

Network January 2023

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

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Acknowledgments:- George Legg, Colin Brown, Lembit Opik, Michael Armstrong, Julie Sperling, FEMA, MCIAs, Rehman Christi MP. Plus anyone else I’ve forgotten

Editorial

You'll be pleased to know I don't have a rant this time round. Unusual I know but, Hey, it probably won't last so make the most of it.

All that remains for me is to wish you and yours a very happy and healthy 2023 with safe riding, AG

[For the February 2023 edition please submit copy by 25th January to aine@mag-uk.org. Subject heading: Network]

Oh! Just in case Santa gave you an EV on the 25th you may be interested to read an email that passed across my personal email address. Don't blame Santa, its all about brainwashing!!

Enjoy.....

“Subject: Electric cars...(and the not advertised dangers.....)
.....

As I understand it the price of fuel i.e petrol/diesel/oil etc. for normal cars is going up around the Globe.
However, before you rush out & buy an electric car, it might pay to read below report from a NZ mechanic – t'would appear it may not be the answer.
McAuto

Hmmmm...not to mention the cost of these cars...

Subject: Electric cars

If you think electric cars are doing your bit please read this.

So much for electric cars from a NZ mechanic!

Had to work on a Nissan Leaf last week. A \$30,000 car with a crook battery.

No one in town would work on it and as he had done a course it was given to him.

He got the tutor up from Dunedin polytech to help.

One crook module in the battery was shorting to the case. A second-hand module is able to be fitted, but they need to be in exactly the same condition as the remaining ones (85.2%) or the entire battery fails.

So the owner was left with the option of a second-hand battery out of a wreck that has no guarantee at \$14,000 or a new battery at \$20,000.

Then there is the problem of disposing of the old battery or part battery. Nothing is available and No-one willing to transport a damaged battery.

Specialist transport is available, and the cost to have one module (out of 24) transported to Australia and disposed of is around \$5,000.

On top of all that, the tutor went through some of the legislation around EVs with him.

If one is involved in a crash, and people are trapped inside, the fire brigade has to isolate the battery before they cut into the car.

In a Leaf, the isolation plug is under a bolted cover on the floor between the front and back seats. Once the cover is removed, the 3 pairs of gloves required by law are to be fitted, cotton, rubber, and leather. Then with hands resembling lamb roasts they can try and disconnect the 3-stage electrical plug.

Then they can cut into the car.

So, the problem with crashing any EV is that if you are trapped, you're dead, as it is impossible to remove victims.

Also, can't put a battery fire out. Water makes lithium burn.

They forgot to tell you this part!

Campaigns Report – Colin Brown and Lembit Opik

The year changes, but most issues remain the same. Our goal is not to keep our heads down and hope the enemy doesn't attack. We will take proactive action not just to defend motorcycling, but to make it better and more prolific. Colin Brown and Lembit Opik report.

Operation Earthquake begins in earnest

Operation Earthquake continues to gain traction as MAG promotes the case for your right to buy and ride petrol-powered motorcycles. Once again, here's the link to the Campaign materials and everything in terms of the information, facts, science and economic assessment to make the case against the ban:

<https://operation-earthquake.mag-uk.org/resources/>

This includes literally everything you need to encourage politicians take a stand against the threatened end to *your* right to buy a new petrol motorcycle in the near future. The pack includes all the steps you need to take to exercise your democratic right to require answers from politicians to represent you on this issue. Please help protect petrol motorbikes for now and the decades ahead.

MAG's Political Unit is always available to assist and we also welcome feedback, including from those with an alternative view about the issue. We want to hear those views so they can be considered too. Operation Earthquake is about your right to ride motorcycles that could otherwise disappear from Britain's roads. Help us stop that from happening.

Lembit Opik, MAG's Director for Communications and Public Affairs, adds: "a big thanks to Colin Brown for making a brilliant campaign website for Operation Earthquake. And a big thanks in advance to *you* for using it."

2022 to 2023

MAG's Chair, Neil Liversidge, has looked back at 2022 and forward to 2023:

"This year has seen a return to vigorous campaigning wherever we identify a need. All of our members contribute to this, whether by simply continuing to support MAG with their membership, being politically active or arranging fundraising events, and I offer my grateful thanks to them all. MAG has chalked up a number of successes, including the commissioning of an independent review of the scientific argument behind the Government's plan to ban all new internal combustion engine (ICE) vehicles.

MAG continues to argue strenuously in favour of a macro-electrical solution (i.e., applied to public transport) rather than a micro solution, which will cause inconvenience and financial hardship to many. Motorcycles are part of the solution being sought and they are part of it right now!

“In addition, our premier fundraising events are back on track this year, and I was delighted to welcome delegates to MAG’s first full AGM since 2019 where we formally launched ‘Operation Earthquake’. It’s very much ‘business as usual’.”

MAG’s Political Unit has worked hard under challenging and unstable national political conditions to keep riders’ rights at the forefront of transport policy. We’ve made it through a difficult year. 2023 will determine some of the big issues that we’ve been building our position on. Our future is determined by some of these. The best thing we can do is keep calm and carry on – and that’s exactly what we will do!

Has road safety reached a plateau?

Lembit Õpik has been closely monitoring a number of road safety organisations and campaigns. It seems to him that potentially we’ve reached a plateau in terms of casualties that it’s very hard to get below: “The road safety organisations aren’t apparently able to give any clear indication of where further road safety improvements might come. This is coupled to the contradiction that, while they seem willing to criticise motorbikes for safety, the actively promote cycling, which incorporates exactly the same two wheel geometrical realities as a motorbike. Furthermore, there’s a mystifying obsession with the environmental agenda in road safety organisations, even though that’s really got little or nothing to do with road casualties.”

Lembit is looking further into this, to ensure that these bodies do not unfairly discriminate against riders on the basis of double standards, or seek to limit our rights on the basis of matters that have absolutely nothing to do with road safety. More to follow in 2023.

Colin takes the view that any plateau in motorcycle casualty figures is due to a lack of lateral thinking and disinterest: “I often hear the comment in road safety circles that all the low hanging fruit has already been harvested. That might be the case for all other modes but it certainly is not for motorcycling. My recent analysis of the licencing regime shows a clear solution to reducing casualties is a reform of the testing regime. We have also seen proof that ending motorcycle theft would reduce motorcycle fatalities in London by 20%. These ideas are not mainstream thinking when it comes to motorcycle road safety, but if there is a genuine will to reduce casualties they must be tackled with alacrity. MAG is campaigning hard on both issues which could blow any theory of road safety plateaus out of the water.”

E.V. doubts

It is claimed a majority of car companies believes electric vehicles alone can’t end the reliance on fossil fuels. Akio Toyoda, the company’s President and grandson of founder Kiichiro Toyoda, said that a lot of car makes are being prevented from speaking out because of the pressure to go green. The automotive sector has been challenged by materials shortages and processes that make electric car manufacture comparatively expensive. Mr Toyoda said: “People involved in the auto industry are largely a silent majority [who] is wondering whether EVs [electric vehicles] are really OK to have as a single option. But they think it’s the trend so they can’t speak out loudly.”

Toyota seems unimpressed with the prospect of a hydrogen fuel alternative. Slow growth of lithium production – essential for battery technology - and other supply issues with rare earth metals, sourced in China, creates political and economic issues that add to the problems. The problems with hydrogen include production and distribution, as well as storage. For motorcycles, the additional issue is one of weight.

