



November 2020 Network

A networking tool for Activists and other interested parties

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EDITORIAL

Once again, I have occasion to highlight the danger of (notso)smart motorways, this time with tragic consequences as it seems yet another life has been taken due to the insanity of the decision not to shut these down.

Something has to be done to correct this madness and my personal opinion is it should be sooner rather than later until the authorities wait for someone else's life to be lost

The following incident was highlighted to us by Manny, Yorkshire's Regional Rep on behalf of Stuart Hatfield the South Yorkshire Rep after a local biker was killed on the M1 smart motorway in Sheffield. The biker was involved in a shunt in his car where there was no hard shoulder and was ploughed into soon after by a lorry.

The full story is here <https://www.examinerlive.co.uk/news/local-news/heartbroken-Swidow-rotherham-man-killed-19131316>.

My sincere condolences to his widow and family.

You'll find under the section of 'websites you may want to visit' one where a self driving racing car left the line and immediately hit the barrier – and they want to use these on the already congested roads!!!!

So, as I finalise this edition, in 4 days time we go into the second lockdown with, it appears to me from a quick glance at the legislation, even more restrictions on who we can and can't meet both inside and outside etc., etc., etc. You can read it for yourself on the Gov website. However, I hope by the time the next edition is with you things will have improved – immensely.

To all those key workers amongst you – you are the stars during this time and we all thank you.

To those of you who may suffer from being 'down' with all this, please seek help. I'm not a professional in this field so all I can do is listen. I mention this because I hope I, amongst others, have gone some way to saving someone who needed it.

Be safe, ride free (if you're allowed!), AG

For the December edition please send copy by 25th November to aine@mag-uk.org. Subject heading: Network.

[Acknowledgements: George Legg, Selina Lavendar, Colin Brown, Lembit Opik, Julie Sperling plus anyone else I've forgotten]

Political Unit Report by Lembit and Colin

2020 10 19

The Covid-19 pandemic remains the dominant issue facing Britain. Events are moving so unpredictably that, at time of writing, it is impossible to predict how things will be when you read this. However, MAG's Political Unit has settled into the new situation and continues to operate effectively. Yet Government policy about roads during the Covid-19 outbreak has taken a sinister turn. Lembit Öpik and Colin Brown report on the latest developments that should worry anyone who cares about personal freedom and the right to ride.

The public reacts to road restrictions

The 'road grab' that MAG has been urgently warning British bikers about continues. Government sponsored action to strip away road space and give it to pedestrians and cyclists shows no sign of being voluntarily reversed. But the public has started reacting angrily to these changes. Local people have spontaneously removed some of the barriers, and there are indications that some local authorities have removed hugely expensive schemes because they have turned out to be incredibly damaging to traffic flow.

Is this happening where you live? Tell the Political Unit what you've seen and heard. There's a very serious side to all this. Essentially, some evidence indicates that these schemes are increasing the number of injury related accidents for motorcycles – and for cycles too.

Also, MAG believes it is wrong to use the excuse of the Covid-19 pandemic as an excuse to remove vast areas of highway on the pretence that this will reduce the spread of the virus. If this were true, then there would not be a massive upsurge in the infection rate – or at least there would be some sign that the road space removal had made a difference. To date, no such evidence exists.

MAG believes that the increase in accident victims is not a price worth paying for some claimed improvement in social distancing. Bluntly, bikers are getting maimed and dying due to the road constrictions – real lives on real motorbikes. This is why we need your help to combat these changes where they appear to be damaging. We're not looking for trouble. We're just looking for common sense. As long as dogma and an apparent – and illogical – agenda appears to be driving roads policy, MAG will stand up for your rights. Just tell us when those rights are at risk in your area.

Highway Code Hierarchy

By the time you read this the Highway Code Review consultation will be closed and MAG will have submitted a very lengthy and detailed response. Colin points out that the consultation document was 67 pages long but the survey questions did not cover all the proposed rule changes. One of the key arguments made by MAG is that in order to make the Highway Code easily understood, and more likely to be read, it should be made shorter. Adding ever more rules to cover ever more complex road layouts and junction designs is a good indicator for why casualties are not reducing for any road user groups. We will seek opportunities to continue to make the case for a new approach to road safety, but will wait to see what changes if any are made to the proposals for the Highway Code and whether casualties go up, down or remain the same as a result.

Khan approves meeting with motorcycle community

Once again, the Greater London Authority's most supportive biker, Keith Prince AM, has secured dialogue with London Mayor Sadiq Khan's people. The issue at stake is motorcycle safety in the capital. At Mayor's Questions in October, Keith asked the Mayor if he'd sanction a meeting between biker representatives and his transport officers. Mr Khan agreed.

The date has yet to be set, and we'll be sure to include the key players in the London bike scene, including Javed Hussein, the primary spokesman for delivery riders in London. We'll be presenting the safety facts, and our theories about why motorcycle fatalities are so desperately high in the capital. We'll also be proposing solutions. This is likely to make for uncomfortable moments, as we suspect the very policies that Transport for London has introduced are responsible for the increased death rate. MAG will, of course, contribute responsibly and maturely. What we will not tolerate is a brush off or being ignored. This is literally a life and death issue for London's riders. We will demand the respect such a serious issue deserves.

Lane Assist – another spectre looming

Lane assist autonomous technology is designed to keep you in the right lane when driving, for example on motorways. No problem with that – unless the road safety lobby or the autonomous sector demand segregated lanes that exclude those vehicles without this facility. MAG has long argued that the biggest risk with autonomous vehicles is the challenge of making them safe around manually controlled vehicles.

