



MARCH 2019 NETWORK

A networking tool for Activists and other interested parties

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Please send copy for the April edition to aine@mag-uk.org subject heading:-
Network by 25th March.

[Acknowledgments:- George Legg. Lembit Opik. Colin Brown. Julie Sperling.
MAG Central Office. The guys at Biker&Bike.]

EDITORIAL

In this edition you'll read an article from including quotes from chief constable Anthony Bangham, roads policing lead for the National Police Chiefs' Council (NPCC), who you may remember, a few years back suggested that drivers travelling at just one mph over the speed limit should be prosecuted when, of course, you and I know that ordinary speedometers are not always that accurate which is why the unwritten rule of '3%' either way has always been recognised. I leave you to draw your own conclusions as to what you might feel his suggestions might lead to!

Scotland is considering blanket 20mph speed limits in line with Wales and, locally, I see them springing up everywhere. Whilst I personally think they're sensible outside schools, hospitals, care homes etc., etc., they seem to be springing up in the most unwarranted areas. I wouldn't be surprised to see England adopt the same anytime in the future.

I'm have an op date for my second knee replacement of 22nd March so I'll be taking time off to do the necessary physio/recovery etc. Will speak to Selina to work things out but it is unlikely you will received an April Network from me, though I expect the Campaigns Team will send you out a report like they did last year when my first op was done. I'll keep you posted.

Meanwhile keep sending me copy which will be of interest for networking with other members/groups.

Ride free, AG

Network – Political Unit. Lembit and Colin.

2010 02 22

As expected, the primary focus of campaigning is on the biggest threat to riders' liberty – clean air zones. This, together with road safety campaigns and an on-going failure to act on the crime epidemic affecting riders across the UK has led to a triple threat which MAG's Political Unit, Colin Brown and Lembit Öpik, have been working hard to address.

Mayor of London begins to face wider opposition to Ultra Low Emissions Zone (ULEZ) tax.

After over a year of fighting a lonely battle against the threatened Ultra Low Emissions Zone (ULEZ) tax which Mayor Khan wants to charge against older motorcycles – those roughly over 10 years old – it looks like various groups are finally coming together to challenge the charges.

As well as affecting motorbikes, these charges are set to punish anyone who can't afford a newer machine, regardless of how many wheels it has. A meeting was held to share these connected concerns, and put together a serious effort to challenge the headlong rush to pollution charges which are on scientifically very soft ground – and represent a 'regressive tax' on the poorest in the capital city.

The Transport for London folk are proving resistant to meeting and that is not a smart move on their part. Their resistance is 'running the clock down' towards the planned date of introducing these charges – April 8th 2019. This is one of the reasons that the various road user groups are working together to challenge the policy.

As noted in the previous Network, you can get individual exemptions if you:

- 1 Use the ULEZ site to see if you are already exempt. You'll find their vehicle checker at:

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

- 2 Get a 'Certificate of Conformity' to show that your motorcycle comes in below the set emissions levels.
- 3 Pay for an individual test to prove your bike produces less than the emissions levels to be charged.

The charge is high - £12.50 every single day you enter the zone.

Keith Prince AM, the former Chair of the Transport committee on the London Assembly, has pointed out a further flaw in the scheme. If you work on a night shift, say from 10pm to 6am, then you'd have to pay for both days – amounting to £25! Some will therefore pay twice of a single shift.

MAG is playing its part with the other groups to highlight the rank injustice of the scheme. It is expected that this will continue to increase as an issue for Mr Khan, and affect his chances of re-election. The taxi driving community is already up in arms, and blockading parts of London on a weekly basis. It is likely that this issue will become the central one as far as transport is concerned in the city.

Please write to Sadiq Khan objecting to the injustice of a £12.50 charge and asking him to provide the scientific evidence to explain why motorcycles are being charged at all. Insist on the data, not simply a claim that some motorcycles are highly polluting which is the empty phrase he has repeatedly used. Let us know the response you get.

You can contact the Mayor of London at:

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

The wider threat persists with Clean Air Zones

MAG's round up of the CAZ activity around the country is being updated monthly. The latest version is available here: https://wiki.mag-uk.org/images/8/86/Clean_air_zone_NEWS.pdf

To demonstrate the constantly evolving picture, since this version was published there has been a significant development with Newcastle, Gateshead and North Tyneside announcing plans to consult on a Class D charging CAZ with the addition of bridge tolls being introduced on the Tyne, Swing and Redheugh bridges. Full details are yet to be published so we don't know if the plan includes charges for motorcycles, but it seems quite possible that they will. The consultation is due to run from 6th March until 17th May.

Join MAG at Road Safety Conference

MAG's Political Unit is an active participant in a one-day event road safety conference in Birmingham primarily aimed at reducing casualties in the younger riding community.

Road Safety GB has kindly asked MAG to facilitate a number of the sessions. Colin and Lembit are both going to be there.

The conference is being held at Aston Villa football grounds in Birmingham on Wednesday, 6th March, 2019. The event will discuss the extent of the challenges, training, commuting and how best to convey key messages in a relevant way. You can register with Sally Bartrum on 01379 650112.

Details are available at:

<http://youngriderfocus.org.uk/>

Please consider attending if you can – your views will help to influence the thinking at the event and ensure that we have a serious debate based on direct rider experience. That's going to help us all.

Common ground with cyclists?

We have consistently pointed out that there should be synergy in road safety interventions for cycling and motorcyclists, yet the cycling lobby seem reluctant to open any dialogue with us. A new initiative set up by the City of London is however recognising that there may be sense in taking a joined up approach. They have launched a Riders Road Safety Forum combining interested parties from both cycling and motorcycling. With the ever growing grey area of power assisted cycles there will be plenty of interesting debate to come if this new group persists. Certainly from a MAG perspective we will be doing all we can to ensure that the initiative does have a future, if only because the City of London proudly listed all previous work and initiatives to improve road safety for these two vulnerable road user groups which demonstrated a very high bias for one of the two groups..... Which one?..... Answers on a postcard.