“MAG is actively looking at the practical realities of electric motorbikes.” says Lembit Õpik, MAG’s Director of Communications and Public Affairs. “To emphasise, we don’t oppose them: we oppose compulsion, whereby a single power solution is imposed upon the entire riding community. Until the practical and technical issues are resolved, as well as issues of cost, this compulsion doesn’t even make sense in terms of the Government’s own objectives. Unless Ministers wake up to these realities, they are sleepwalking the riding, and road using community in general, into a potential personal transport crisis. It’s going to be a key area of campaigning in 2023.”

Transport Reality Summit

Transport Reality is holding its next summit in January 2023. This expanding group is working to deliver a coherent strategic plan for riders and drivers, which recognises the present and future needs of road users at the same time as being realistic and deliverable. Lembit Õpik says, “the group is expanding steadily, with new allies gained at the Birmingham NEC Motorcycle Live event and even from commentators in America. We appear to be achieving something of an international dimension to our work. The problems in, for example, America, are the same as the issues in the UK. Working together, we can make a serious contribution to introducing science and common sense to what is often little more than virtue signalling by Governments who themselves can’t even deliver what they’re talking about.”

Motorcycle Theft Spring Clean Events

December has been a month of planning for a programme of action on motorcycle theft in 2023. The action will centre around working with police forces around the country to gather and disseminate information that will help prevent thefts and ensure that the relevant forces are acting.

The Roundtable meeting at Holyrood, the Scottish Parliament building, has led to firm commitments from Edinburgh City Council on secure parking facilities. MAG Scotland members will be surveying all existing parking, the Council will be ensuring bays being lost in developments such as George Street will be replaced with high quality secure bays in nearby locations and that the feedback from the MAG survey will be considered.

Colin is in the process of negotiating engagement events in the West Midlands, Hertfordshire and Leeds and South East Region are organising an event in Kent. Colin is keen to get more events organised in other areas, so please get in touch if you have established police contacts in your area, or are particularly affected by theft and need Colin to help establish relations and work towards an event in your area.

The format for events will be a hustings type meeting with a panel of local law enforcement, Police and Crime Commissioners and Councillors as well as MAG representatives and others. The panel will be asked to give explanations of what action they are taking, and the audience will be able to ask questions and make suggestions for local initiatives. Colin will make himself available to attend all events to give reports on the work MAG does on this issue. We will look to get local press coverage for all events.

The meetings are not intended to be an end in themselves. As with the Holyrood roundtable in Edinburgh, we will aim to generate tangible action from each event.

If we can get sufficient numbers of these meetings it should put the issue fully in the spotlight and lead to a bad year for bike thieves.

Cambridge STZ – MAG response puts the record straight.

The meeting with Greater Cambridge Partnership officers to discuss their Sustainable Travel Zone proposal to charge motorcycles the same flat rate as cars revealed that there really is no evidence or logic applied other than to maximise revenue. Whilst meetings such as this are entirely predictable in many ways it was important because it leaves GCP nowhere to hide.

Following the meeting we submitted a full written response which you can see here: <https://bit.ly/STZsurveyresp>

We also asked all MAG members in Cambridgeshire to send a copy to their councillors. This was to ensure that the exposé of the absence of evidence or logic for a motorcycle charge has been delivered and should result in a changed recommendation from the officers. If the councillors are not aware of the facts they would not be expecting a change to the recommendation, but armed with our response they may question the competence of those officers if they do not change the recommendation.

The consultation is now closed so we will await the outcome.

Nottingham University Project forges ahead.

Work continues at pace on the University of Nottingham project. A stakeholder workshop meeting will be taking place on 12th January. The meeting will pull together transport planners from a range of local and sub national transport bodies, academics and experts in the transport planning field and riders' rights groups. We have also secured additional funding for some related research on existing local transport plans.

More news will follow as the project progresses.

Avoid Oxford Alarmism

Many of you may have seen reports and claims of 'climate lockdowns' in Oxfordshire. Misreporting of the proposed traffic filters and other measures led to councillors receiving death threats and all manner of accusations being flung around.

The reality is that whilst there may be legitimate reasons to oppose Oxfordshire's proposals everything was blown out of all proportion in press and social media reporting and turned unnecessarily nasty.

When you boil it down to facts, Oxford has already introduced a tiny zero emission zone covering a handful of (mostly pedestrianised) streets in the city centre. There are plans to expand this zone to a wider area but that will be subject to further consultation. MAG opposed the ZEZ and will oppose its expansion. It may just turn into another clean air zone, and of course we will demand that motorcycles be exempted in any alternative that Oxfordshire bring forward.

The recent furore came on the back of announcements that six traffic filters will be introduced on a trial basis in 2023. Despite the name, and I suspect in a misguided attempt to greenwash what is basically a traffic management device used in every city in the country, these traffic filters are nothing more than bus gates. Bus lanes and bus gates have been around since the late 1960's so why would these new ones suddenly become perceived as tools for creating the UK's first gulag? The bus gates only prevent motor vehicles passing, and you would need far more than six to have even a slight chance of locking down the population of Oxford.

We must also remember that these six bus gates by another name actually allow motorcycles through. We reported on this victory for motorcyclists earlier this year. It came on the back of the work we did on the Oxford Local Transport and Connectivity Plan which finally accepts motorcycles as a separate transport mode to cars. This resulted in a sensible position on allowing motorcycles through these bus gates, and is having an ongoing impact on the council's attitude to motorcycle parking facilities. Recently Cllr John Broad as a MAG representative and a BMF member were involved in a surveying process for motorcycle parking in the city. This is a direct result of the success of the work on the transport plan.

We do have many legitimate causes that we need to fight, but climate lockdowns in Oxfordshire are not on that list, for the simple reason that the claims are unfounded. Please save your energies for real battles.

Yet another strategic group on motorcycling

Colin's research into the current motorcycle licence regime and lobbying of the new Roads Minister has led to an unusually rapid claim that a new motorcycling strategy group 'may' look at reviewing the current regime. This is of course great news and a definite sign that we are getting traction.

Colin is, however, far too experienced to assume that this is game over as we simply plot a short course to reform. The new strategy group is being formed by the DVSA and DfT, and will have the following terms of reference:

"The Motorcycle Strategic Focus Group will consider the wider issues affecting motorcyclists, including powered two wheelers and personal light vehicles. In addition to road safety it will consider areas such as safety, technology and future connectivity advances and how we embed motorcycling more effectively in our future policies and road safety strategies.

The group will focus on developments affecting road safety and the training and testing for riders in the motorcycle sector. It will also consider motorcycling in the context of mobility, social inclusion, technical regulation and decarbonisation."

It is not hard to see how this group could easily turn into yet another talking shop that leads to no tangible outcomes.

The first meeting is expected to take place in January, but Colin will be doing all he can to ensure that licencing is first on the agenda and that a specific outcome is agreed. If it is not the Roads Minister will be hearing from us again.

Reform of the CBT was agreed over five years ago but has not been delivered due to delays in getting necessary 'legislative time'. We will not accept that level of impotency as the outcome of this new strategy group. Colin will not be celebrating the formation of another committee until it is proven that it can deliver real results for bikers.

Happier New Year – we hope!