We are a long way off fully self-driving machines. Sooner or later, they will come. The need for us is to make sure we aren't squeezed off the roads to solve a problem that will present some fairly serious logistical issues for manufacturers – and around the question of liability in the event of an accident. We'll keep you posted on developments. If you want to know more about the technical issues surrounding the matter, get in touch with Lembit.

Pavement parking consultation: the end is near (24th November)

You still have time to reply to a consultation about potential changes to the rules on pavement parking. We highlighted this issue last month, and this is your last reminder. The Government is proposing to ban all pavement parking. You can respond online at:

<https://www.smartsurvey.co.uk/s/2XI2G/>

You can also get the response form and read about the proposals at:

<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>

And emailing your response form, when you've completed it, to

pavement.parking@dft.gov.uk

Or just email what you think to:

pavement.parking@dft.gov.uk

The consultation closes on 22nd November 2020. If you don't reply, you've no right to moan about any changes afterwards.

Bus Lane Trials

In the ongoing campaign for bus lane access, two more councils are starting trials for motorcycle access to bus lanes. Both are characterised by a lack of publicity, so as I write we are still trying to establish the full details. The trials are in Doncaster and Leeds. The Leeds trial is on a single bus lane (A65 Kirkstall Road) but we believe the Doncaster trial is for all bus lanes in Doncaster. The Leeds trial doesn't have a start date yet, but is expected to be before April 2021. The Doncaster trial we believe began at the beginning of October. We will publish more details as soon as we have them. Key question for both trials is do local bikers know, or as in the recent failed Nottingham trial, will bikers fail to use the trial lanes because they are unaware? Please spread the word to any bikers in those areas to look out for changes to signage and make a point of using the relevant lanes in a safe and responsible manner.

Colin attends his first DfT Road Safety Delivery Group meeting

Colin attended his first RSDG meeting on 13th October. The meetings are held quarterly. Now that he has seen how the meetings operate he is devising a plan to ensure maximum results from this opportunity. Please do get in touch to let us know what are the top, national level priorities you would like us to address? Is it ring-fenced funding, wire rope barriers, pushing through CBT and licencing reform, or anything else? We are keen to hear your views on what are the biggest unaddressed issues for motorcycle safety.

A road safety Podcast that won't send you to sleep

Colin has recorded the podcast interview for the RSGB's online road safety event. Covering the lack of policy to promote motorcycling, the Highway Code review and MAG's new position on the RSDG, the podcast will help place the key motorcycling issues onto the agenda for the road safety community. We will share the podcast link on social media as soon as it is available.

Transport strategies to look out for

Colin has been doing some pre-consultation engagement on forthcoming transport strategies. The Welsh Transport Strategy should be out for consultation very soon, and we are hoping that due to Colin's intervention there may actually be some motorcycle relevant policy to comment on.

Also, Oxfordshire the land of bikers that are "a danger to themselves" will be seeing their will be preceded by a consultation on their vision document coming out soon. Colin has already made representation and reminded the Council of the need to take a more balanced view of motorcycling. The vision document is unlikely to mention specific transport modes, but some important positioning work has been undertaken by Colin to separate out the active travel and road safety agendas.

We will keep you informed on how things progress.

Choice in Transport Roundtable 2020

2020 10 27

You have doubtless heard people going on about a ‘climate emergency.’ This is used to justify profound changes to your freedom to choose how and when you travel. The Motorcycle Action Group is working to protect your choice in personal transport, with others who want a serious and data-based discussion on environment, liberty and practicality. Lembit Öpik, MAG’s Director of Communications and Public Affairs, is helping to hold an informal roundtable event on Tuesday, 24th November 2020, to discuss what choices are acceptable, and how the motorcycling community should regard the relationship between petrol, electric and other power sources for your motorbike or scooter.

MAG’s campaign – working title ‘Choice In Personal Transport (CHIPT) – aims to:

- *Prevent wholesale removal of choice in regard to road space*
- *Challenge scientifically unfounded bans on some types of motive power.*
- *Protect your right to operate older motorcycles.*

The Government wants to ban the sale of all new Internal Combustion Engine (ICE) machines by 2035 at the latest, motorcycles included. MAG is part of a Steering Committee with others concerned about the impact on personal choice. Key contributors are MAG, the Alliance of British Drivers (ABD), the Global Warming Policy Foundation (GWPF) and Fair Fuel UK (FFUK). The Group is operating very effectively.

The threatened ban on Internal Combustion Engine (ICE) vehicles by 2035, or sooner, is driven by the Government’s ambition to cut greenhouse gases in the belief this will reduce negative effects of human activity on earth’s climate. Also, the proposal to introduce E10 fuel – petrol that contains 10% ethanol – is intended to make the UK’s transport emissions greener. This fuel could be unusable in older petrol motorcycles.

On the health side, removing road space and giving it to cyclists is supposed to help social distancing during Covid-19, improve ‘active travel’ and cut emissions. Similarly, the Ultra Low Emissions Zone tax in London and similar ideas elsewhere, are supposed to cut deaths – though some politicians promoting these zones wrongly claim it’s about climate change (clean air zones tend to increase greenhouse gases because engines that run richer and use more petrol produce less NOx).

It all limits your choice of motive power; access to road space and ability to use existing road vehicles and it affects much of the transport stock on the highways, not just motorcycles. We seek some say over this. Many in the CHIPT campaign feel that the agenda is currently being driven forward by a very small caucus of sometimes militant and law-breaking activists who steal headlines in a media that doesn’t seriously challenge – or even understand – the health and environmental or health science behind the agenda.

So, what’s been achieved so far? MAG submitted a detailed response to the threatened introduction of E10 fuel. We also responded to the consultation on the proposed banning of new Internal Combustion Engine (ICE) powered vehicles. We have challenged London Mayor Sadiq Khan for reintroducing punitive taxes on older motorcycles in the form of the Ultra Low Emissions Zone tax.

