPs (Member of Parliament), all members of the transport committee, to share our concerns about the security of the data and the privacy risks. Shortly after that, we received an invitation for a meeting with [MEP Mr. Kosma Zlotowski](#).

Mr. Zlotowski is the rapporteur for the [transport committee](#) on this subject. He will draft the report and will process the amendments from other MEPs that will lead to

the report that the transport committee and later the plenary meeting of the European Parliament. Just the man to talk with.

We had this meeting on the 29th of June and expressed our concerns, explained where that comes from and proposed some amendments. Mr. Zlotowski took our message very seriously. Of course, what this means in practice has to be seen, but at least we found a listening ear

Written by Dolf Willigers

Top photograph courtesy of web bikeworld.com

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European Commission: End-of-life motorcycles must be handed in

FEMA News: July 24, 2023



The European Commission wants to make it mandatory to hand in motorcycles when they have come to 'the end of their life'. FEMA's Wim Taal explains.

The European Commission (EC) has recently adopted a [Proposal](#) for a Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles (*end-of-life vehicle means a vehicle which is waste or vehicles that are irreparable*).

The inclusion of motorcycles in the Regulation could mean the end of so-called home recycling. Recycling of motorcycles and motorcycle parts is an inherent part of motorcycle use. Home recycling, where you end the bike's registration and take it apart for re-use of its parts, is a significant part of the motorcycle culture. Home recycling helps to keep bikes on the road with used spare parts, instead of using new parts that have to be produced from raw materials.

The Regulation aims 'to cover all aspects of a vehicle from its design and placement on the market until its final treatment at the end-of-life:

1. Improve circular design of vehicles to facilitate removal of materials, parts and components for re-use and recycling.

2. Ensure that at least 25% of plastic used to build a vehicle comes from recycling (of which 25% from recycled end-of-life vehicles).
3. Recover more and better-quality raw materials, including CRMs, plastics, steel and aluminium.
4. Ensure that producers are made financially responsible for vehicles when they become waste, to ensure proper financing for mandatory end-of-life vehicles treatment operations and incentivise recyclers to improve quality.
5. Put a stop to vehicles going 'missing', through more inspections, interoperability of national vehicle registration systems, improved distinction of used vehicles from end-of-life vehicles and a ban on exporting used vehicles that aren't roadworthy.
6. Cover more vehicles, and gradually expand EU rules to include new categories such as motorcycles, lorries, and buses, ensuring a proper end of life treatment.'

Wim Taal, FEMA's Communications Officer: "Virtually all motorcycle parts can be re-used, through a large network of specialised second-hand part suppliers or by users themselves who swap and change parts with other owners. Parts that are not re-used are recycled through local recycling schemes or sent on by second-hand part shops. There is no evidence of motorcycles being dumped beside the road or otherwise disposed of in an inappropriate manner."

Motorcycles are currently exempt from the end-of-life directive (a position that was lobbied for by FEMA when the directive was written and adopted in the late 1990s). That will change if it's up to the EC. The proposal obliges vehicle owners to deliver their vehicles to an authorised treatment facility when it reaches the end-of-life stage and to present the subsequent certificate of destruction for the vehicle's deregistration to the relevant registration authority.

If adopted, this Regulation will amend Regulations [\(EU\)2018/858](#) and [2019/1020](#) and repeal Directives [2000/53/EC](#) and [2005/64/EC](#) (*Regulations have binding legal force throughout every Member State and enter into force on a set date in all the Member States. Directives lay down certain results that must be achieved but each Member State is free to decide how to transpose directives into national laws*). The proposal will now be considered by the European Parliament and the Council.

The proposal states: 'Two- and three-wheeled vehicles are currently not subject to any Union legislation concerning their eco-design and management at their end-of-life stages. To ensure a circular framework for all vehicles registered in the European Union, including their environmentally sound treatment, as well as to prevent fragmentation of the single market, this Regulation should also apply L-category vehicles L3e-L7e (L3e = two-wheel motorcycle, L4e = two-wheel motorcycle with side-car, L5e = powered tricycle, L6e = light quadricycle, L7e = heavy quadricycles).