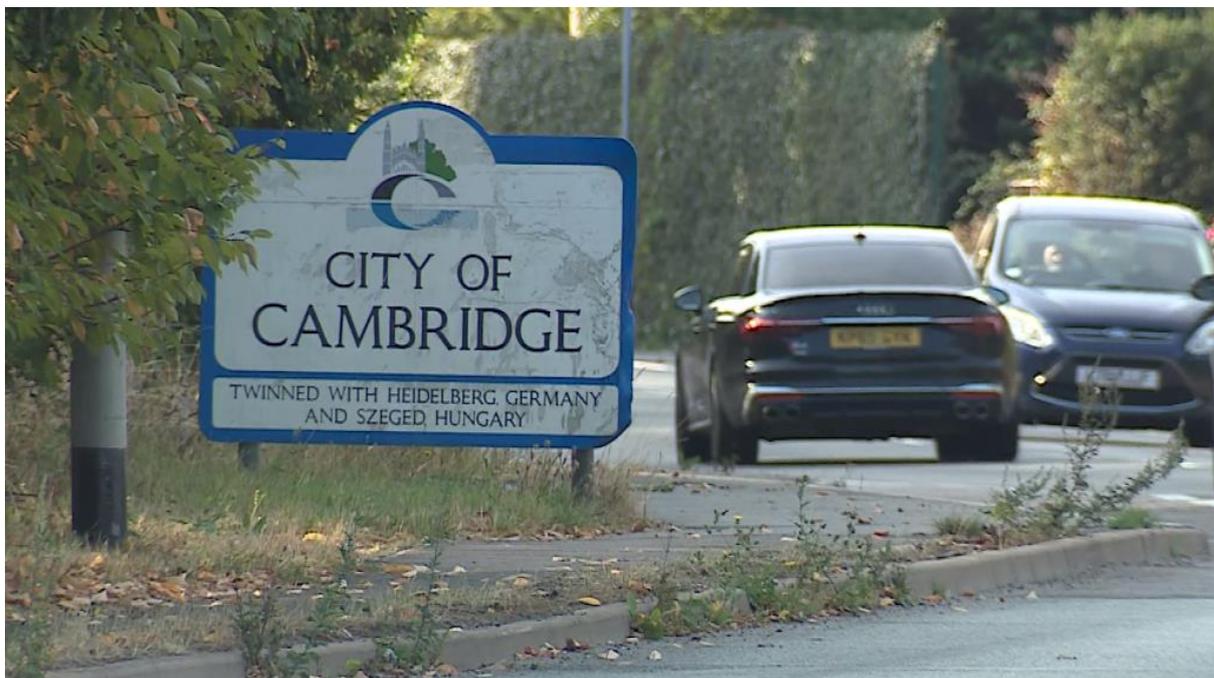
Just a quick final note from Lembit Öpik and Colin Brown to hope we'll all have a better 2023 than 2022 seemed to be. Whatever happens, we'll be here for you, and as Chairman Neil Liversidge has said, we're going to continue being the voice of riders' rights across the UK.

MAG PRESS RELEASES

MAG secures reassurances from GCP on Cambridge Sustainable Travel Zone.

01/12/2022 in Cambridge STZ / News / Policy and Regulation by Colin Brown

The Motorcycle Action Group (MAG) has secured reassurances on motorcycle charging decisions from the Greater Cambridge Partnership (GCP). In a meeting held on 30th November the GCP assured MAG that the final decision on charges for motorcycles in the proposed Sustainable Travel Zone will be made on the basis of evidence submitted.



MAG met the Greater Cambridge Partnership's Transport Director, Peter Blake, and Director of City Access, Lynne Miles. In a robust exchange MAG Director of Campaigns & Political Engagement, Colin Brown, asked for the evidence base that justified the proposed charges for motorcycles.

Peter Blake explained that GCP welcomed any evidence-based response to the proposals. When pressed for data on motorcycle safety, Lynne Miles revealed that Department for Transport (DfT) headline statistics were the basis. But she accepted that a more nuanced review of data for urban specific casualties may be more relevant than the headline national statistics. Colin pointed to evidence from the introduction of the London Congestion Charge, where motorcycles became more prevalent whilst motorcycle casualties reduced.

Issues such as the effect of reduced congestion on increased road speeds were discussed, as well as the evidence for reduced congestion and emissions from modal shift from cars to motorcycles.

Peter Blake made it clear that the proposed charges for motorcycles are not set in stone. All evidence submitted by MAG and individual riders in response to the consultation will be evaluated and presented faithfully to the Council members who will make the final decision.

Following the meeting, Colin Brown commented:

"I am content that the meeting will have helped put the final decision on motorcycle charges under much closer scrutiny. The fact that Peter Blake confirmed that the charge for motorcycles is likely to be given much thought is reassuring. I am convinced that if the full evidence that we are putting together in our formal written response is viewed in an unbiased manner there can really only be one outcome. Any charge for motorcycles would be illogical."

MAG also asked to be involved at a much earlier stage in future decision-making. The fact that motorcycling as a transport mode is not well understood by many policymakers makes engagement with experts more pressing than for other modes.

MAG is calling on riders to make sure that they put forward any evidence that they feel would help the case.

Colin said:

"A consultation is not a referendum, so evidence is key. However, the decision-makers are still politicians. Weight of opinion is relevant here. I would encourage Cambridgeshire riders to also lobby their local Councillors directly in addition to responding to the consultation."

The consultation remains open until midday on 23 December 2022. Visit <https://consult.cambs.uk/engagementhq.com/making-connections-2022> for details on how to respond.

Motorcycle licencing review may be an outcome of new DVSA strategy group.

12/12/2022 in News / Policy and Regulation / Road Safety by Colin Brown

Roads Minister, Richard Holden MP, has confirmed to the Motorcycle Action Group (MAG) that a motorcycle licencing review may come soon. A review could be an outcome from a newly forming DVSA Motorcycle Strategy Group. Confirmation came following MAG's latest report on motorcycle licencing published in November.



Richard Holden has responded to recommendations put forward in a report, published by MAG, that asks for further research into CBT rider numbers. Furthermore, MAG recommends a review of the licencing system to get more CBT riders converting to fully qualified riders, and believes that a simplified system should increase the number of riders on the road whilst also improving safety.

The Minister wrote:

“... the issues you have raised are important to this Department and the Driver and Vehicle Standards Agency (DVSA) [.....] this Department is currently establishing a new motorcycle strategy group which will consider developments affecting road safety, and the training and testing for riders in the motorcycle sector.”

He went on to say:

“Establishing the number of riders who rely on just compulsory basic training (CBT) to ride should be useful to help inform future discussions and analysis [.....] As far as a full review of the motorcycle licencing regime is concerned this may become one of the outcomes of the newly forming strategy group. Please rest assured MAG, along with other important key stakeholders, will be involved in any future work.”

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

“I am pleased that the Minister recognises the importance of taking an evidence-based approach. We have long been saying the current regime is overly complicated. This acts as a disincentive to riders entering motorcycling. It also results in many riders cutting their riding career short. It is important that there are clear criteria for any changes to the system. We see no value in change for change’s sake. But, more safe trips by motorcycle will help to reduce congestion and emissions. More fully qualified delivery riders will make the roads safer for all. We want to see more riders safely enjoying motorcycling. The training and testing regime is clearly the most influential factor in achieving those goals.”

MAG ends 2022 feeling positive

The Motorcycle Action Group (MAG), the UK’s leading voice for riders’ rights, is looking forward to another year of positive outcomes for motorcyclists.

As 2022 draws to a close, MAG will not be resting on its laurels. Following a number of

significant successes throughout the year, the organisation will soon be gearing up for another year of defending riders' rights and contributing to the decision-making processes of national and local Government.

Reflecting on the past year, MAG's Chair, Neil Liversidge, said:

"This year has seen a return to vigorous campaigning wherever we identify a need. All of our members contribute to this, whether by simply continuing to support MAG with their membership, being politically active or arranging fundraising events, and I offer my grateful thanks to them all.