Modal shift to smaller vehicles, such as motorcycles, can happen now. Also, alternative fuel such as hydrogen power, and kinetic energy conservation are all options. MAG has no objection to electric vehicles. It’s the compulsion that affects our liberty. Also, we watch with

concern the debate about autonomous vehicles. This could limit our choices, as it's hard to get fully autonomous vehicles to co-exist with human controlled vehicles, and we fear a further loss of road space to dedicated autonomous lanes or whole roads.

MAG works interdependently with others – a vital step in the progression of MAG from being the periphery to being a key player. To those who feel MAG can succeed as a lone voice, Lembit says 'I can assure you that this simply isn't realistic on an issue that extends way beyond the boundaries of motorcycling, and influences the future of the entire transport sector. If we try to do this alone, our motorcyclist rights agenda risks ending up outside the central debate. Even if you want electric power, or support other forms of motive force, the need for a balanced approach is essential.'

What you can do now is write to your MP, asking if they support or oppose the ICE ban. We can evolve the campaign accordingly on an MP-by-MP basis. We are finding more individuals and organisations to speak up – and MAG is showing a lead in working with them.

On 24th November 2020, we're holding our first roundtable event about these matters. And you're invited. This is a collaborative initiative to begin bringing bring together key players from across the transport and environmental spectrum. The aim is to work towards creating a deliverable, data based strategy for transport planning over the next 20 years. Motorcyclists are a key part of the mix – we offer unique advantages important to all policy makers.

We want to shift away the debate away from rhetoric and emotion – which has often dominated – towards informed decision-making. To attend, contact Lembit at:

01926 844 064, or [email: central-office@mag-uk.org](mailto:central-office@mag-uk.org)

By doing this MAG finally takes its place at the table of participants leading thought in transport policy, with serious attention to the issues affecting the UK – and the world – today and tomorrow.

Less than half of drivers aware of smart motorway rules



Image: DfT

Brake says the findings of a new survey reinforce the urgent need to improve public awareness of smart motorways.

The survey of 2,000 UK drivers, carried out with breakdown provider Green Flag, shows while 75% of respondents know what a smart motorway is, less than half (48%) know the rules for driving on one: <http://www.brake.org.uk/media-centre/2037-smart-motorway-danger-revealed-as-less-than-half-of-drivers-are-aware-of-the-rules>

This figure increases slightly to 52% in England, where smart motorways are in operation.

Brake is calling on the Government to improve public awareness of smart motorways, as acknowledged by its recent stocktake and action plan:

<https://roadsafetygb.org.uk/news/raises-to-raise-the-bar-on-smart-motorway-safety/>

The plan, commissioned by the transport minister, earmarks an additional £5m investment to improve public information and awareness and what to do in an emergency, doubling the previously planned spend.

Joshua Harris, director of campaigns at Brake, the road safety charity, said: “These important findings confirm what we all suspected – drivers are confused about the rules of driving on smart motorways and communication efforts must urgently be stepped up to help avoid more tragic incidents on these roads.

“We welcome the measures the Government has outlined to improve smart motorway safety and urge them to follow this evidence-led approach for all UK roads. With more than 75 deaths and serious injuries on our roads, every day, improving road safety must be a priority for this Government.”

Damon Jowett, Head of Service delivery at Green Flag, said: “Motorways are a vital part of the UK’s infrastructure and are widely used by drivers across the country every day, and so the debate around smart motorways is an ongoing one.

“While the smart motorways system allows for drivers to get to their destination more easily, understanding of the rules is paramount to ensure road safety. Our latest report has highlighted concerning gaps in driver awareness, and here at Green Flag, we want to help increase driver awareness for motorway driving to ensure these roads are as safe as possible.”

The Brake and Green Flag survey also explores issues around driver behaviour on motorways.

It found that over three-quarters (78%) of respondents leave at least a two-second gap behind the vehicle in front of them, in line with the Highway Code guidelines for safe driving.

However, a ‘startling’ 18% admit to leaving less than a two-second gap.

Guidance on how to drive on a smart motorway: <https://www.gov.uk/guidance/how-to-drive-on-a-smart-motorway>



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in
MAG's Christmas draw**

To be in with a chance to win this
MAG magnificent prize all you need
to do is be a full MAG member when
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Gif's and Meme's - get involved

We wish to produce some gifs and memes for our social media outlets, and we know our members are the best promotional tool we have. We're hoping we can use some of your ideas to get MAG messages out - not just to non-member riders but also to the non-riding public.

If these two words mean something to you and you are either:

- able to produce them,
- have relevant content to produce one, or
- have a message you think MAG should embrace in one,

then please get in touch at central-office@mag-uk.org with the subject line: Gifs and memes

Many thanks

Selina, MAG National Chair

FEMA

MAG UK: 'questionable road design puts motorcyclists in danger'

FEMA News: September 25, 2020



The Motorcycle Action Group UK oppose changes to the Highway Code and argue that the suggested rule changes will have a negative safety impact for motorcyclists..

In the United Kingdom, the Highway Code is a set of information, advice, guides and mandatory rules for road users. Its objective is to promote road safety. The Highway Code applies to all road users including pedestrians, horse riders, cyclists, motorcyclists and drivers. It gives information on road signs, road markings, vehicle markings, and road safety. It is prepared by the Department for Transport (DfT) and the Driver and Vehicle Standards Agency, and is published by The Stationery Office in electronic form and as a printed book.