Vintage Motor Cycle Club (VMCC) working with MAG

Largely as a result of the continued threat of ULEZ on older machines, the VMCC and MAG are working together to make progress on protecting these bikes from emissions charges. Essentially, if bikes between 10 and 40 years old are charged, this will kill the classic bike sector. Who's going to store a machine they can't use because of prohibitive taxes for 30 years? Roger Bibbings of the VMCC has been immensely helpful and has shared his extensive knowledge with MAG. We're going to have to continue to work closely together as long as the threat exists.

Excellent Excel

Congratulations to London Regional Rep Tim Fawthrop and his team for a great presence at the London Excel motorcycle show. Considering we had no stall at all before Tim came along a few years ago, this is a great sign of the advances we've made over recent years. You're a star Tim – and it's a sign of the times that our illustrious President, Mr Ian Mutch, graced the stand too. A full write up will appear in The Road.

Lock up your bikes

With the recent unseasonable weather there are bound to be more of us getting out and about on our bikes. Sadly another phenomenon following the weather trend is bound to be the little darlings with low moral standards who covet our bikes also coming out of hibernation. Remember to use all the security devices you can and stay alert. We have seen some police forces committing to tackling the problem, but don't assume that last year's promises of a national roll out of lessons learnt in

London will happen. As yet we have detected nothing of any significance from our law enforcement friends. We are still working at finding any positive outcomes for motorcyclists from the National Vehicle Crime team.

We have seen excellent progress made by some local MAG groups in campaigning for more secure parking facilities. Please follow their example by speaking to your local councillors asking why they are taking a less proactive approach to reducing crime in their area. The political unit are always ready to help if you need support.

MAG PRESS RELEASES

MAG holds talks with United Nations on environment

MAG has held its first meeting with the United Nations Environment Department to create a shared policy framework in relation to the role of motorcycles and the environmental agenda for transport.

Lembit Öpik, MAG's Director of Communications & Public Affairs, organised the meeting following four months of preparations and negotiations. He said: 'we agreed that there was a basis of interest for progressing this project between MAG and the UN. They recognise the importance of powered two- and three- wheelers in the transport mix, and even noted that the overwhelming majority of trips are made on motorbikes in places like Vietnam.

'The goal now is to get specific about the detailed areas we need to agree a position on. This is likely to include the role of electrically powered machines, reducing the emissions footprint of petrol powered ones and seeking to work with other interested parties. It is also absolutely clear that they are concerned about the quality of fuel being used in many countries, and we can't ignore that if we're going to have an integrated approach with the United Nations on the role of petrol powered machines in these areas.

Our Political Unit will evaluate the information received from the meeting and generate a provisional action plan which will lead to a shared commitment to action. The work MAG has commenced can have a global impact on policy towards powered two- and three-wheelers in the transport mix.

MAG asks for clarification on Sadiq's "Scrap for Cash" scheme

In a flurry of Valentine's Day media, Sadiq Khan announced that he plans to double his "Scrap for Cash" polluting vehicle fund, stating that the "£48 million combined scheme will help scrap older vans for the capital's micro-business owners and help low-income Londoners scrap older cars". MAG asks "Will the Mayor extend the love by confirming that the fund will also assist the owners of older motorcycles?"

The announcement was formally made at the National Clean Air Summit, organised in partnership with UK100 and Unicef UK, where attendees discussed their concerns

directly with the Environment Secretary, Michael Gove, and the Health Secretary, Matthew Hancock. The proposed new £25m fund will be included in the Mayor's final Budget, due to be presented at a meeting of the London Assembly on February 25th.

MAG's Director of Campaigns & Political Engagement, Colin Brown, commented: "It is, of course, admirable that the Mayor is making efforts to ease the financial burden of his Ultra Low Emission Zone on those least able to afford newer vehicles, but there must be a clear and immediate message to confirm that the owners of older motorcycles that he proposes to charge will not be forgotten or excluded when the money is handed out. Many riders may well have already incurred the cost of scrapping their older machines; will they be able to claim the money retrospectively? Indeed, how soon will the money reach those that qualify, with only a matter of weeks to go until the £12.50 per day charge is to be introduced? Will the grant money just end up paying off the loans taken out to pay the ULEZ charge in the first weeks and months of the scheme?"

Colin went on to say "Maybe there is a chance that Sadiq is just playing with us because he intends to take the sensible approach of exempting all motorcycles but, if he doesn't do that, then excluding riders from eligibility for the fund would be a clear case of discrimination"

MAG to contribute to Young Driver Focus conference

This version: 2019 02 26

The Motorcycle Action Group (MAG) is participating in a one-day event for road safety professionals to consider ways to reduce collisions and casualties among young, less experienced bikers.

The event, organised by Road Safety GB, will take place on Wednesday, 6th March, 2019 at the Aston Villa football grounds in Birmingham. Lembit Öpik, MAG's Director of Communications & Public Affairs, and Colin Brown, MAG's Director of Campaigns & Political Engagement, will both be contributing to the event.

Sessions will cover the extent of the safety issue regarding younger riders, the primary causes of motorcycle crashes, the business case for motorcycling, training, commuting, engagement with younger riders and the approach being taken by the industry and Highways England towards the issues.

'MAG recognises this important initiative as one that we should be involved with,' says Lembit. 'MAG activists and riders in general would find it interesting – and your contribution would be really appreciated in helping to formulate next steps from the sessions. I hope you'll be able to attend.'

You'll find more details at:

<http://youngriderfocus.org.uk/>

For more information about the event and to register, contact Sally Bartrum on 01379 650112. Reduced rate of £125 + VAT for MAG members.

BELOW IS AN EXCELLENT ARTICLE FROM BIKER&BIKE. THANK YOU GUYS AT B&B.