MAG has chalked up a number of successes, including the commissioning of an independent review of the scientific argument behind the Government's plan to ban all new internal combustion engine (ICE) vehicles. MAG continues to argue strenuously in favour of a macro-electrical solution (i.e., applied to public transport) rather than a micro solution, which will cause inconvenience and financial hardship to many. Motorcycles are part of the solution being sought and they are part of it right now!

In addition, our premier fundraising events are back on track this year, and I was delighted to welcome delegates to MAG's first full AGM since 2019 where we formally launched 'Operation Earthquake'. It's very much 'business as usual'."

MAG's Central Office will close at noon on Friday 23rd December 2022 and reopen on Tuesday 3rd January 2023.

Please note that some of our mailings may have been affected by the recent postal strikes with memberships and magazines taking longer than usual to reach you. We would ask you to bear with us, allowing a reasonable amount of time to pass before emailing us for replacements.

MAG invites riders, dealers, mechanics and manufacturers to join MAG and help create a united voice for the common good of the riding community.

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

ENDS

National MAG Political Group, 1 year on.

It will be almost 12 months since the launch of the Political Group back in February 2022. At a time when we were still dealing with Covid and when interactions between people were limited. Hence, we were online for more time than we were before and so it was the right time to improve campaigning via social media.

12 months on, let's evaluate.

The group is now fifty strong but we still don't cover every region nor every local group and ideally, I would like two volunteers for every group plus two for their region.

In that 12 months we have done three national campaigns which have resulted in ministerial responses. This was achieved by lobbying 30 MP's but what kind of ministerial response would we have gotten if we had lobbied 150 MP's.

When it comes to campaigning with social media, all you must remember are the three S's.

Share- get the post from the MAG national page and post it on your local or regional pages. Anyone on Facebook can do this but hopefully a Political Group Member might have done that already.

Sign/send- the post might contain a template email for you to send to your MP. This must be done because it gives our Political Unit more bargaining power when dealing with the Department for Transport.

Remember: Parliamentary Rules state that an MP will only respond to a constituent within that MP's constituency.

Show- what I mean by this is; once you have sent your email, please put a post on either your local or regional page saying.
Sent to (add name) MP.

The reason behind this is because it encourages other people to copy your example and we need every MP to have at least one email but around five would be better and if people displayed their MP's name, you could count them up.

And counting them up is the final bit. We can then see how many MP's that we have lobbied and we can see if that number is either going up or down on how effective we are or aren't doing.

The main advantages of the National MAG Political Group are:

- Being a Facebook page, it is compatible with other local and regional MAG pages.
- Advice and support can be given within the centralised group before going to the national political team if still required.
- Improved co-ordinated lobbying: when campaigning nationally it is better to engage with MPs within a smaller time frame and that you can track progress in other regions too.

National MAG Political Group Members.

Is your region and local group covered???

| Region | Name | Post (if any). |
|------------|-------------------|----------------------------|
| Cumbria | Michael Armstrong | National Political Officer |
| | Phil Myers | |
| | Colin Hemming | |
| | Paul Turner | Ex National Chair |
| | Brian Cairns | Furness Political Officer |
| | Rob Duesbury | Acting Furness Secretary |
| | Gary Chelton | Furness MAG Rep |
| South East | Stephen Mallet | Regional Rep |
| | JC Quinton | Deputy RR |
| | Joe Lamp-oil | |

| | | |
|---------------|---------------------------|--|
| | Andy Cutts | |
| | Alec Lindsay | |
| | Dave Marsh | |
| | James Morris | |
| | Pete Paley | |
| | Duncan Holliday | |
| | | |
| Thames Valley | Ben Graham | |
| | Russell Mutley Stephenson | |
| | | |
| Wales | Philip McFadden | |
| | Simon Walsh | |
| | Martin Roderick Wylie | |
| | | |
| Southern | Tim Peregrine | Regional Rep |
| | Nick Vale | |
| | Mark Young | |
| | | |
| Yorkshire | | |
| (West) | Tom Lonsdale | Huddersfield Political Officer and Regional P.O. |
| | Henry Grainger | Wakefield Political Officer |
| | Neil Liversidge | National Chair |
| | Marcus Houlden | Leeds and Bradford Political Officer |
| | Tim Fawthrop | |
| | | |
| (East) | Tim Coles | |
| | Nigel Guymer | |
| | | |
| (South) | Stuart Hadfield | |
| | Richard Vivian | Political Officer |
| | | |
| (North) | Richard Suddaby | York MAG Rep |
| | Dan Pingstone | Political Officer |
| | | |
| Lincolnshire | Now vacant | |
| | | |
| South West | Ian Mutch | President |
| | Doug Smith | |
| | | |
| Western | George Legg | MAG Researcher |
| | | |
| East Anglia | Selina Lavender | Director of MAG |
| | Rick Sutcliffe | |
| | | |
| Eastern | Alexander Nix | WhatsApp |
| | | |
| West Midlands | Colin Brown | Director of Campaigns and Political Engagement |

| | | |
|----------------|---------------------------|------------|
| | Aub Hill | |
| | Michael Jonathan Blundred | |
| | Jane Summers | |
| | | |
| North West | Dave Pearson | Wirral Rep |
| | Dave Manning | |
| | | |
| Scotland | Now vacant | |
| | | |
| Greater London | Cathy Phillpots | |
| | Erum Waheed | |

So, if you would like to join the National MAG Political Group, please get in touch with your local/regional rep or political officer or email me:
cumbria-region-rep@mag-uk.org

If you are not on Facebook but you see the template MP letter via Network. Do the above steps and email me of which MP that you have sent it to and what MAG region you are in too.

Michael Armstrong
National Political Officer and
Cumbria MAG RR.

***** Warning *****

The use of images found on the web.

Please check any image that you find on the internet as most are not free. You can still find copyright free images. If found you will be fined. One of our groups used a couple recently, unaware that they were licenced and we received a fine for £650 and a demand that they be removed immediately.

So please be careful.

November Powered Two-Wheeler Registration Figures

MCIA News: 8th December 2022



MCIA have released the November month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

November volumes, although down by 8.8% compared to 2021, the year-to-date market looks to be close in line with the industry forecast of 2% ahead of 2021, and 9% up on 2019 which is considered the last “normal year” following the disruption to the market by the pandemic.

The Adventure segment continues to perform consistently up by 5.7% which now as a segment represents 18% of the total L-category market.

Motorcycle Live, MCIA's motorcycle & scooter industry showcase event held at The NEC, Birmingham, attracted almost 90,000 visitors over the nine-day opening. The number of visitors riding at the show, from taking their first ride on both electric and small capacity scooters and motorcycles, to more experienced, fully licensed riders trying larger motorcycles on and off road exceeded forecast figures, underlining the appetite for using our products for travel, fun and urban commuting.

Tony Campbell, CEO of MCIA said, “Having welcomed almost 90,000 visitors to Motorcycle Live and having received positive feedback from visitors, exhibitors and industry, underlines the appetite that remains for exploring both new and existing technologies in an experiential environment.

The MCIA document ‘[Journey to a Brighter Destination](#)’ highlights the importance of ensuring leisure riders continue to thrive in an environment where their needs are met. Whilst the industry welcomes a new demographic, it remains of the utmost importance that both segments are given every opportunity to flourish”.

More details about November registration figures can be found [here](#).

Please credit MCIA when quoting this information.

MCIA helping riders to improve their skills and knowledge

Road Safety GB: | 20 December 2022



More than six months on from its launch, a single web portal is helping riders looking to improve their riding skills and knowledge.

The Elite Rider Hub, devised by the Motorcycle Industry Association (MCIA) contains details of nationally available post-test rider training schemes, with advice for riders and links to book training.