On 28 July 2020 a consultation was launched seeking views on proposed changes to the Highway Code. The review is being held by the Department for Transport, to improve safety for vulnerable road users, particularly the groups of:

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders>

- cyclists
- pedestrians
- horse riders

The main changes being proposed are:

- ensuring that road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others.
- making rules on pedestrians clearer.
- providing guidance on cyclist priority at junctions when travelling straight ahead.
- creating guidance on safe passing distances and speeds when overtaking cyclists and horse riders.

Motorcyclists' organization MAG UK (a member of FEMA) immediately expressed displeasure that the review claiming to be designed to improve safety for vulnerable road users clearly showed no consideration for the needs of motorcyclists. Approaches were made to the Department for Transport asking that the scope of the review be specifically extended to cover motorcyclists' safety. The DfT refused, saying that it would be 'inappropriate' as the review had been triggered as part of the Government's Walking and Cycling Investment Strategy Safety Review: <https://www.mag-uk.org/highway-code-review/>



MAG UK are raising further concerns that the proposed new rules and rule changes will actively increase risks not just for motorcyclists, but for the cyclists and pedestrians that the proposals are designed to protect.

MAG campaigns for equality on the road. That equality applies to all aspects of road use, including safety and responsibility. The Government claims it believes in equality for all road users. MAG UK therefore claim that the introduction of any kind of hierarchy is by definition opposed to the principle of equality.

‘MAG UK is concerned that segregation of road space to protect cyclists is creating a greater risk for motorcyclists’

MAG UK argue that the Highway Code already points out that more care needs to be taken for the safety of vulnerable road users, and that the new rules simply act to apply privilege to cyclists and pedestrians that is contrary to the concept of equality. Remember the purpose of the Highway Code is to promote road safety. The objective of the code is not to promote active travel.

MAG UK have long raised concerns that segregation of road space to protect cyclists is in many situations creating greater risk for motorcyclists. Like cyclists, motorcyclists are a vulnerable road user group, but are not afforded any segregated road space of their own nor allowed access to segregated space designated for cyclists. With overall road space largely being finite, this means motorcyclists are constantly squeezed into narrow lanes with the very vehicles that cyclists seek protection from. This is not equality.

The design of cycle lanes in the UK are often fundamentally flawed and introduce increased potential for conflict at junctions. No logical road planner would expect a left turning vehicle to cut across a lane of traffic travelling straight ahead. (In the UK vehicles drive on the left, so this would be equivalent to turning right in countries where vehicles drive on the right). Despite this cycle lanes deliberately introduce this poor road layout. Turning vehicles are required to cut across the lane of cyclists travelling straight ahead. Cyclists are thus deliberately placed in the car’s blind spot.



MAG UK argue that motorcyclists are trained and encouraged to ride defensively – to anticipate hazards such as cars cutting across their path. The new rules, however undermine this key safety message by reinforcing a dangerous tendency to argue right of way. Usually arguing right of way as a vulnerable road user results in a trip to hospital.

MAG UK are not opposed to improving the safety of any road user, but argue that the rule changes will have a negative safety impact. This cannot be justified simply to encourage the uptake of active travel.

MAG UK are calling for the proposals to be dropped and a new approach to be developed that considers appropriate road behaviours by all, but also seeks to mitigate not reinforce the risks introduced by questionable road layout designs.

Top photograph courtesy of Triumph Motorcycles

Victory: more wire rope barriers are removed in Norway

FEMA News: October 13, 2020



Norwegian motorcyclists celebrate the fact that life-threatening wire rope barriers will be removed along a six-kilometre stretch of the E6 north of Oslo.

Norway's motorcyclists' association [NMCU](#) (a member of FEMA) put a stop to the use of wire rope barriers, or cable barriers, as these are a death trap for a motorcyclist who hits such a railing. In the early 1990s, wire rope barriers gradually began to be erected along new road sections in Norway, and the NMCU spent considerable time and effort putting an end to the life-threatening barriers.

When the ban on wire rope barriers was introduced in 2006, NMCU reluctantly agreed to allow existing 'egg cutters' to remain standing. However, in 2013 the NMCU had to go to the barricades again to prevent the 2006 ban from being lifted. That fight was also rewarded with victory.

In the early summer of 2020, the government allocated 600 million Norwegian kroner (approximately €55.5 million) for extra maintenance of the national road network. This is to maintain activity at a time when many contractors experienced dramatic assignment failure as a result of the Corona pandemic. NMCU reacted quickly to ensure that some of the so-called Corona millions would also benefit motorcyclists.

To NMCU's great joy, the input has paid off in the form of removing wire rope barriers and replacing them with conventional steel railings. This is confirmed by construction manager Alman Mazumder at the Norwegian Public Roads Administration. He says that in the first instance, wire rope barriers in both directions will be removed on a six-kilometre stretch between Skedsmo and Kløfta. "The goal was to replace the wire railing all the way to Jessheim, but there was not enough money for that. But next year there will be new funds, and then we will continue the work", Mazumder says.

Construction manager Mazumder continues: "It was primarily traffic safety for motorcyclists that was the motive for removing the railing, but that it is also profitable in terms of maintenance. The work of removing the wire railing should be well underway towards the

end of October 2020. This work will be carried out only at night, and there will then be a narrowing of the roadway”. Mazumder states that it will cost about a thousand kroner (€92.57) per meter to replace wire rope barriers with steel railings. Thus, about 12 million kroner (approximately €1.1 million) will be spent this time on improving motorcycle safety on this single stretch.

‘Now that it is agreed that wire rope barriers are dangerous for motorcyclists, we hope that they will be removed on other stretches as well.’