PLENTY OF PRE-2007 MOTORCYCLES ARE PASSING THE ULEZ EXEMPTIONS TEST



B&B STAFF · 05/02/2019



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Owners are proving their pre-2007 (Euro 3) motorcycles are exempt from London's daily £12.50 ULEZ charges.

Don't sell your older motorbike just yet. Ever since it became clear that anyone riding an older bike in London could be liable for a £12.50 daily under the new Ultra Low Emission Zone charge, motorcyclists in the South East have had to consider whether they should sell their Pre-Euro 3 motorcycle. But there is a way around it for many owners.

See also: [The ULEZ charges](#)

Around a month ago we released news that the Motorcycle Action Group (MAG) had lobbied Transport for London asking for motorcycles that had lower emissions than TfL's NOx limits to be excluded from the daily fee, even if they were pre-Euro 3 older than 2007.

See also: [How to check if your older bike could be exempt.](#)

TfL agreed to the measure, as long as owners can prove their bikes have a NOx emissions rating of 0.15 grams per kilometre or less, which can be done from documents supplied by your bike's manufacturer.

The good news is that hundreds ([and maybe even thousands](#)) of motorcyclists are discovering their bikes have not just a lower rating but, in some cases, a much lower

rating. It indicates there are potentially dozens of motorcycle models that could be exempt from the ULEZ charge and also proves that motorcycles are a viable solution for reducing pollution.

Jeremy Swanson contacted us to say he rides a Honda CBR600 that is now exempt after he [followed the advice in our article](#). Although it was registered in 2007 it is the pre-Euro 3 PC38 model and he was able to supply proof from Honda that his NOx emissions were below the maximum allowed. Commuter Carsten Olliver has done the same with his 2002 Honda Dylan 125cc. In both cases, Honda has not charged for the certificates that confirm their vehicles' NOx emissions are lower than 0.15 g/km.

We also know of 2003-2006 Triumph Bonneville's coming in under the limit, a 2003 Honda ST1300 Pan European (big, big bike...) coming in at under half the limit and another Honda, the Hornet 600, on a 2004 plate, coming in at 0.094 g/km, much lower than the 0.15 g/km limit imposed by TfL.

London motorcyclist and MAG member Dougie Dickson had to jump through a few hoops with BMW but eventually came up trumps: His 2004 BMW R1150RT is exempt, with a NOx reading of 0.118 as proved by his EC Certificate of Conformity. BMW charged him £120 for his certificate, but this is still a lot less than the £62.50 he would be paying every week for his commute to work.

Dougie realised that other owners might not need to pay for certificates if TfL kept a record of the models that manufacturers had confirmed should be exempt. However, when he challenged TfL as to why they didn't add his vehicle model to their database they wrote to him saying they had, '...found that blanket exemptions are not possible due to the inconsistencies in recording vehicles at the time of first registration.'

This seems like blatant nonsense. If one 2004 model year R1150RT is exempt according to the manufacturer's Certificate of Conformity surely all vehicles of that model are too? We know that 2002 models of the same bike have been exempted also.

Unfortunately, it seems TfL are determined to make life harder for us, and themselves, by not keeping a record of which motorcycles do have a lower NOx rating than the limit they have set. If they did, owners of the same model could simply check against that list. Instead, they have to contact their bike's manufacturer to gain a copy of either the vehicle's Homologation Certificate or, if that is not available, a Certificate of Conformity.

The issue is that many manufacturers are charging for these certificates. And taking their time. BMW are charging £120 per vehicle request, which can take two weeks. Of course, this is much less than the owner would have to pay in daily charges or the amount they would have to spend replacing the bike with a new model. But if TfL kept a list of compliant vehicles, there would be no cost at all for many owners and they would know instantly if their older bike was exempt.

MAG has identified that it takes several weeks to enter the information onto TfL's database and this, plus the time required to obtain the CoC from the manufacturers, has led to concerns that people will be charged – even though their vehicle is exempt.

Maybe Transport for London could be persuaded to start a list, with the models added to their online database, to save Londoners further unnecessary costs and TfL themselves manpower having to administrate certificates?

In the meantime, BMW has confirmed they are receiving 'a large number of requests'. From the responses we are getting it looks like they might not be the only manufacturer helping London riders avoid [TfL's unfair tax on vehicles](#) that actually help reduce pollution, not increase it.

Get yourself sorted:

Here's how you [check to see if your motorbike is exempt from ULEZ charges](#). Do it now, to avoid the risk of a fine.

Our thanks go to MAG, especially the [Greater London team](#), for the work they are doing behind the scenes to get a fairer deal for motorcyclists that may be impacted by Transport for London's unfair charges. And also to the numerous people who have contacted us to say they will now be exempt after following the advice.

SITES YOU MAY WANT TO VISIT

Guidance: Prepare to drive in the EU after Brexit (updated 1 February 2019)
<https://www.gov.uk/guidance/prepare-to-drive-in-the-eu-after-brexit>

Press release: 7 tips for motorists to stay safe online
<https://www.gov.uk/government/news/7-tips-for-motorists-to-stay-safe-online>

RSGB: Spain lowers speed limit on rural roads
<http://roadsafetygb.org.uk/news/spain-lowers-speed-limit-on-rural-roads/>

RSGB: Survey paints travel picture in Northern Ireland
<http://roadsafetygb.org.uk/news/survey-paints-travel-picture-in-northern-ireland/>

Official Statistics: Seatbelt and mobile phone use surveys: 2017
<https://www.gov.uk/government/statistics/seatbelt-and-mobile-phone-use-surveys-2017>

Loughborough University: European-wide study has investigated the main causes of motorbike and bicycle accidents
https://www.lboro.ac.uk/news-events/news/2019/february/project-investigates-motorbike-crashes/?fbclid=IwAR0-2I_yLnOPpnshPFmjGe78k9tZt708lLgqePgUzaEy8rKrACypj7chtDE#.XGRjQwiKA-A.twitter