The MCIA says this approach is not only making it easier for riders to identify the most suitable post-test training opportunities, but it also benefitting road safety professionals who can sign post riders to the Elite Riders Hub, rather than finding and listing the numerous weblinks to different post-test training providers.

Launching the resource earlier this year, the MCIA said: “As an industry, we want to keep riders safe, however it is impossible for the sector to address the collisions that are caused by other road users.

“However, we can, and will, encourage riders to improve their skills and knowledge to keep themselves, and other road users as safe as possible.

“There have been many well thought out campaigns to increase demand for advanced training, both locally and nationally.

“However, the MCIA believes that by working with experts from a wide range of organisations, we can encourage riders to come forward to take additional training in much larger numbers.”

To help promote the website, the MCIA has produced a suite of media assets. For more information, [email Karen Cole](#) – who presented the initiative at the 2022 National Road Safety Conference.

MAG Notice Board

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25th January

OPEN ROAD deadline
15th January



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to celebrate

Motorcycle licencing: a “genuine and pressing” need for change

Road Safety GB: 14 December 2022



Image: MAG

The Government is being urged to carry out a full review of the existing motorcycle licencing regime, with claims it is impacting the safety of young riders.

At present, in order to ride a motorcycle or scooter of any type, riders must take a Compulsory Basic Training (CBT) course. This takes an average of five to seven hours to complete.

For those aged 16 years, this entitles them to ride a moped. Upon turning 17 years, they can ride a motorcycle up to 125cc.

The Government says the CBT ensures riders can travel safely on their own while they practise for their full moped or motorcycle test.

However, a new report, [led by the Motorcycle Action Group \(MAG\)](#), shows that for every five CBT certificates issued, just one full licence is achieved.

So why is this?

MAG believes there are a number of reasons many new riders simply abandon riding in favour of less environmentally friendly cars.

For example, for those whose ambition is to commute on a 125cc motorcycle, there is no justification for the cost of obtaining a full licence.

MAG also points to the fact that young riders wanting to get a full licence and ride larger capacity bikes cannot make the jump directly from a CBT until they reach 24 years of age.

What's more, the report highlights that there is 'no way of knowing' how many riders are currently riding on L plates. MAG worries this is impacting their safety, due to a lack of training.

Data shows that young riders account for 28% of all motorcycle casualties. The comparative figure for young drivers is 18%.

MAG notes that the comparison normalises for the relative safety of the two modes, but 'clearly shows that young riders are more likely to suffer than young drivers'.

It says 'the connection to the proportion of unqualified young riders seems hard to refute'.

Colin Brown, MAG's director of campaigns and political engagement, said: "I don't claim to have all the answers on how to improve the current regime. But I do think this study reveals that there is a genuine and pressing need for change.

"We want better safety outcomes from the system.

"Also, we need to remove entry barriers to motorcycling. As a transport mode it offers a real solution for reducing transport congestion and emissions. It's time to accentuate the benefits, not suppress them."

FEMA

FEMA survey: 'no road tax or technical inspection for historic motorcycles'

FEMA News: December 19, 2022

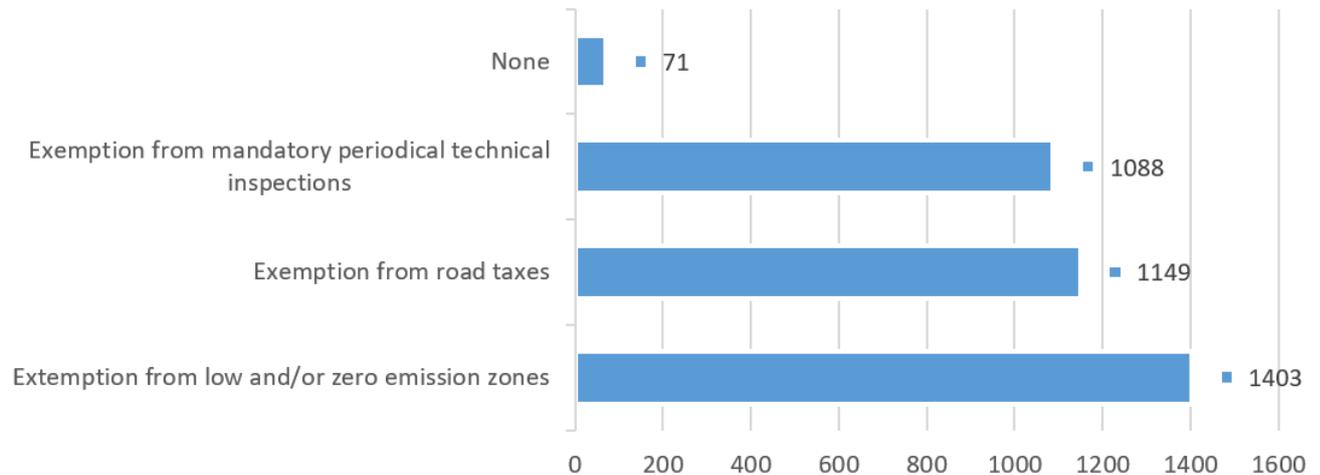


Historic motorcycles should be exempt from mandatory periodical technical inspections, from low and/or zero emission zones and from road taxes, according to a large majority of the motorcyclists who responded to FEMA's survey on the definition and use of historic vehicles.

Why this survey?

Different EU member states, other European countries, and the EU use different definitions to describe historic vehicles. For political purposes, especially when it comes to the position of motorcycles and other powered two-wheelers in both national and international legislation about road tax, low emission zones, periodical technical inspections et cetera, FEMA wanted to survey motorcyclists in Europe on the subject.

What benefits would you like to see for historic motorcycles?



- 1.614 people from 31 countries responded to the survey.
- 95.61% of the respondents is male, 4.39% is female.
- The average age of the respondents is 56.07 years.
- The average age of the respondents' oldest motorcycle is 46 years.
- On average each respondent owns 3.48 motorcycles > 50cc
- 67.60% of the respondents ride less than 3.000km/1,800mi per year.
- 66.35% of the respondents has a special old-timer or historic motorcycle insurance.
- 34.57% of the respondents is a member of an old-timer or historic vehicle club.
- 50.50% of the respondents is a member of a national motorcyclists' organisation.
- 67.41% of the respondents think historic motorcycles should be exempt from mandatory periodical technical inspections.
- 86.92% of the respondents think historic motorcycles should be exempt from low and/or zero emission zones.
- 71.19% of the respondents think historic motorcycles should be exempt from road taxes.

Click [here](#) to see the full report (pdf).

Written by [Wim Taal](#)

Top photograph courtesy of www.classicbikehub.uk

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2022: FEMA's Review Of The Year



Even though after the summer break most restrictions of the Covid19-measures were lifted, it soon became clear that there would be no return to the pre-pandemic normality. This did not stop us continuing our work. The number of visits to Brussels may be less than we were used to before 2020, we are still able to advocate the rights and interests of the European motorcyclists in Brussels and to a lesser extend in Geneva.

In this review we will first give a summary and then you will find the more detailed actions, ordered in the way of our strategic plan 2016-2026 by the four main topics.

Summary of actions

On the topic of environment and energy transition, part of the Fit for 55 package of the European Commission, we soon realized that in the European Union there is no political support at all for motorcycles, or other vehicles, on fossil fuels. We therefore choose to lobby for internal combustion engines for longer distance motorcycles in general. In practice, this means motorcycles running on e-fuels and biofuels. This is still an ongoing discussion, but with cars and vans, the door to these fuels is still a little open, so why not for motorcycles. Electric motorcycles can be a very good option for many users, but they need to be well facilitated with suitable charging opportunities. We lobbied to have small (L-category) vehicles included in the Alternative Fuel Infrastructure Regulation (AFIR).