The requirements regarding the collection of end-of-life vehicles, their mandatory delivery to authorised treatment facilities for treatment as well as their depollution should apply to L-category vehicles (L3e-L7e). Manufacturers will be required to provide information on the removal and replacement of parts, components, and materials.'



The EC expects 'lower prices for second-hand parts and components, meaning it will be cheaper to maintain and repair vehicles' but does acknowledge that 'the advanced requirements for end-of-life vehicle treatment may pose challenges for SMEs (small and

medium-sized enterprises) in terms of higher short- and medium-term implementation costs and adaptation to new treatment technologies', a possible development that was recognised in the [study](#) by Finnish FEMA member [SMOTO](#). The SMOTO study shows that if motorized two-wheelers were covered by the directive/regulation, some of the operators specializing in their handling would have to close due to increased requirements and regulation of their activities. Most of the powered two-wheelers to be dismantled would be transported to operators who do not reuse dismantled parts efficiently, but mainly utilize them as metal waste. It would also be much more difficult to get the parts of enthusiasts.

'We see the danger for smaller treatment facilities that currently sell used motorcycle parts; they can be overwhelmed by high implementation costs and adaptation to new treatment technologies.'

For manufacturers the proposal means they must declare in type-approval documentation the share of recycled content of indicated materials present in vehicles. It also obliges manufacturers to provide information on the safe removal and replacement of parts, components and materials contained in vehicles. This information must be accessible free of charge to waste management operators and repair and maintenance operators.



The European Association of Motorcycle Manufacturers (ACEM) [states](#): 'ACEM supports a comprehensive framework for the collection and treatment operations for L-category vehicles ensuring a positive contribution towards the Green Deal goals with several benefits for the society. However, further assessment of technical and economical

specificities for various sub-categories should be considered to ensure a successful achievement of the ELV objectives and full alignment with other vehicles.'

In 2020 FEMA [responded](#) to the European Commission's request for feedback, explaining why in our view motorcycles should not be included in a new directive or regulation.

If motorcycles were to be included in the scope of the directive, that could mean the end of so-called home recycling. Recycling of motorcycles and motorcycle parts is an inherent part of motorcycle use. Home recycling, where you end the bike's registration and take it apart for re-use of its parts, is a significant part of the

motorcycle culture. Home recycling helps to keep bikes on the road with used spare parts, instead of using new parts that must be produced from raw materials.

In FEMA's view, the current Directive succeeded in preventing waste from vehicles, the re-use of parts from vehicles and improvement of the environmental performance of all economic operators involved in the life cycle of vehicles. We can also understand the need to extend the scope of the directive to other kinds of vehicles than cars.

FEMA asked the European Commission to ensure that the possibility of controlled in-house demolition remains possible (as part of a circular economy), either by including it in the Directive, or by allowing Member States to make their own rules and regulations for in-house demolition. FEMA will re-emphasise its position in communication with the EC, since this is not addressed in the proposed Regulation.

FEMA also asked the Commission to ensure that historic powered two-wheelers of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts, do not fall within the scope of this Directive. FEMA will re-emphasise its position in communication with the EC, since this is not addressed in the proposed Regulation.

Although FEMA supports the overall goals of the proposed Regulation, we do see the danger for smaller treatment facilities that currently sell used motorcycle parts; they can be overwhelmed by high implementation costs and adaptation to new treatment technologies.

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

‘Vision Zero must include road safety for motorcyclists’

FEMA News: June 29, 2023



Swedish motorcyclists' organisation SMC: "No one should be injured or die due to deficiencies in the infrastructure".

On 26 and 27 June 2023, the Swedish Transport Administration organized the Zero Vision Conference, which was held in Stockholm and was opened by Infrastructure Minister Andreas Carlson. Two days of international knowledge exchange, capacity

building and in-depth discussions about road safety and the zero vision. The motorcyclists point of view was represented by SMC.