CPH News: Concern over proposal to lower age limit for drivers of 'big mopeds'
<http://cphpost.dk/news/concern-over-proposal-to-lower-age-limit-for-drivers-of-big-mopeds.html>

Scotland: Publication - Consultation paper: Scottish climate change adaptation programme 2019-2024: consultation draft

<https://www.gov.scot/publications/climate-ready-scotland-scottish-climate-change-adaptation-programme-2019-2024-consultation-draft/>

SCOTLAND

road safety : 2 Scottish Parliament debates

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Scottish Parliament: Tackling Antisocial Behaviour (30 Jan 2019)

<https://www.theyworkforyou.com/sp/?id=2019-01-30.20.0&s=Road+Safety#g20.39>

Claire Baker: ...and preventative. I will raise an issue that illustrates the challenges that we face in Addressing antisocial behaviour. In recent years, we have seen an increase in the popularity

of off-**road** vehicles such as quad bikes and scramblers, partly because it is easier and cheaper to buy them online and from overseas. I appreciate that riding quad bikes and dirt bikes is exciting, but those who...

motorcycle : 1 Scottish Parliament debate

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Scottish Parliament: Tackling Antisocial Behaviour (30 Jan 2019)

<https://www.theyworkforyou.com/sp/?id=2019-01-30.20.0&s=Motorcycle#g20.39>

Claire Baker: ...can be only part of the solution. Early intervention must address the root causes and tackle the activity before it becomes criminal. In that context, I highlight the work of Kingdom Off Road **Motorcycle** Club. Working in Levenmouth, it provides diversionary programmes and offers a safe and professional environment for off-road track users. Its work in the area is vital in raising awareness

Blanket 20-MPH Speed Limits in Scotland

ABD: 24 February 2019

The Scottish Parliament is considering a Bill to reduce the default speed limit on “restricted roads” (essentially those with street lights, normally 30mph) to 20mph – across Scotland. Brian Gregory was familiar with my previous involvement in opposing 20mph (reported in OTR104, summer 2012) so, when no ABD folk were available to go to Holyrood on 20 Feb, he asked if I was interested in giving evidence before the Parliamentary Committee (The Rural Economy and Connectivity Committee). Having retired in August, I am more flexible than I used to be, and it suited. Between us, we prepared a report covering road safety and air pollution, and the economy, and submitted it to the Clerk.

In terms of preparation, I watched the video of the 6 Feb session, involving 20’s Plenty, Living Streets and the other proponents. Being grilled by MPs, broadcast live and later available on video, was daunting – and it proved to be a worse experience than I expected, the slightest nuance, or worse, is there for all to see. I regret the “air quality” section being included in our submission – it was a soft target for the Greens, and I was ill-prepared. The other four panellists had been there before – I was the rookie – but we were all pretty much on the same side of this argument.

The safety issues were less traumatic, with the recent Atkins report finding no evidence of reduction in collisions or casualties, and Manchester cancelling later phases of their 20mph rollout in 2017 when they found casualty reduction percentages year on year in 20mph were worse than in 30mph. I consistently explained that much of the 20mph awareness and

publicity is about feeling safer, resulting in pedestrians, in particular, taking less care (visible when driving through any 20mph area), which is coupled with mean vehicle speeds only 1-2 mph lower. One or two challenged the lack of evidence, but others seemed to recognise its plausibility.

The 20mph debate is charged with emotion, and facts are in short supply or, sometimes, an inconvenient irrelevance. Questions from the MSPs covered variable speed signs, TROs, seat-belts, journey times, pollution, survival rates at different speeds, compliance levels & offending rates, repeater signs. The number of MSPs in favour of the Bill appeared to outnumber those against or, at least, sceptical, but they have clearly been bombarded by the 20's Plenty campaigners.

Reports of the session can be found as follows:

<https://www.expressandstar.com/news/uk-news/2019/02/20/lowering-speed-limit-could-increase-casualties-msps-warned/>

<https://www.bbc.co.uk/news/live/uk-scotland-scotland-politics-47278664/page/4>

<https://www.scottishparliament.tv/meeting/rural-economy-and-connectivity-committee-actual>

Eric Bridgstock

NORTHERN IRELAND

motorcycle : 1 Commons debate

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Social Security: Sport in the UK (4 Feb 2019)

<https://www.theyworkforyou.com/debates/?id=2019-02-04a.87.2&s=Motorcycle#g89.2>

Ian Paisley Jnr: ...encourage and pick up on those strands and push those issues, so that the North West 200, the biggest motorbike race and festival on the island of Ireland, and the Ulster Grand Prix, the fastest*motorcycle* road race in the world, are given encouragement and support by central Government?

Oral Answers to Questions - Transport: Repair of Local Roads (14 Feb 2019)

<https://www.theyworkforyou.com/debates/?id=2019-02-14a.1018.4&s=Road+Safety#g1019.1>

Clive Betts: ...is aware that, because of other pressures, councils are increasingly unable to address priorities that they would have addressed many years ago. The National Audit Office has shown that spending on ***road safety*** and traffic management across the country has fallen by 60% since 2010. Will the Minister accept that one of the most important things he can do is argue for increased funding from...

Police chief sets out vision for road safety

The country's leading roads policing officer has expressed concern that road deaths 'are going to get worse' – and that previous declines in fatalities will be 'reversed'.

Speaking at the National Roads Policing Conference last month, chief constable Anthony Bangham, roads policing lead for the National Police Chiefs' Council (NPCC), set out his vision for the UK to have the 'safest roads in the world':

<http://www.polfed.org/newsroom/6831.aspx>

Mr Bangham, who previously controversially suggested that drivers travelling at just one mph over the speed limit should be prosecuted, pointed out there are now 20,000 fewer police officers than a decade ago – and fewer dedicated roads policing officers:
<http://roadsafetygb.org.uk/news/road-enforcement-must-be-proportionate-but-the-limit-is-the-limit-for-a-reason-cc-anthony-bangham/>

He said that putting police officers back on the roads in ‘significant numbers’ is essential for saving lives.