NMCU county secretary Kari-Anne Søreng-Stensrud (photograph courtesy of www.dagsavisen.no)

One of those who has previously been strongly involved in the fight against the now banned railings is NMCU’s county secretary Kari-Anne Søreng-Stensrud in the Oslo and Akershus district. Kari-Anne said: “I think it is incredibly gratifying that our meticulous and tireless work to inform about the dangers of this type of railing finally hit home. It is great that our work is bearing fruit, and that we have such good cooperation with the Norwegian Public Roads Administration that such decisions are made.” She continues: “We have fought for this for many years. Among other things, we have made a video with computer simulation to show how scary wire railings are for motorcyclists. It is gratifying that there is no longer any prestige in keeping the dangerous railings. Now that it is agreed that wire rope barriers are dangerous for motorcyclists, we hope that they will be removed on other stretches as well.”

Written by [Frode Asphaug-Moe](#) (NMCU)

Translation and editing by [Wim Taal](#).

European Success: You Can Now Take The A2 Test On A 250 Cc Bike

- [FEMA news](#)

October 29, 2020



As we [reported before](#), from 1 November 2020 European law makes it possible to do the A2-licence test with a 250 cc motorcycle instead of 400 cc. On 5 May 2020 the European Union published the Commission Directive (EU) [2020/612](#), amending Directive [2006/126/EC](#) of the European Parliament and of the Council on driving licences. One of the amendments was the lowering of the minimal displacement of A2-licence test motorcycles. This means that from 1 November 2020 all European Union member states must have implemented the lower displacement for A2 test motorcycles in their national laws.



Dolf Willigers, General Secretary of FEMA, comments: “We are very pleased to see that finally in most member states and EEA countries it is possible to do the A2-licence test with a 250 cc motorcycle. I can only hope that the other countries will follow soon. We have been waiting a long time for this and worked hard to accomplish this.” (photograph by Wim Taal)

As far as we have been able to find, most countries have done that. For some countries it is clear that they will not make it and from others we just don't know because they haven't published anything yet. However, even when a national government did manage to implement the new European rule in time, this doesn't necessarily mean that you will be able to do your A2 licence test on a 250cc motorcycle. In some countries, like Sweden, it is just not possible to do the test from 1 November and you will have to wait until next year's spring. In other countries you could do the test, but driving schools must buy new motorcycles first and they will most probably only do that if they are aware of the change and if there is enough demand to justify the investment, even more when the old 400 cc bikes aren't financially written off yet.

For several years FEMA has lobbied for this reduction to enable women and smaller men to pass the A2 test. Statistics from several European countries, especially Sweden and the Netherlands, showed that women have a disadvantage to pass the special manoeuvres tests. One of the causes for this is that test motorcycles are often too heavy and too big for women and smaller men to handle. As an observer in the Driving Licence Committee we managed to play an active role in the decision-making process that led to this outcome.

This article is subject to [FEMA's copyright](#)

[I'm led to believe the above will not be implemented before we leave the EU but perhaps something to pursue when the UK Government does not have Covid-19 to focus on - fingers crossed. AG]

Clean Air Zones map

RAC Foundation



There are now a number of confirmed and proposed Clean Air Zones (CAZs) in the UK aimed at reducing harmful emissions from road transport which contribute to poor local air quality. There are restrictions on the type and age of vehicles that are allowed to enter CAZs. Drivers of vehicles allowed to enter CAZs may or may not have to pay a charge to do so.

There is a government vehicle checker to help people determine whether they can drive into CAZs. More locations are being added to the checker as further details about confirmed CAZs emerge. London operates an Ultra-Low Emission Zone (ULEZ) which is similar to a CAZ. Transport for London provides its own vehicle checker for drivers wanting to enter the ULEZ. The principles for setting up a CAZ in England are outlined in the Clean Air Zone Framework published by DEFRA and the DfT:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

The map below has additional details about those CAZs which are confirmed and under consideration. It also shows those locations where a CAZ was under consideration but are now compliant.

Classes of Clean Air Zones:

CAZ type	Type of vehicle affected by restrictions
Class A	Buses, coaches, taxis, private hire vehicles
Class B	Class A + HGVs
Class C	Class A + Class B + large vans, minibuses, small vans
Class D	Class A + Class B + Class C + cars, motorcycles, mopeds
ZEZ*	Zero Emission Zone
ULEZ*	Ultra-Low Emission Zone
LEZ*	Low Emission Zone

*Restrictions may vary between various ZEZs, ULEZs and LEZs. There is no prescriptive framework.

Minimum Euro emission standards for vehicles to gain entry to a CAZ:

Vehicle type	Emission standard
Buses and coaches	Euro VI
HGVs	Euro VI
Vans	Euro 6 (diesel) or Euro 4 (petrol)
Cars	Euro 6 (diesel) or Euro 4 (petrol)
Motorcycles and mopeds	<u>Euro 3</u>

MCIA calls for urgent DfT adoption of PTW EU derogation rules

MCIA: 20 October 2020

As with cars and vans, Powered Two Wheelers (PTWs) are subject to a series of evolving emissions and safety regulations. The current standard (Euro 4) will be superseded on 1st January 2021 by Euro 5 and as part of that, Euro 4 PTWs must be registered by that date.

Due to the variables involved, a small amount of outgoing vehicles can be registered under the new regime in a process known as derogation, however, despite very positive post-lockdown UK sales, the Covid-induced lack of business at the height of the sales season makes the proposed derogation number impossible to achieve.

Consequently, MCIA, the body that represents the UK PTW industry, is pleased to note that the Council of the EU and the European Parliament have endorsed a European Commission proposal, known as Article 44A, that will allow EU dealers more options with the derogation number and calls on the Department for Transport to follow suit in the UK.

By adopting Article 44A, the Government would allow British PTW dealers more flexibility with registering their stock, helping to alleviate another pressure on their businesses in this most challenging of years.