Road safety is an integral part of the [United Nations Agenda 2030](#), where health, climate and justice are the main headings. Road safety also has its own goal (sub-goal 3.6: halve the number of deaths and injuries in traffic), which in turn enables other improvements in society.

For many years, Swedish motorcyclists' organisation [SMC](#) (a member of FEMA) has conveyed how motorcycles and mopeds can contribute to a better environment in our cities and a better life for many of us who ride a powered two-wheeler. In a global perspective, in many countries around the world, a motorcycle is the first vehicle a family can afford to buy to go to work, drive children to school or reach medical care that is available in another city.

‘The human being must be at the centre of all road safety work.’



SMC's Dominique Faymonville and Jesper Christensen

For SMC, it was important to attend the conference to bring up the perspectives of motorcyclists and moped riders and their contribution to the UN's sustainability goals in every discussion. Although all speakers agreed that road safety should apply to all road users, SMC would like to emphasize the importance of the unprotected road users and the special aspects of road safety for us motorcyclists.

The expectations are high that the development will contribute to achieving our goals with road safety and drastically reduce the number of fatal accidents and collisions. However, the development of technology requires a better maintenance of our roads: how else can the future autonomous car follow white lines if they are no longer present or invisible under a layer of gravel?

For SMC, the human being must be at the centre of all road safety work: in the end, it is us who ride who must judge and adapt our riding to each situation using our skills and experience. However, a big responsibility lies with decision-makers to put the right resources in infrastructure that follows the principles of vision zero and that integrates motorcyclists. Maintenance should follow the same principles: no one should be injured or die due to deficiencies in the infrastructure.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero was first implemented in [Sweden](#) in the 1990s.

Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.

Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility – including roadway design, speeds, behaviours, technology, and policies – and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Source: visionzeronetwork.org

Written by [Wim Taal](#). Source: [SMC](#). Top photograph courtesy of suzukimotorcycles.com.au

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In Romania The 'Urban Jungle' Is A Real Danger To Motorcyclists

July 5, 2023



When Romanian motorcyclists' organisation MotoADN – a member of FEMA – looked into accident data, they found that motorcyclists are far from innocent. The truth hurts sometimes.



Oana Radu, MotoADN's communications manager: "Some of these results probably won't surprise you, others may make you wonder, and that's okay, because that's what we want. It is important to understand how much our traffic safety depends on ourselves. Don't ask to be seen and respected but rather make yourself seen and respected by the way you ride day in and day out."

"In more than half the cases the motorcyclist is to blame for the accident, which is very serious. We must never forget that on a motorcycle the risks you expose yourself to are greater. Yes, you must act as if you were invisible, and you must do everything you can to protect yourself from possible accidents. Keep in mind that a motorcycle doesn't protect you like a car does, and you can't afford to make mistakes. The fact that out of 407 motorcyclists involved in accidents, 253 were guilty of this cannot be ignored. The moral is simple: we are not seen in many cases, but just whining and pointing the finger won't help us at all. It is our duty to make ourselves seen, primarily for our own safety."

"The 'urban jungle' is not a myth. It can be a real danger to motorcyclists and scooter riders if they are not careful with every manoeuvre. Keep to legal speeds, don't force your way into intersections, and don't slip between cars at your own risk."

"The weekend is the most dangerous for motorcyclists, with over half of the accidents (54%) being recorded on Friday, Saturday, and Sunday. These are the days when most of us are on the streets, on weekend trips with friends. Many bikers only go out on two wheels on the weekends, making their presence on the streets strongly felt. Additionally, many of the weekend riders are either beginners or less experienced riders. All these factors lead to an increase in risks at the end of the week and this is reflected in the statistics."



"It is shocking to see how many people get on a motorcycle or scooter without a license or under the influence of alcohol. It is all the more surprising as we are already exposed to so many risks, even when we ride legally. We don't need some more risks."

2022 was the safest year from a road safety point of view in the last decade, according to data provided by the General Inspectorate of the Romanian Police. The number of serious road accidents, of people who died as a result of road accidents and of seriously injured people was at the lowest recorded value in the last ten years in Romania. However, we are still talking about thousands of victims and an average of more than ten serious road accidents per day. In 2022 there were 4,711 serious road accidents, resulting in the death of 1,634 people and the serious injury of another 3,685 people.