Mr Bangham said: “Police officers play a vital role in disrupting criminality and reducing death and serious injury on our network.

“If we look at the data, it shows a 39% reduction in deaths since 2007. But from 2011 onwards, you start to see a flattening out.

“After many years of decline, you can see for yourselves that all the signs are that this is going to get worse, it is getting worse and if we don’t address the problem, we are going to see all those declines reversed.”

Mr Bangham said it was ‘unfortunate’ that the road safety minister Jesse Norman was unable to address the conference in person, instead sending a video message, as the Government ‘needed to heed his warnings if they are serious about reducing road fatalities’.

Mr Bangham also told conference delegates that his focus for 2019 will be to work towards the goal of safer roads, safer speeds, safer road users and vehicles and post-crash response.

He encouraged more forces to prioritise roads policing and join him in calling for greater investment.

[Personally, I'm afraid the above sounds to me a bit like paving the way for future restrictions. I've a feeling we've heard from him before. I seem to remember, when he said road users even 1mph above the speed limit should be prosecuted a few years back it caused much criticism and, in my humble opinion, rightly so. Ordinary speedometers are not accurate to that degree which is why it has always been acknowledged that an accepted 3% is fair, though I have a feeling Mr Bangham doesn't acknowledge 'fair'!]

F E M A

Finnish motorcyclists have a clear vision for the future

byWimTaal - February 4, 2019
MarjaKuosmanen, SMOTO Chairman

Finnish FEMA member organization SMOTO just released their newest strategy and position paper. The document covers all aspects of motorcycling and clearly shows the vision of SMOTO for a bright motorcycling future.

SMOTO was formed in 1989 and is an association of Finnish motorcyclists and motorcycle clubs. SMOTO has more than 100 membership associations and more than 18,000

members. SMOTO protects the interests of all 500,000 Finnish motorcyclists and moped users.

In the National Strategy for Powered Two-Wheelers SMOTO describes the motorcycle as a substantial part of the Finnish traffic system that should be equal to other forms of transport. SMOTO states that the specific characteristics arising from the nature of motorcycling must be recognized and taken into consideration in the development of road traffic legislation, traffic infrastructure, taxation, and safety-related matters. In the strategy, SMOTO formulates a list of very clear and precise demands and wishes.

To read/download the SMOTO National Strategy for Powered Two-Wheelers:

http://www.fema-online.eu/website/wp-content/uploads/documents_library/SMOTO_strategy2019.pdf

FEMA's communications officer WimTaal: "In FEMA's view this National Strategy for Powered Two-Wheelers is not only of interest to Finnish riders and authorities, but it can be very helpful to both small and large motorcycle organizations throughout Europe. We know how important it is for national motorcyclists' associations to formulate a clear strategy that they can use to positively influence their local, regional and national authorities and this excellent SMOTO document can be a great help with that."

Motorcyclists need worldwide solidarity

FEMA news by WimTaal - February 18, 2019



The recently founded 'FEMA Worldwide Solidarity Fund' will help motorcyclists' organizations all over the world to learn from European political experience in motorcycle issues.

As FEMA grows bigger and becomes more influential, we notice that more and more motorcyclists' organizations from non-European countries approach us for help and support. For example: FEMA recently accepted an invitation to come to Brazil to share our knowledge at a large motorcycle road safety conference and we regularly receive similar requests for support and information on motorcycling issues from other countries all over the world.

Many of the activities arising from these requests are outside of FEMA's normal scope of activities. However, FEMA strongly believes in solidarity among riders and the FEMA constitution clearly states that we should co-operate with and lend aid to riders' organizations throughout the world.

The FEMA Committee has recently decided to set up a Worldwide Solidarity Fund, to make it financially possible for the FEMA staff to spend a part of their time and efforts on the global requests for support and information.

FEMA's General Secretary Dolf Willigers: "Our members have agreed to allocate money to the FEMA Worldwide Solidarity Fund, but of course we are calling on other parties to contribute financially to this fund as well. Motorcyclists around the world sometimes need our help and the expertise we have gathered in Europe throughout the years can be a great help to others in our motorcycle community."

European parliament wants a large number of safety features in cars

FEMA news by Wim Taal - February 21, 2019

On Thursday, 21 February 2019, the European Parliament's Committee on Internal Market and Consumer Protection (IMCO) adopted the report on the General Safety Regulation from Róza Thun which within three years will lead to the implementation of a large number of safety features in cars.

Several of these features are aimed at the protection of vulnerable road users, including motorcyclists, like automatic emergency braking (AEB) and direct view to other road users around the vehicle from truck and bus cabins. Part of the new legislation is also mandatory over rideable Intelligent Speed Assistance (ISA) and Emergency Lane Keeping.

Dolf Willigers, General Secretary of FEMA comments: "Although this legislation is aimed at cars, busses and truck, it affects the safety of motorcyclists too. Therefore I'm very happy with the outcome of the debate. This is another step to enhance motorcycle safety. At the same time, motorcyclists should be aware that parts of this kind of measures, like rideable ISA and possibly even AEB, will in time trickle down to motorcycles too and we need to be prepared for that. As the discussions between the car lobby (ACEA and FIA region 1) and the European Commission and the road safety organisations have shown, the only way to influence the outcome of the discussions is to enter them with an open mind and not just say no, like the car lobby unsuccessfully has done."

The European Union is working hard on road safety today. After the adoption of the reviewed General Safety Regulation this morning, now the Council, the Commission and the Parliament have reached an agreement to reform Europe's main roads. The working of the Road Infrastructure Safety Management Directive is extended from the roads of the TEN-T network to all major roads. This means that road authorities will have to take systematic account of motorcyclists and other vulnerable road users in road safety management procedures.