Such a move would help UK dealers continue to support the increasing number of people who are turning to PTWs as an efficient, low and zero emission, congestion-busting, self-isolating, low-cost form of transport for commuting and leisure.

MCIA: <https://mcia.co.uk/en/bulletins/204-mcia-calls-for-urgent-dft-adoption-of-ptw-eu-derogation-rules>

ACEM welcomes positive vote of the Council and Parliament on the revision of Euro 4 “end of series” provisions

ACEM: 20 October 2020

The motorcycle industry in Europe welcomes the recent decision by the Council of the EU and the European Parliament to endorse the European Commission’s proposal adapting the rules on end-of-series vehicles in EU Regulation 168/2013. This amendment will give motorcycle dealers and companies across Europe, which have been affected by the outbreak of the COVID-19 pandemic, the possibility to sell their stock of Euro 4 vehicles until 31 December 2021.

The proposal supported by the two legislative bodies will cover only the vehicles that were in stock at the moment when national lockdowns were introduced across the EU. More specifically, the amount of vehicles benefiting from the revised end-of-series measures will not exceed the number of Euro 4 L-category vehicles in stock in the EU on 15 March 2020, which was estimated by industry experts at around 550,000 units.

A much-needed revision of end of series

Under EU type-approval rules, all Euro 4 motorcycles needed to be registered before the application of the environmental Euro 5 step on 1 January 2021. This requirement was impossible to achieve as a result of the drop on sales caused by the COVID-19 pandemic.

EU type-approval rules foresaw a flexibility mechanism called “end of series”, which allowed manufacturers to continue making available on the market, register or enter into service a limited part of their stock of Euro 4 vehicles. However, this flexibility clause was not sufficient to address the problem of extra vehicle stock created by the sudden outbreak of the virus.

The political agreement reached by the two European legislators will help motorcycle companies and dealers to better face these troublesome times.

It is worth emphasizing that the amendment to the end-of-series provisions in EU Regulation 168/2013 will not affect the original timeline foreseen for the introduction of the Euro 5 standard, i.e. 1 January 2021 for existing moped and motorcycle models type-approved before the 1 January 2020.

Quote

Commenting on the political agreement reached by the EU institutions, Antonio Perlot, ACEM Secretary General, said:

“ACEM welcomes the positive vote of the Council and the European Parliament on this important legislative file. The amendment to EU Regulation 168/2013 will help those manufacturers in need of specific support and will help to bridge the gap towards Euro 5. The new rules will also provide a much needed ‘safety net’ for the entire sector, including downstream dealerships, and will prevent the unnecessary scrapping of Euro 4 vehicles”.

“The motorcycle sector thanks European Commission’s President von der Leyen as well as Commissioner Breton and his team at DG GROW for their decisive political dealership and swift response to this crisis”.

“Over the coming the months, ACEM but most importantly – as since day one – the sector national associations will continue working constructively with public authorities to ensure that the new end-of-series rules support manufacturing in Europe and dealerships in these challenging times”.

Temporary traffic measures ‘doing much more harm than good’



A new parliamentary petition is calling for the removal of temporary traffic measures introduced as a result of the Covid-19 pandemic.

Councils across the country have been implementing schemes to promote active travel at a time when capacity on public transport is limited, as well as to help people maintain social distancing and reduce vehicle use.

Many of these schemes – which include new cycle lanes, School Streets and low-traffic neighbourhoods (LTNs) – have been funded by the Government, as part of a £2bn package announced in May: <https://roadsafetygb.org.uk/news/active-travel-to-help-the-uk-emerge-from-coronavirus-crisis/>

The petition has been posted by a private individual, David Tarsh, and is supported by the Alliance of British Drivers.

The promoters of the petition – which has nearly 15k signatures – acknowledge that the ‘experiment’ was well-intentioned; but say it is now clear that the temporary traffic measures ‘are doing much more harm than good’: <https://petition.parliament.uk/petitions/552306>

They are calling for the measures to be ‘removed immediately’ to ‘improve the travelling experience for the vast majority of road users’.

The survey reads: “Road closures, School Streets and new cycle lanes are creating severe congestion, long traffic delays and severe frustration across the country. Although well intentioned, the experiment has failed.

“Government guidance supporting such measures, and funds for them, should be withdrawn immediately.

“Many councils have introduced schemes touted as encouraging walking and cycling, but their real impact is gridlock.

“They’ve been built without proper consultation, illegitimately justified by the Covid crisis and backed by central government direction and finance.

“Congestion and pollution have increased, people are inconvenienced, local businesses have lost trade and lives jeopardised with emergency vehicles stuck in traffic. Cycle tracks are often empty, while the roads alongside are jammed.”

The survey needs 100,000 signatures to be considered for a debate in parliament.

David Tarsh, who posted the petition, said: “Where I live, the temporary cycle lanes around Hammersmith are a source of huge frustration.

“The traffic is frequently gridlocked whilst the cycle lanes alongside are often empty. They are dangerous; several people have complained about near misses at junctions and many experienced cyclists won’t use them as they feel the road is safer.

“Ambulances on emergency calls have been badly delayed and they are causing unnecessary pollution because crawling traffic is more polluting than flowing traffic. Worst of all, despite clear evidence now that they do more harm than good, our council wants to make them permanent!”

Roger Lawson, campaign director for the Alliance of British Drivers, added: “We welcome this petition. It has been most unfortunate that central Government has supported these irrational measures and permitted some local councils who have an anti-car stance to introduce schemes without public consultation that have increased traffic congestion, increased air pollution, blocked emergency services and increased journey times for all.

“The sooner these schemes are abandoned, and we can return to normal, the better. The opposition to such schemes, particularly to road closures, as we saw in Lewisham where we are supporting a campaign by local residents against them, is enormous while local councillors just ignore the complaints.”