After the hype of automated vehicles, it now seems that manufacturers are focussing more on advanced driver assist systems (ADAS) and partially automated and connected driving. We contacted Euro NCAP about the relation between these systems and motorcyclists, because many ADAS still do not react properly to motorcycles and other powered two-wheelers. From 2023 ADAS will be tested by Euro NCAP with motorcycles and FEMA will be involved in the development of the tests of Advanced Rider Assist Systems (ARAS). Other road safety aspects like safe infrastructure and driving licences have also taken much of our time this year as you can see later.

Our privacy and the protection of our vehicle data (and therefore also our personal data) is still a growing issue of concern. We keep following the developments and act when and where appropriate.

To be able to better look after the interests of our UK stakeholders and limit unwanted consequences of Brexit for both the UK and continental riders, we intensified our cooperation with the UK National Motorcyclists Council (NMC).

Finally, many motorcyclists own a historic motorcycle, often without realizing that. We looked after their interests too in 2022 and will keep doing that.



Environment and energy

As mentioned, the energy transition played an important role in 2022. Because in the EU plans motorcycles are still not mentioned, we could not do much in political lobbying, but we keep asking attention for the alternatives like e-fuels to be able to keep buying and riding new motorcycles with an internal combustion engine after 2035. For motorcyclists who prefer electric motorcycles, we lobbied to include powered two-wheelers in the Alternative Fuel Infrastructure Regulation (AFIR). We succeeded in that. Unfortunately there is no attention for the specific safety and security aspects of motorcycles in the AFIR, but here we kept lobbying to include these aspects in the charging infrastructure.

Sound did not play a big role in 2022, but on several occasions, we kept reminding the co-legislators that lowering the sound limit for new motorcycles is not the solution for the serious problem of noise annoyance. This solution must be found in a change in the culture of a part of the motorcycle community and enforcement.

The End-of-Life for Vehicles Directive kept us busy again too. On 24 and 25 March 2022 we attended a stakeholder meeting that was organised in order of the European Commission, and we lobbied again to keep motorcycles out of the scope of the End-of-Life for Vehicles Directive as this limits motorcycle owners to keep their motorcycles on the road in an affordable, sustainable and a responsible way. It would also limit owners of historic motorcycles to keep them running.

We took part in the UNECE Informal Working Group on Safer and Cleaner Used and New Vehicles for Developing Countries. (IWG on SCUNV), part of UNECE WP.29. The purpose of this working group is to regulate the export of used vehicles (including motorcycles) from Europe to other continents in a way that only clean and safe vehicles will be exported. We participate in this because we consider it as our duty to avoid the export of dirty and unsafe motorcycles to other continents.



Urban mobility /Future mobility

We had a meeting with the European Commission (EC) about SUMP (Sustainable Urban Mobility Plans) formats. Together with ACEM and FIM we had written the European

Commission to share our concerns about the way a survey of the European Commission ignored motorcycling as an option in SUMP.

We contributed to several surveys on this topic. We also keep alerting policymakers and the public on the beneficial aspects of using a motorcycle also in urban areas.



Road safety

As in previous years, in 2022 we had several contacts with the European Commission about the driving licence regulation. In March, FEMA's General Secretary Dolf Willigers was a speaker in a workshop about driving licences, organised by the European Commission. We keep telling all policymakers that the current staged access system has no benefits and only heightens the threshold to obtain a full A driving licence. We also asked for further harmonization of the driving licence regulation on aspects as riding a small motorcycle with an A licence and riding with a trailer. Together with [ACEM](#) we are also looking in ways to better include electric motorcycles as test motorcycles in the directive. Finally, we kept telling all policymakers that the focus of the tests needs to be changed from low-speed technical skills to higher level cognitive skills.

The European Commission is preparing a change of the current PTI [directive 2014/45/EU](#) to include all powered two-and three-wheelers in all member states. We provided the Commission during and after a meeting with the head and an expert of the cabinet of transport commissioner Vălean with information that proves that periodic technical inspections have only a negligible effect on road safety, contrary to other measures like better education, safe infrastructure, etcetera.

During several meetings, we were active again in the road safety project [SAFE-UP](#) to make cars safer for vulnerable road users as PTW-riders.

By participating in a survey and several meetings we contributed again at efforts to develop an e-Call system that is good and safe for motorcyclists. We are convinced that well developed e-Call system has a positive effect on diminishing the effects of incidents like crashes on motorcyclists, because emergency services can be quicker and better alerted and crashed motorcyclists can be better found after the incident.

Early 2022 and again on 14 September, we had meetings about the technical and legal requirements and type approval of Personal Light Electric Vehicles (PLEVs). Important for us as this can become within our scope in future, but also to avoid confusing incident figures of this kind of vehicles with those of motorcycles.

Together with our Swedish member organisation SMC and several road safety experts we are participating in an IRAP-EuroRAP working group to develop recommendations for safer infrastructure and enhance the IRAP assessment system.

We initiated a revision of the Dutch lane splitting guideline, which is used as an example in several other countries, to include the emergency lane.

We contacted Euro NCAP to share our concerns regarding the way safety assist systems are tested, which in our view can give drivers a false sense of safety that can be dangerous for motorcyclists. Euro NCAP will have better tests from 2023 and also invited us to participate in the development of tests for Advanced Rider Assist Systems (ARAS) for motorcyclists.



Intelligent Transport Systems (ITS)

Again in 2023 we were alert to developments that endanger the privacy of motorcyclists. For the time being this is a problem that mainly plays a role with cars, but in our view it is just a matter of time before motorcycles are going to be “connected” and this can become an issue for us too. In April, we contributed to a public consultation on this topic.

We also kept an eye on ARAS for motorcycles and follow the lobby to make Intelligent speed assistance (ISA) mandatory for motorcycles, as it already is for new cars.



Other issues

Historic vehicles are keeping our attention. We did so by participating in the European Parliament Historic Vehicle Group, in our work on the End-of-Life for Vehicles Directive (ELV Directive), lobbying in several ways to keep riding a motorcycle with an internal combustion engine possible, in discussing historic vehicles with the European Commission and with,

through a survey, developing a new definition of historic motorcycles that better meets the needs of motorcyclists.

The mobility between the UK and the EU still provides problems for those who do not ride their motorcycle themselves, but have it transported in a van or on a trailer. Together with the UK NMC we tried to get some clarification in this topic. In the end we think that we can give that now.

Early 2022, we published a revised set of the FIM-FEMA Joint Position Papers, that we presented together with FIM Europe during the IfZ 14th International Motorcycle Conference in Cologne early October. Next time the set of joint position papers will be from FEMA, FIM Europe, and NMC.

In December, FEMA was a guest in an American podcast. This was after we published an article about transport poverty and how motorcycles can keep people mobile with raising costs of cars and public transport. It turns out that our articles are read widely all over the world.

In the end of the year, we were confronted with a situation where a Dutch motorcyclist received a ticket from Uzbekistan for an alleged violation of ULEZ rules in London. We wondered how his personal information could be known by a private company in Uzbekistan and asked for Information about this from the Netherlands Vehicle Authority which is responsible for the Dutch vehicle registration databank. This is still pending.



FEMA's Committee Meeting in Denmark

For the first time since the pandemic, FEMA was able to organise a real meeting for the member organisations, our first physical meeting since February 2020. The meeting was hosted by our member organisation MCTC at the MC Touring Camp in Kolind, Denmark.