The press release from the Council:

Making roads safer – EU agrees on reforms to strengthen road infrastructure management
The EU is working to improve road safety. Representatives of the Romanian presidency of the Council today reached a provisional agreement with the European Parliament on a proposal to strengthen road infrastructure management to reduce road fatalities and serious injuries. The reform will extend the scope of the current rules to motorways and other primary roads beyond the trans-European transport network (TEN-T). This will contribute significantly to the improvement of road infrastructure safety across the Union. The directive will also cover roads outside urban areas that are built using EU funding.

The proposal introduces a network-wide road safety assessment, which is a snapshot of the entire road network covered by the directive used to evaluate accident risk. Authorities will use the findings to carry out more targeted road safety inspections or take direct remedial action.

It will become mandatory to take systematic account of pedestrians, cyclists and other vulnerable road users in road safety management procedures. These road users accounted for almost half of road fatalities in the EU in 2017. Next steps the provisional agreement will have to be endorsed by the Council and the relevant European Parliament committee. It will then be formally adopted following the usual legal linguistic scrutiny.

New 'speed on green' cameras explained

RAC: 22nd Feb 2019



Image: Lucy Jones

A new type of speed camera that catches speeding and red light-jumping drivers is being trialled by police.

The so-called “speed on green” cameras are part of a new initiative by Merseyside Police to improve road safety and stop motorists speeding through changing traffic lights.

Their primary use is to catch motorists jumping red lights, but they’re also able to catch those breaking the speed limit as they pass through, regardless of the light colour.

Last year, 577 people were killed or seriously injured on Merseyside’s roads, and officials will be hoping the new cameras help reduce collisions at busy junctions.

As part of the project, the Road Safety Partnership teamed with Merseyside Police to identify a number of junctions suitable for the trial.

Jayne Eaton, from the Safer Roads Unit at Merseyside Road Safety Partnership said the cameras could improve road safety by influencing the behaviour of drivers at junctions.

She said: “It is vitally important that drivers drive at an appropriate speed [at traffic lights], one which enables them to stop safely should the traffic lights change or a pedestrian step into the road.

“By their very nature, junctions present an increased risk to drivers. However, we would prefer if the cameras were redundant and drivers drove responsibly and within the speed limits.”

Merseyside Police Commissioner Jane Kennedy added: “I hope that by implementing ‘speed on green’ cameras, more drivers will pay closer attention to their speed, make sure they are sticking to the limits and driving responsibly.”

The vast majority of motorists caught speeding will be classed as having committed a ‘minor offence’ and will receive a Fixed Penalty Notice (FPN) of a £100 fine and three points on their licence.

However, should the offence be deemed more serious, the severity of the punishment will increase and could even lead to a prosecution in court and a driver having their licence revoked.

The current penalty for jumping a red light is also an £100 fine and three penalty points, although this can increase up to £1,000 should the case be taken to court.

This means a driver could be hit with a hefty fine and six points within seconds, if they’re caught speeding and jumping a red light.

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Government ‘moves forward’ on advanced trials for self-driving vehicles

Self-driving vehicles – without a steering wheel or human in control – could take to UK roads later this year, it has been suggested: <https://www.gov.uk/government/news/government-moves-forward-on-advanced-trials-for-self-driving-vehicles>

On 6 February, the Government announced it is developing a process to support the advanced trials of automated vehicles – by updating its code of practice for testing the technology.

The code of practice, first published in 2015, makes it clear that automated vehicle trials are possible on any UK road, provided they are compliant with UK law – including testing with a remote driver.

However, the updated code of practice acknowledges the growing desire of industry to conduct more ‘advanced trials’ – which The Times interprets as allowing the first trials, on public roads, of self-driving vehicles ‘without a steering wheel or human in control’.

The Times anticipates that the trials could begin towards the end of 2019 – although they will be subject to a ‘strict application process’:

<https://www.thetimes.co.uk/edition/news/driverless-cars-on-uk-roads-by-end-of-the-year-859nq63wh>

The Government says the strengthened code of practice demonstrates that it is on track to meet its commitment to have fully self-driving vehicles on UK roads by 2021.

It adds that under the new code, those carrying out trials will be expected to publish safety information, trial performance reports and to carry out risks assessments.

Jesse Norman, future of mobility minister, said: “Thanks to the UK’s world class research base, this country is in the vanguard of the development of new transport technologies, including automation.

“The Government is supporting the safe, transparent trialling of this pioneering technology, which could transform the way we travel.”

Richard Harrington, automotive minister, said: “The UK has a rich heritage in automotive development and manufacturing, with automated and electric vehicles set to transform the way we all live our lives.

“We need to ensure we take the public with us as we move towards having self-driving cars on our roads by 2021. The update to the code of practice will provide clearer guidance to those looking to carry out trials on public roads.”

Brake has welcomed the move, as part of a safe systems approach to road safety.

Josh Harris, director of campaigns for Brake, said: “Connected and autonomous vehicles have huge potential to eliminate driver error and put an end to the daily tragedy of deaths and serious injuries on our roads.

“We support the leading role being played by UK government on this important agenda for the future of safety and mobility.

“Connected and autonomous vehicles, and their implications, are hugely complex and so it is vital that people and their needs are put at the centre of this technological shift.

“As well as offering huge advances in safety these developments must also help increase active travel, increasing space for people in our towns and cities, rather than diminishing it.”

Autonomous vehicles: practitioners have ‘poor level of understanding’

A new project has been launched to help road safety practitioners increase their understanding of autonomous vehicles and other emerging technologies.