Welsh riders encouraged to carry CRASH cards



A motorcycle safety organisation in Wales is encouraging all riders to carry a CRASH card, in order to improve their chances of survival in the event of a collision.

CRASH cards were launched in 2015 and contain information for both the first person at the scene of a collision, as well as paramedics.

The CRASH card programme is available in England, Wales, Scotland and Northern Ireland – and globally it is estimated there are more than 570,000 cards in existence.

The cards are being promoted by Wales by Bike, an organisation which aims to tackle the high number of motorcyclist fatalities on Welsh roads: <http://walesbybike.com/blog/2020-october-to-december/crash-cards/>

Wales by Bike says while it hopes riders will never need to rely on a CRASH Card, having one helps riders think carefully about their safety.

The card contains space to record information which could be vital to paramedics, including medical history and details of any medication currently being taken. There is also space to include the name and contact number of next of kin.

Motorcyclists are given a green dot to place on the right hand corner of their visor/helmet to alert emergency responders to the fact they are carrying the card.

PROJECT ENDEAVOUR BEGINS ITS FIRST PUBLIC AUTONOMOUS TRIALS IN OXFORD

TRL: Published on 22 October 2020

TRL have joined the consortium delivering the automated vehicle research project - Endeavour – which has kicked off with news of its first Level 4 trials in Oxford.

- Project Endeavour is helping accelerate and scale the deployment and adoption of autonomous vehicles
- First public trials begin in Oxford with a fleet of six autonomous vehicles
- New partners added to consortium to focus on safety assurance for autonomous vehicle field trials
- Government-backed Project Endeavour will culminate in on-road public demonstrations
- Programme will run until Autumn 2021 with live tests in three major UK cities

London, UK. Project Endeavour has reached a key milestone as the first live trials of its autonomous vehicle fleet begin this week on roads in Oxford. The development brings the deployment of commercial autonomous vehicles in the UK one step closer.

Project Endeavour – a Government-backed research project - will run until Autumn 2021 with live tests in three major UK cities. The trials will demonstrate autonomous driving in a variety of urban and city environments and will develop engagement models with local

authorities and communities to help them prepare for the future launch of autonomous vehicle services.

The consortium, part-funded by the Centre for Connected and Autonomous Vehicles (CCAV) and delivered in partnership with Innovate UK, is using a combination of advanced simulations and on-road demonstrations to help accelerate and scale the deployment and adoption of autonomous vehicles.

A fleet of six Ford Mondeo vehicles, enabled by Oxbotica to be capable of Level 4 autonomous driving, will complete a nine-mile round trip from Oxford Parkway station to Oxford's main train station. Trials will be run at all times of day and night, allowing Oxbotica's autonomous vehicles to experience a range of traffic scenarios from morning commutes to school runs, in a range of weather conditions.

Launched in September 2019, the project has brought together Oxbotica, a global leader in autonomous software, urban innovators DG Cities and Immense, a leading transport simulation company. Ahead of the public trials, three new consortium partners have been added to Project Endeavour: the Transport Research Laboratory (TRL), the British Standards Institution (BSI) and Oxfordshire County Council.

The trio of new partners will focus on the development of a new safety assurance assessment scheme against PAS 1881 standard for public autonomous trials, helping inspire trust and define a consistent approach to safety that will enable future deployments to happen efficiently without slowing down the rate of innovation.

Camilla Fowler, Head of Automation at TRL, said: "Trials of Level 4 vehicles are an important milestone, keeping the UK at the head of the field in bringing the benefits of this technology into mainstream use. These exciting trials, and what we learn about assuring safety and encouraging interoperability will open up new opportunities for many more research demonstrations across the UK, which are the forerunners to the full-scale public trials so eagerly awaited."

Matt Page, Managing Director UK and Ireland, Assurance at BSI, said: "We're delighted to be a part of this collaborative project, where we'll be applying our expertise in certification to research an assessment methodology for the safe trialling of connected and autonomous vehicles on public roads. This technology presents a huge opportunity for the automotive sector and we're committed to working together with industry to help accelerate innovation whilst ensuring safety."

Laura Peacock, Innovation Hub Manager at Oxfordshire County Council said: "It is exciting to be part of Project Endeavour. Oxfordshire County Council's Innovation Hub has been at the forefront of autonomous mobility for the last four years. The progress that has been made in the Connected Autonomous Vehicle (CAV) ecosystem is huge, moving from simulation, trials in isolated environments and now to the first live on-road public trials in Oxford. We are working with partners to create a systematic approach for other local authorities to engage and interact with CAV trials in their regions, which brings us much closer to CAV deployments becoming a reality to bring benefit to our communities and UK PLC."

Project Endeavour builds on the DRIVEN consortium, which demonstrated the capabilities of a fleet of self-driving vehicles in Oxfordshire's and London's challenging and complex urban

environment.

Dr Graeme Smith, Senior Vice President at Oxbotica, said: “The first live on-road public trials mark a key landmark for Project Endeavour as we work with local authorities and members of the public in London, Oxford and other major UK cities to shape the future of mobility. Alongside our valued partners, we’re making autonomous vehicle services an everyday reality, right here in the UK.”

NOTES TO EDITORS

For more information: www.oxbotica.com

About Project Endeavour

Project Endeavour is a mobility project designed to accelerate and scale the adoption of autonomous vehicle services across the UK, and maximise the potential of this exciting technology. We are working with local authorities and members of the public in London, Oxford and other major UK cities to run advanced simulations alongside trials on public roads that will shape the future of mobility. The partners include Oxbotica, DG Cities, Immense, TRL, BSI and Oxfordshire County Council.