Written by Dolf Willigers

Photo's courtesy of Wim Taal, Roelof Veldhuis, BMW, www.classicbikehub.uk

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Maria Nordqvist Retires From Defending Motorcyclists' Rights



Today we say goodbye to one of Europe's strongest women in motorcycling, Maria Nordqvist, who is retiring from her job at our Swedish member organisation SMC after 23 years.



Anna Zee and Maria Nordqvist (photo by Wim Taal).

Maria has been a delegate to FEMA for SMC and a FEMA board member for more than two decades. Earlier this year she was presented with a 'certificate of recognition' by FEMA president Anna Zee.

Maria: "Today is my last day as an employee at SMC. I have worked full time for 23 years and was a volunteer for 13 years before that. One of the most interesting and challenging parts have been the international work in FEMA. I have learned so much about the motorcycle community in different parts of Europe, about the decision process in EU and the implementation in Sweden and other countries. But in the end it is the persons I have met that is what I will miss most. I want to thank Dolf, Wim and all delegates from different parts of Europe – you've meant a lot to me. Thanks for everything."

Anna Zee, FEMA President: "We will miss you, I will miss you Maria. Thank you for all the hard work you have put in on behalf of all European motorcyclists as well as the Swedish ones. Thank you also for being such great company. All the very best wishes to you."

Dolf Willigers, FEMA General Secretary: “I’m grateful to have been able to work with Maria. She was a driving factor in road safety and other riders’ interest issues and after her retirement she will even continue her work for the safe infrastructure working group she started earlier this year. She will be missed by many. I do hope she will enjoy her retirement.”

Wim Taal, FEMA Communications Officer: “Thank you Maria, for your wisdom, for your leadership and for your never-ending efforts to improve the lives of countless motorcyclists. I don’t think I ever met anyone in motorcycling who was that determined and who would never take ‘no’ for an answer. You have been – and will remain – an inspiration for many.”

Ian Churchlow, Motorcycle Action Group UK: “Dear Maria, on behalf of MAG UK, thank you for the help and advice you have provided over the years. Your detailed research has been invaluable and enabled us to present strong arguments that benefit and protect the rights of all motorcyclists. Enjoy the ride!”

Zdeněk Růžička, UAMK Czech Republic: “Dear Maria. The FEMA biker gang won’t be the same without you. I wish you good health and good luck in your life.”

Jim Freeman, British Motorcyclists Federation: “Hi Maria, it’s been a pleasure to have you working as a friend and colleague in FEMA. Enjoy having some time to think about other things. If you get bored, you know where to find us all! Be in touch.”

Odd Terje Dovik, NMCU Norway: “All the best to you, Maria! It’s been great working with you, and you will be missed! Now, keep the rubber side down, and if you find yourself in my neck of the woods, make sure you let me know! Lots of nice roads here!”

Steinmar Gunnarsson, BLS Iceland: “Thank you for the time and effort and being a good friend.”

Hans Henrik Jørgensen, DMC Denmark: “Thank you for everything you have done for the motorcycle community in whole Europe. It has been a pleasure to meet.”

Top photograph courtesy of SMC

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Hydrogen has the potential to revolutionise the decarbonisation of road transport — Rehman Christi MP. *MP for Gillingham and Rain-*

ham.

The most effective policies are those which offer as many options as possible, enabling innovation to find the best way forward.

In road transport, battery electric vehicles (BEVs) are rightly seen as a key pillar of decarbonisation. Hydrogen propulsion also offers great potential, especially in heavier and longer distance vehicle segments, due its longer range and fast refuelling. Hydrogen fuel cell electric vehicles (FCEVs) are expected to play a major role in the medium to long term. Hydrogen internal combustion engines (hydrogen engines) present an alternative path towards zero emissions that has many benefits in the shorter term.

Burning hydrogen in an engine produces zero CO2

Hydrogen engines offer faster and lower cost decarbonisation of road transport. Internal combustion engine (ICE) technology is mature and, adapted for hydrogen engines, can be made ready for volume market introduction in the near future. This is especially true for medium and long-haul lorries, delivery and work vans and off-road vehicles, as well as many passenger cars.

The longer range and shorter refuelling times of hydrogen engine vehicles (and FCEVs) are attractive for those transport companies, van drivers and other users and consumers for which BEVs do not offer suitable utility.

According to the Society of Motor Manufacturers and Traders, at least 22,000 jobs in the United Kingdom are dependent on engineering and manufacturing of ICEs. This UK ecosystem is an in-built historical advantage that can be maintained for the future despite the planned phase-out of petrol and diesel cars, vans, buses and lorries over the next 18 years. Transitioning to hydrogen engine technology will support those jobs and support our ongoing technological excellence, alongside the growth in electrification technologies.

A network of hydrogen refuelling stations is essential to support the future hydrogen vehicles. The earlier introduction potential of hydrogen engines will stimulate the demand for hydrogen stations, which will stimulate FCEVs in the longer term.

So, what needs to happen for hydrogen engines to realise their great potential for the environment, the economy, transport users and consumers? Hydrogen engines can be facilitated by minor pragmatic adjustments to the planned zero emission vehicle mandate for cars and vans and the post-2035 fleet zero emission regulations for all vehicle types. Its inclusion as a compliant option for those regulations will provide confidence for manufacturers to invest in the technology and consumers and users to adopt hydrogen engine vehicles.

Burning hydrogen in an engine produces zero CO₂. Since the engine draws air from the atmosphere, the natural CO₂ in the air is reemitted in the exhaust. The engine and its exhaust system produce trace amounts of CO₂, at levels close to the accuracy limit of measurement equipment.

Hydrogen engines emit NO_x, which is well controlled in modern vehicles due to the current Euro 6 emission standard (and the future Euro 7). At Euro 6 levels, studies have shown that exhaust emissions already have only a minimal effect on urban air quality and can be considered as close to zero impact. Hydrogen engines are expected to emit well below Euro 6 and Euro 7 levels.

Drafting the ZEV mandate and post 2035 rules in a way that opens the path for hydrogen engines is a necessary step that would enable all the above benefits, making a valuable contribution to achieving net zero with clear advantages for the UK economy and jobs.

2 Written Answers to Questions in The House

[Written Answers - Department for Transport: Motorways: Safety](#)

19 Dec 2022. **Richard Holden:** Overall, in terms of serious or fatal casualties, smart motorways are the safest roads on the Strategic Road Network. We want all drivers to feel safe and we have paused the rollout of smart motorways not already in construction while we collect more data. During the pause, we have committed £900m for safety improvements across the network including building more emergency areas.

[Written Answers - Department for Transport: Motorways](#)

19 Dec 2022. **Richard Holden:** National Highways annual smart motorways safety publications include data about vehicles stopped in live lanes, which shows that a very small proportion of total journeys on any road result in live lane breakdowns. National Highways also monitor and manage the performance of traffic officer attendance times, where emergency areas are more than a mile apart, and stopped vehicle detection times...