Building on the knowledge available through the work of the Centre for Connected and Autonomous Vehicles, the CAV Safety Hub has been set up to provide ‘valuable insights’ into how connected and autonomous vehicles (CAVs) operate and how they interact with other road users: <http://www.cavsafetyhub.com/>

The project is a collaboration between partners including RoadSafe, TRL and the Road Safety Foundation – who say that while practitioners are aware of the future development of

CAVs, there is a 'poor level of understanding of their likely contribution to improved safety': <http://www.roadsafe.com/newcavsafetyhubwebsiteavailable>

The Government has repeatedly stated its commitment for the UK to be a world-leader when it comes to the development of automated vehicles.

Trials of self-driving vehicles – without a steering wheel or human in control – could take place on UK roads later this year, under plans recently unveiled by the DfT: <http://roadsafetygb.org.uk/news/government-moves-forward-on-advanced-trials-for-self-driving-vehicles/>

The code of practice for testing the technology is in the process of being updated, with the Government on track to meet its commitment to have fully self-driving vehicles on UK roads by 2021.

The CAV Safety Hub aims to improve understanding of the effectiveness of advanced safety technologies – while 'removing myths' and providing 'clear information through an interactive programme of awareness'.

The project website provides information on policy and regulation, infrastructure and the potential benefits of CAVs – as well as the latest news and events relating to autonomous vehicles.

Centre for Connected and Autonomous Vehicles: <https://www.gov.uk/government/organisations/centre-for-connected-and-autonomous-vehicles>

Scheme aims to improve CBT training

A new scheme is offering young powered two wheeler riders across the east of England the chance to take an enhanced CBT free-of-charge.

Ridefree is available to 16-24 year-olds and aims to help the Government look at how to deliver motorcycle training in the future: <http://www.ridefree.co/>

The scheme, which is approved by the DVSA, has been developed Road Safety Analysis and Driving Research in partnership with Highways England.

It is available to young riders in Bedfordshire, Cambridgeshire, Essex, Norfolk and Suffolk.

CBT is a training course learner riders must complete before taking to the road. The training is designed to ensure riders are safe while they practice for their full moped or motorcycle test.

Under the Ridefree scheme, young riders will be spared the cost of the training – in return for contributing to the research project.

Participants first complete the training and then answer questions about how the course went, and motorcycling in general. Those who complete it will then be legally entitled to ride on the road.

For more information, contact the Ridefree team via email: info@roadsafetyanalysis.org or on 01295 731810.

Mandatory speed assistance systems are vital to tackle road deaths caused by speeding

Posted on February 18th, 2019 by GEM Motoring Assist

GEM Motoring Assist is supporting road safety groups across Europe by urging ministers to ensure that Intelligent Speed Assistance (ISA) systems become mandatory on all new vehicles from 2022.

Speeding, according to a new European Transport Safety Report published Monday 18 February, remains a significant factor in overall road safety performance. Excessive and inappropriate speed is accountable for about one third of fatal collisions and is an aggravating factor in most collisions.

Estimates show that this single measure of adopting mandatory ISA in all new cars would eventually reduce road death by 20 per cent.

Figures released today by the European Transport Safety Council show¹:

On urban roads, where 37% of all road deaths occur, between 35% and 75% of vehicle speed observations were higher than the legal speed.

On rural non-motorway roads, where 55% of all road deaths occur, between 9% and 63% of vehicle speed observations were higher than the speed limit.

On motorways, where 8% of all road deaths occur, between 23% and 59% of observed vehicle speeds were higher than the speed limit.

The European Parliament will vote this Thursday on future mandatory in-vehicle safety technologies, amid concerns that the less effective 'Speed Limit Information' (SLI) system may be adopted to placate calls from car manufacturers.

GEM road safety officer Neil Worth said: "We know that while reducing speeding will require a combination of measures including higher levels of enforcement, improved infrastructure and credible speed limits, experts have singled out Intelligent Speed Assistance (ISA), as the single most effective in-vehicle safety measure for tackling the problem.

"That is why today we join other road safety groups to urge members of the European Parliament's Internal Market Committee to take the bold step of ensuring that ISA becomes a mandatory part of all new cars from 2022.

"Whatever Brexit arrangement is finally decided, we have the commitment from Prime Minister Theresa May that 'UK and EU regulatory standards will remain substantially similar in the future'. So this matters every bit as much to a safer future on the roads of the UK as to any other country."

Questions and answers

What is ISA?

Intelligent Speed Assistance uses a speed sign-recognition video camera and/or GPS-linked speed limit data to advise drivers of the current speed limit and automatically limit the speed of the vehicle as needed.

Does ISA brake for drivers?

ISA systems do not automatically apply the brakes, but simply limit engine power, preventing the vehicle from accelerating past the current speed limit unless overridden by the driver.

Can I buy a car with ISA already?

Yes. Vehicles with this kind of ISA system factory fitted are already on sale – helped in part by Euro NCAP's decision to reward extra points for vehicles that include ISA. The system is fitted as standard on the new Ford Focus for instance.

What is SLI?

Speed Limit Information simply displays the vehicle's speed on the dashboard.

Who says it's not as effective as ISA?

According to the Transport Research Laboratory (TRL), SLI is not as effective as ISA. TRL says that there would be 1300 more deaths every year if every vehicle in Europe were fitted with SLI instead of ISA.

Who supports SLI?

The European Automobile Manufacturers' Association (ACEA), on behalf of carmakers, supports SLI. It says ISA is not accurate enough and shows too many false warnings.

Follow GEM on Twitter @MotoringAssist for the latest industry news.

So pleased I don't commute anymore and that when I did it was on two wheels!:-

Economy lost £8 billion to traffic jams in 2018 - see the nationwide congestion rankings

Traffic jams cost the UK economy a staggering £7.9 billion last year, new analysis has revealed.

Transport data firm Inrix calculated that congestion on the roads costs an annual average of £1,317 per driver, with London hit hardest.

Motorists in the capital lost up to £1,680 last year due to being stuck in traffic jams, ahead of Edinburgh (£1,219) and Manchester (£1,157).

RAC spokesperson Rod Dennis says the figures show the enormous cost of congestion, from the impact on business to higher levels of air pollution.