Endeavour is part-funded by the Centre for Connected and Autonomous Vehicles (CCAV), delivered in partnership with Innovate UK. It is part of the government’s £100 million Intelligent Mobility Fund, supporting the Future of Mobility Grand Challenge. As a key part of the UK government’s modern Industrial Strategy, the Future of Mobility Grand Challenge was announced in 2017 to encourage and support extraordinary innovation in UK engineering and technology, making the UK a world leader within the transport industries. This includes facilitating profound changes in transport technologies and business models, to make the movement of people, goods and services across the nation greener, safer, easier and more reliable.

Bristol Clean Air Zone: Cars may not be charged due to impact of pandemic

Bristol City Council is looking to find an alternative to its current plans for a diesel ban and clean air zone (CAZ) that would remove the need to impose any charges on households or businesses.

Mayor Marvin Rees announced the news at a press briefing earlier today, Wednesday August 19, explaining that changes in “travel patterns and lifestyles” due to coronavirus had made consideration of non-charging clean air plans possible.

According to the city council, the latest readings of air quality show that despite traffic levels increasing, the city centre’s pollution has remained relatively low.

The local authority says to build on this progress, it is proposing the city could continue accelerating transport improvements, such as improved public transport links, changes to roads, increasing walking and cycling routes and pedestrianising some areas.

- Government criticises Bristol's action on air pollution



The diesel ban area (pink, centre) and charging zone (bounded by pink dotted line) proposed by Bristol City Council. Credit: Bristol City Council

Background

The government ordered the council to reduce Bristol's nitrogen dioxide levels to within legal limits as quickly as possible in 2017.

The council's existing clean air plans would see a ban on privately owned diesel cars in a small part of the city centre and a wider CAZ which would mean older, polluting vehicles would have to pay to enter.

The zone was meant to be in place by next April but the government has concerns about the diesel ban and has ordered the council to consider swapping it for a small zone exactly like the surrounding CAZ but charging private vehicles as well.

Mayor Rees said: "We must be flexible in our approach and work together to get this right as a city. Everyone has a role to play in reducing air pollution and if we all rise to the challenge, we can avoid bringing in costly measures."

"We will continue to do the work needed for the charging options we've already been developing."

"It is right that we explore new opportunities in line with the dramatic changes in our lifestyles, travel and income that residents and small businesses experienced following lockdown."

As part of the council's new 'test and learn approach', transport upgrades will be reviewed against evidence based on traffic, travel patterns and air pollution levels.

If the research shows Bristol can sustain improved air quality and traffic levels, it could mean planned charging measures on polluting vehicles are no longer needed.

A public consultation the new proposals for charging zones, to accompany new evidence being collected is being planned for the autumn.

This would mean the city council would submit its proposals to the government next February.

And depending on the outcome of that, a small zone could be created in the spring of 2021 but only if needed, potentially becoming active from October next year.

HERE'S A FEW WEBSITES YOU MAY WANT TO VISIT FOR WHEN c-19 RESTRICTIONS ALLOW IS TO TOUR AGAIN:-

ETSC: Polish speed sign shows fines and penalty points

<https://etsc.eu/polish-speed-sign-shows-fines-and-penalty-points/>

ETSC: Italy set to introduce alcohol interlock programmes and update road safety law

<https://etsc.eu/italy-set-to-introduce-alcohol-interlock-programmes-and-update-road-safety-laws/>

ETSC: Finland drops "cars for kids" plan

<https://etsc.eu/finland-drops-cars-for-kids-plan/>

OTHER WEBSITES YOU MAY WANT TO VISIT:-

ETSC: Concerns raised over draft technical specifications for mandatory Intelligent Speed Assistance (ISA) systems

<https://etsc.eu/concerns-raised-over-draft-technical-specifications-for-mandatory-intelligent-speed-assistance-isa-systems/>

NI: Mallon announces new legislation to exempt vehicles of historic interest from MOT testing

<https://www.infrastructure-ni.gov.uk/news/mallon-announces-new-legislation-exempt-vehicles-historic-interest-mot-testing>

Guidance: Register your off-road vehicle (INF85) (Last updated 14 October 2020)

<https://www.gov.uk/government/publications/protect-your-off-road-vehicle>

Guidance: Motorcycles that can be used for motorcycle riding tests (Last updated 13 October 2020)

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

ACEM: The European Association of Motorcycle Manufacturers welcomes four new members

<https://www.acem.eu/the-european-association-of-motorcycle-manufacturers-welcomes-four-new-members>

MCIA: Minister aligned with Power Two Wheeler industry

<https://mcia.co.uk/en/bulletins/200-minister-aligned-with-power-two-wheeler-industry>

News story: Next steps announced to boost road safety and close mobile phone loophole

<https://www.gov.uk/government/news/next-steps-announced-to-boost-road-safety-and-close-mobile-phone-loophole>

Open consultation: Expanding the offence of using a hand-held mobile phone while driving to include non-connected mobile application actions

<https://www.gov.uk/government/consultations/expanding-the-offence-of-using-a-hand-held-mobile-phone-while-driving-to-include-non-connected-mobile-application-actions>

RAC: It will soon be illegal to pick up your phone while driving

<https://www.rac.co.uk/drive/news/motoring-news/it-will-soon-be-illegal-to-pick-up-your-phone-while-driving/>

RAC: Congestion Charge could extend to cover 4 million more Londoners

<https://www.rac.co.uk/drive/news/motoring-news/congestion-charge-could-extend-to-cover-4-million-more-londoners/>

[And they want to let these things on the roads – madness. AG]

A self-driving race car drove straight into a wall off the starting line in the world's first autonomous racing series:-

https://news.yahoo.com/self-driving-race-car-drove-222400685.html?soc_src=hl-viewer&soc_trk=ma

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