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PH: All The MPs Standing Down At The Next General Election

<https://www.politicshome.com/news/article/which-mps-standing-down-at-the-next-general-election>

RAC: Mayor Sadiq Khan announces ULEZ expansion to cover all of London

<https://www.rac.co.uk/drive/news/motoring-news/mayor-sadiq-khan-announces-ulez>

AQN: 5m more Londoners will be covered by expanded Ultra Low Emission Zone

<https://airqualitynews.com/2022/11/29/5m-more-londoners-will-be-covered-by-expanded-ultra-low-emission-zone/>

FEMA: Romanian success: motorcyclists do not need a fire extinguisher

<https://www.femamotorcycling.eu/romanian-success/>

RAC: Half of drivers avoid using lane one on 'all lane running' smart motorways, negating the benefit of increased carriageway capacity

<https://media.rac.co.uk/pressreleases/half-of-drivers-avoid-using-lane-one-on-all-lane-running-smart-motorways-negating-the-benefit-of-increased-carriageway-capacity-3221024>

NCE: National Highways' smart motorway stopped vehicle detection falls short of performance targets

<https://www.newcivilengineer.com/latest/national-highways-smart-motorway-stopped-vehicle-detection-falls-short-of-performance-targets-15-12-2022/>

RAC: Safety on smart motorways needs to be addressed 'urgently' in 2023

<https://www.rac.co.uk/drive/news/motoring-news/safety-on-smart-motorways-needs-to-be-addressed-urgently-in-2023/>

NMC: Hackney Motorcycle Parking Charges – NMC Supports Call for Evidence Review

<https://www.uknmc.org/news/hackney-motorcycle-parking-charges-nmc-supports-call-for-evidence-review>

ACEM: ACEM hosts annual conference to discuss the future of the motorcycle industry and decarbonisation

<https://acem.eu/acem-hosts-annual-conference-to-discuss-the-future-of-the-motorcycle-industry-and-decarbonisation>

The Guardian: Pedestrian 'jungle': the row in Paris over rented e-scooters

https://www.theguardian.com/world/2022/nov/23/pedestrian-jungle-the-row-in-paris-over-rented-e-scooters?CMP=Share_iOSApp_Other

Research at DVLA

<https://www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency/about/research>

AQN: Road tax, by weight: Different ways to ensure polluters pay

<https://airqualitynews.com/2022/12/14/road-tax-by-weight-different-ways-to-ensure-polluters-pays/>

Driving and motorcycle instructors: Motorcycle instructors: detailed information

<https://www.gov.uk/topic/driving-motorcycle-instructors/motorcycle-instructors>

FEMA: FEMA survey: 'no road tax or technical inspection for historic motorcycles'

<https://www.femamotorcycling.eu/survey-results-historic-mcs/>

ICCT: Euro 6e: Changes to the European Union light-duty vehicle type-approval procedure
<https://theicct.org/publication/euro6e-type-approval-dec22/>

RSGB: MCIA helping riders to improve their skills and knowledge
<https://roadsafetygb.org.uk/news/mcia-helping-riders-to-improve-their-skills-and-knowledge/>

TH: Hydrogen has the potential to revolutionise the decarbonisation of road transport
<https://www.politicshome.com/thehouse/article/hydrogen-has-the-potential-to-revolutionise-the-decarbonisation-of-road-transport>

Driving and motorcycle instructors: Motorcycle instructors: detailed information
<https://www.gov.uk/topic/driving-motorcycle-instructors/motorcycle-instructors>

NMC: New Government Strategic Group Focuses on Motorcycling
<https://www.uknmc.org/news/new-government-strategic-group-focuses-on-motorcycling>

FEMA: 2022: FEMA's review of the year
<https://www.femamotorcycling.eu/fema-review-2022/>

MAG Central Office:

[MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP.](#)
[Tel: 01926 844064](tel:01926844064) [Fax: 01926 844065](tel:01926844065) [Email: central-office@mag-uk.org](mailto:central-office@mag-uk.org)

| | | |
|--|------------------------|--|
| Executive Officer | Julie Sperling | exec@mag-uk.org |
| Membership Administrator | Louise Gibson | membership@mag-uk.org |
| Director of Communications & Public Affairs | Lembit Öpik | public-affairs@mag-uk.org |
| Director of Campaigns & Political Engagement | Colin Brown | campaigns@mag-uk.org |
| NATIONAL OFFICERS | | |
| National Chairman | Neil Liversidge | chair@mag-uk.org |
| National Vice-Chairman | Ian Churchlow | vice-chair@mag-uk.org |
| National Finance Officer | <i>Position Vacant</i> | finance-officer@mag-uk.org |
| Network Co-Coordinator/Vice President | Anne Gale | aine@mag-uk.org |
| President/ <i>TheROAD</i> Editor | Ian Mutch | theroad@mag-uk.org |
| Vice President | Colin Ives | central-office@mag-uk.org |
| National Research Officer | George Legg | glegg@mag-uk.org |
| National Political Officer | Michael Armstrong | cumbria-region-rep@mag-uk.org |
| National Reps Liaison Officer | <i>Position Vacant</i> | nrlo@mag-uk.org |
| National Clubs Liaison Officer | <i>Position Vacant</i> | clubs-officer@mag-uk.org |
| Events (Shows and Stands) | <i>Position Vacant</i> | events@mag-uk.org |
| Director of TMAGL | Jane Carrott | central-office@mag-uk.org |
| Director of TMAGL | Ian Churchlow | central-office@mag-uk.org |
| Director of TMAGL | Neil Liversidge | central-office@mag-uk.org |
| Director of TMAGL | Selina Lavender | central-office@mag-uk.org |
| Director of TMAGL | Steve Wykes | central-office@mag-uk.org |

| | | |
|---|------------------------|--|
| Director of TMAGL | <i>Position Vacant</i> | central-office@mag-uk.org |
| Director of TMAGL | <i>Position Vacant</i> | central-office@mag-uk.org |
| Regional Reps British Independent Islands | <i>Position Vacant</i> | british-independent-islands-region-rep@mag-uk.org |
| Cumbria | Michael Armstrong | cumbria-region-rep@mag-uk.org |
| East Anglia | <i>Position Vacant</i> | east-anglia-region-rep@mag-uk.org |
| Eastern | <i>Position Vacant</i> | mailto:eastern-region@mag-uk.org |
| East Midlands | <i>Position Vacant</i> | east-midlands-region-rep@mag-uk.org |
| Greater London | <i>Position Vacant</i> | greater-london-region-rep@mag-uk.org |
| Herts & Essex | <i>Position Vacant</i> | herts-essex-region-rep@mag-uk.org |
| Lincolnshire | Alex Bridgwood | mailto:lincolnshire-region-rep@mag-uk.org |
| North East | Dave Wigham | north-east-region-rep@mag-uk.org |
| Northern Ireland | Martyn Boyd | northern-ireland-region-rep@mag-uk.org |
| North Wales | <i>Position Vacant</i> | north-wales-region-rep@mag-uk.org |
| North West | <i>Position Vacant</i> | north-west-region-rep@mag-uk.org |
| Scotland | Steve Wykes | scotland-region-rep@mag-uk.org |
| South East | Steve Mallett | south-east-region-rep@mag-uk.org |
| Southern | Tim Peregrine | southern-region-rep@mag-uk.org |
| South Wales | Phil McFadden | south-wales-region-rep@mag-uk.org |
| South West | <i>Position Vacant</i> | south-west-region-rep@mag-uk.org |
| Thames Valley | Peter Seymour | thames-valley-region-rep@mag-uk.org |
| Western | Anne Gale | western-region-rep@mag-uk.org |
| West Midlands | <i>Position Vacant</i> | west-midlands-region-rep@mag-uk.org |
| Yorkshire | Steve Travis | yorkshire-region-rep@mag-uk.org |
| OTHER CONTACTS | | |
| MAP Ltd: Yorkshire region event organiser | Pete Walker | maphq@maphq.karoo.co.uk |
| Official MAG merchandise | Louise Gibson | central-office@mag-uk.org |
| The MAG Foundation – Trustee contact | Tony Cox | info@mag-foundation.org |