What if we look at the statistics for motorcycles and scooters only? In short, 2022 was a little better than 2021, but without significant improvements. In 2022, the data of the Romanian Police show 407 serious road accidents in which motorcycles were involved (only seven fewer than in 2021), in 253 cases the motorcyclist was found guilty of causing it. 91 people died in serious accidents involving motorcycles in 2022 (up from 100 in 2021), and another 335 were seriously injured (up from 336 in 2021).

Contrary to the idea that the danger is greater on the roads outside the cities, in 2022 (similar to 2021), most accidents involving motorcycles, almost 80%, happened in urban areas. Most accidents involving motorcycles take place in the second part of the day, the 'peak' period being recorded between 14.00h and 20.00h. Not unexpectedly, the fewest incidents occur at night, when traffic is less busy. An interesting aspect: according to police data, in the case of all the accidents registered last year between 00.00h and 05.00h (in total, 18 accidents, resulting in the death of five people), the motorcyclist was found guilty of causing the accident.

What are the causes of most accidents involving motorcycles in 2022? Speed not adapted to road conditions was the main cause that led to road accidents involving motorcycles in 2022, 'climbing' the top of the factors from the second place in 2021. 109 serious incidents occurred as a result of not adapting the speed, 26 of people dying and another 86 being seriously injured. In the top five causes this was followed by the failure to give priority to vehicles (87 accidents), lack of looking for other traffic when changing the direction of travel (44 accidents), driving without a license (39 accidents), respectively illegal overtaking (21 accidents).

In the case of accidents caused by the motorcyclist, the main causes were the speed not adapted to the road conditions (104 accidents), riding without a license (37), riding under the influence of alcohol (18), irregular overtaking (15) and not respecting the distance between vehicles (15). On the other hand, in the case of no-fault motorcycle accidents, the two main causes were the failure to give priority (73 accidents), respectively the lack of looking for other traffic when changing the direction of travel (32 accidents). Irregular turning (7), traffic in the opposite direction (6) and irregular overtaking (6 accidents) completed the top five causes here.

Written by Adina Tudor & [Oana Radu \(MotoADN\)](#)

Data source: General Inspectorate of the Romanian Police

Top photograph courtesy of [wikimedia.org](#)

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June Powered Two-Wheeler Registration Statistics

MCIA News: 7th July 2023



MCIA has today published the market data for June, and full year to date for new Motorcycle, Scooters and other L-Category registrations.

The June market has shown a real boost closing with a 7.9% growth which reduces the year-to-date market decline to just 2.6%. June volume was bolstered by both the scooter and naked segments, which accounted for a 13.3% and 16.3% increase respectively.

Larger capacity motorcycles, continue to maintain their positive trend posting an impressive +17.0% for June which brings the year-to-date volumes up by 9.7%.

Tony Campbell, CEO of MCIA, said: "With registrations trailing only 2.6% behind 2022 and a remarkable 4.7% ahead of 2019, looking ahead to Q3 and Q4 we anticipate this upward trajectory to persist. The strong performance in June further highlights the seasonal nature of the leisure sector and its integral role within the industry as a whole.

During our recent meeting with the Minister, Rt Hon Jesse Norman MP, Minister of State for Transport Decarbonisation, we reinforced the industry's stance that any future measures regarding the phase out timeline for new, non-zero emission L-Category vehicles must be proportional to our sector's minimal environmental impact, miles travelled, and numerous urban mobility benefits.

June's registration data clearly shows the rise in popularity of our sector, offering an affordable and more sustainable form of personal and goods mobility. This rise must be capitalised on, which is why we look forward to continuing working closely with officials to ensure well-informed decisions are made, aligning with both our commitments to unlock the full potential of our vehicles for the benefit of all."

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

Notes for Editors: Please credit MCIA when quoting this information.

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 at g.evans@mcia.co.uk.