Congestion and slow-moving traffic make it harder to transport goods and people around cities, reducing productivity while increasing air pollution and accident rates.

Analysis shows London and Edinburgh are the UK's slowest moving cities, with average speeds of just 7mph during peak hours in their central business districts.

When it comes to individual roads, the A406 between Chiswick Roundabout and Hanger Lane in West London is the slowest route in the country.

Here, each driver spent an average of 61 hours sitting in traffic on the road last year, well ahead of the country's second most congested route, the A23 from Kennington to Thornton Road (56 hours).

Outside of London, the most congested routes were the Leeds Road/Saltaire Road in Leeds and the A34 Stratford Road in Birmingham, which saw drivers spend 44 hours stuck in jams.

Mr Dennis said: "While congestion has for some been seen as a marker of a successful city, there can be no doubting the enormous cost of it.

"Last year UK drivers told us that they are actually becoming more, not less reliant on using their cars – with struggling public transport cited as one of the reasons.

"This is a serious concern when you consider the limited physical space in our cities and the growing pressures to move large numbers of people around to get to their places of work and leisure."

He added: "Those cities that are best placed to grow will be those that are developing public transport systems that suit the needs of their citizens, and successfully decide the role the private car should play alongside these."

Curious as to how your area stacks up with the rest of the country? Inrix have published the nationwide rankings:

2018 Impact Rank Urban Area Hours Lost in Congestion Last Mile Speed (MPH)

6	London	227	7
51	Birmingham	134	12
54	Glasgow	99	11
85	Manchester	156	10
86	Bristol	149	8
87	Edinburgh	165	8
90	Sheffield	149	10
98	Leicester	155	11
101	Leeds	143	13
104	Liverpool	119	10
121	Belfast	190	8
131	Cardiff	143	9
140	Nottingham	149	10
142	Hull	151	12
147	Newcastle	90	19

Impact Rank: Impact rank is a calculated commute based upon a city's population and the delay attributable to congestion. The Impact Ranking includes a weighting based on city population.

Urban Area: The geographic scope of a city as defined by its road network density.

Hours Lost in Congestion: The total number of hours lost in congestion during peak commute periods compared to free-flow conditions.

Last Mile Speed: The speed at which a driver can expect to travel one mile into the central business district during peak hours.

MEPs back life-saving vehicle safety standards in key vote

ETSC: 21 February 2019

Brussels – A key committee of MEPs has given the green light for a range of new mandatory vehicle safety standards that could apply to new vehicle models within three years. The European Transport Safety Council (ETSC) welcomes the result of the vote but warns that time is running out for a final deal on the legislation before European Parliamentary elections in May.

Members of the European Parliament's Committee on Internal Market and Consumer Protection (IMCO) voted today to approve a range of new vehicle safety standards initially proposed by the European Commission in May last year. The measures include new crash testing requirements, mandatory installation of driver assistance systems including Automated Emergency Braking (AEB) with pedestrian and cyclist detection, overridable Intelligent Speed Assistance (ISA) and Emergency Lane Keeping, as well as a new direct vision standard for lorries and buses to enable drivers to have a better view of other road users around their vehicle.

The requirements also include installation of Event Data Recorders, which record critical information on the status of a vehicle in the moments before a collision and, as in the aviation sector, could help crash investigators understand the causes of collisions in order to help prevent them in the future.

Antonio Avenoso, Executive Director of the European Transport Safety Council, said:

“This legislation represents a major step forward for road safety in Europe, and could save 25,000 lives within fifteen years of coming into force. But it will only apply to new vehicles. So it's incredibly important that a final deal is reached as soon as possible, so cars with these new safety features fitted as standard start driving off production lines sooner rather than later.

“We want to thank MEPs, and in particular Róza Thun - the MEP responsible for the file, for working long and hard to come up with a text that a majority could support. Final negotiations between the Parliament, Member States and the European Commission should now begin as soon as possible. Minimum vehicle safety standards in the EU were last updated in 2009, so there is no time to lose. We urge policymakers to do their utmost to achieve a final agreement before the European Parliamentary elections in May.”

While today's vote focused on vehicle safety measures, EU legislators are also meeting today to try and reach a final deal on an accompanying package of infrastructure safety management requirements, which could lead to thousands more lives saved.

For more information:
Dudley Curtis
Communications Manager, ETSC

MCIA Secures battery exclusion from Offensive Weapons Bill

26th February 2019

Following the spate of acid attacks experienced in London and elsewhere last year, the government developed proposals to restrict the sale of acid and acid related products. This was included in the Offensive Weapons Bill, which included a range of measures relating to other items which could be used aggressively, such as knives, vintage weapons etc.

The MCIA identified an unintended consequence of this action in relation to batteries containing acid, in particular, the outlawing of mail order battery sales. This was proposed due to difficulties in age verification during mail order transactions and would have resulted in major challenges for the motorcycle aftermarket sector.

After working with the Bill team from the Home Office and also with members of the House of Lords, the MCIA team was able to convince the Government to change the proposed legislation to exclude vehicle batteries and avert the potential damage to MCIA members' businesses.

MCIA CEO Tony Campbell, commented "No one would argue against the core purpose of this Bill, but as can happen with this type of legislation, unrelated issues get entangled with unintended consequences. Therefore, timely and decisive action by the team at the MCIA resulted in this positive outcome and avoided any disruption or threat to our members' businesses".

Notes for Editors: The MCIA is the Trade Association representing the Powered Light Vehicle (PLV) Industry. PLVs can be defined as lightweight, two, three and four-wheeled machines, typically powered by zero or low-emission motors. Also known as L-Category vehicles, they are an answer to the congestion and air quality challenges created by personal and goods transportation.

For more information about the work of the MCIA and Powered Light Vehicles, please contact Nick Broomhall, Communications Manager, at n.broomhall@mcia.co.uk or call 07590 168714 ENDS

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