MCIA Urges Government to Implement Essential Changes for Improved Motorcycle Training

MCIA News: 18th July 2023



The Motorcycle Industry Association (MCIA), alongside road safety charities, representatives from the business sector, local government, and motorcycle rider representative organisations, have signed a joint letter to the Secretary of State, highlighting the urgent need for improvements in Compulsory Basic Training (CBT) for motorcycles. The

letter emphasises the critical role these changes can play in enhancing road safety across the UK.

The Driver & Vehicle Standards Agency (DVSA) indicated its support for various measures to improve moped and motorcycle safety as far back as 2017. Six years on, despite widespread support for CBT reform from road safety charities, motorcycle user groups, local authorities and business representatives, these vital improvements are yet to be implemented.

The current CBT framework, established over three decades ago, needs to be updated and improved to reflect the increasingly diverse nature of mopeds, motorcycles and other powered light vehicles (PLV) within our sector. MCIA and its partner organisations firmly believe that the time has come for the Government to revise the CBT program.

MCIA, in collaboration with the letter signatories, therefore, urges the Government to prioritise the implementation of these essential changes, which include:

1. Introduction of a training course to upgrade motorcycle licence entitlements.
2. Empowerment to revoke CBT certificates or impose measures for learner riders who accumulate six penalty points.
3. Restriction of learners who complete CBT on an automatic transmission machine to riding only automatic machines.

4. Provision for upgrading entitlement to manual for riders with such restrictions.
5. Establishment of a combined CBT and DAS instructor qualification assessment.
6. Limitation of the time period during which down-trained instructors can provide instruction.
7. Revision of the CBT syllabus, including the requirement for instructors to ensure appropriate attire for trainees.
8. Condensing the five elements of CBT into four.
9. Strengthening the quality assurance scheme for motorcycle instructors.
10. Introduction of a theory test as part of or prior to CBT.
11. Digitisation of the CBT administration process.
12. Implementation of earned recognition.

Tony Campbell, CEO, MCIA said: "I stand with the letter signatories in expressing our collective concern for road safety and the need to improve CBT. Although it is disheartening that despite the widespread support, the recommended changes proposed by DVSA following the "Improving Moped and Motorcycle Training" consultation, have yet to be implemented, together we can strive for safer roads and the well-being of all road users.

The time has come for the Government to listen and act. Let us work hand in hand to bring about the necessary updates and improvements to CBT, ensuring a safer and more inclusive future for moped, motorcycle and other powered light vehicle users across the nation."

MCIA believes these changes are fundamental to the advancement of safer motorcycling throughout the UK. With the alarming toll of 1,623 deaths and nearly 30,000 serious injuries sustained by motorcycle riders in Britain over the past five years, swift action is imperative. While some changes can be implemented quickly through statutory instruments, others may require primary legislation.

MCIA urges the Government to initiate the drafting of potentially life-saving legislation in preparation for a suitable opportunity to ensure our sector can continue providing society with its plethora of environmental, congestion and future of mobility-related benefits.

MCIA is keen to continue discussions with the DfT and eagerly awaits a response from the Secretary of State.

The signed letter can be viewed below.

[Signed-Minister-Letter-July-2023.pdf](#)

Notes for Editors:

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined L-Category vehicles (Regulation 168/2013), they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Sean Waters at s.waters@mcia.co.uk.

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<https://www.politicshome.com/thehouse/article/governments-net-zero-fuel-engines-policy-needs-change-change-fast>

ACEM: Connected Motorcycle Consortium; First Demo Event

<https://acem.eu/connected-motorcycle-consortium-first-demo-event>

ETSC: Commission wants to leave the door open to grey imports of vehicles that don't meet European safety standards

<https://etsc.eu/commission-wants-to-leave-the-door-open-to-grey-imports-of-vehicles-that-dont-meet-european-safety-standards/>

RSGB: Motorcycling intervention produces 'astounding' results

<https://roadsafetygb.org.uk/news/motorcycling-intervention-produces-astounding-results/>

RSGB: Adoption of vehicles safety measures "could kickstart a new era of road safety"

<https://roadsafetygb.org.uk/news/adoption-of-vehicles-safety-measures-could-kickstart-a-new-era-of-road-safety/>

Guidance: Covered car parks: fire safety guidance for electric vehicles (Last updated: 11 July 2023)

<https://www.gov.uk/government/publications/covered-car-parks-fire-safety-guidance-for-electric-vehicles>

Official Statistics: Driver and rider testing and instructor statistics: April 2022 to March 2023

<https://www.gov.uk/government/statistics/driver-and-rider-testing-and-instructor-statistics-april-2022-to-march-2023>

AQN: Hydrogen fuel cell test facility opens its doors in the West Midlands

<https://airqualitynews.com/fuels/hydrogen-fuel-cell-test-facility-opens-its-doors-in-the-west-midlands/>

Research and analysis: Self-driving vehicles: public perceptions and effective communication

<https://www.gov.uk/government/publications/self-driving-vehicles-public-perceptions-and-effective-communication>

National statistics: Road lengths in Great Britain: 2022

<https://www.gov.uk/government/statistics/road-lengths-in-great-britain-2022>

RSGB: Government 'has to act now' to protect young drivers

<https://roadsafetygb.org.uk/news/government-has-to-act-now-to-protect-young-drivers/>

NMC: Time for Government to Make Positive and Essential Change to Motorcycle Basic Training

<https://www.uknmc.org/news/time-for-government-to-make-positive-change-to-cbt>

Closed consultation: Driving licence flexibility for alternatively-fuelled vehicles (Last updated: 20 July 2023)

<https://www.gov.uk/government/consultations/driving-licence-flexibility-for-alternatively-fuelled-vehicles>

RSGB: Government urged to strengthen basic motorcyclist training

<https://roadsafetygb.org.uk/news/government-urged-to-strengthen-basic-motorcyclist-training/>

RAC: Shocking MOT statistics reveal EV tyres are 40% more likely to fail compared to petrol cars

<https://www.rac.co.uk/drive/news/electric-vehicles-news/mot-statistics-reveal-ev-tyres-are-40-more-likely-to-fail-compared-petrol/>

NMC: Hackney Council To Press Ahead with Excessive Motorcycle Parking Charges
<https://www.uknmc.org/news/hackney-motorcycle-parking-charges>

MAG Central Office:

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

Executive Officer	Julie Sperling	exec@mag-uk.org
Membership Administrator	Louise Gibson	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	public-affairs@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns-coordinator@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Neil Liversidge	chair@mag-uk.org
National Vice-Chairman	Ian Churchlow	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator/Vice President	Anne Gale	aine@mag-uk.org
President/ <i>OPEN ROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
Vice President	Colin Ives	central-office@mag-uk.org
National Research Officer	George Legg	glegg@mag-uk.org
National Political Officer	Michael Armstrong	cumbria-region-rep@mag-uk.org
National Reps Liaison Officer	<i>Position Vacant</i>	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director of TMAGL	Jane Carrott	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-region-rep@mag-uk.org
Eastern	<i>Position Vacant</i>	mailto:eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org
Greater London	<i>Position Vacant</i>	greater-london-region-rep@mag-uk.org
Herts & Essex	<i>Position Vacant</i>	herts-essex-region-rep@mag-uk.org

Lincolnshire	Alex Bridgwood	mailto:lincolnshire-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	<i>Position Vacant</i>	north-wales-region-rep@mag-uk.org
North West	<i>Position Vacant</i>	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Steve Mallett	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	Phil McFadden	south-wales-region-rep@mag-uk.org
South West	<i>Position Vacant</i>	south-west-region-rep@mag-uk.org
Thames Valley	Peter Seymour	thames-valley-region-rep@mag-uk.org
Western	Anne Gale	western-region-rep@mag-uk.org
West Midlands	Mike Beake	west-midlands-region-rep@mag-uk.org
Yorkshire	Steve Travis	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Louise Gibson	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Tony Cox	info@mag-foundation.org