



# DECEMBER 2022 NETWORK

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

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*[Acknowledgments: George Legg, Colin Brown, Lembit Opik, Michael Armstrong, Hydrogen Fuel News, Rob Duesbury, Julie Sperling, FEMA, MCI, ACEM, Edinburgh News, Steve Wykes .....plus anyone else I've forgotten]*

## EDITORIAL

I bet you're wondering what's got up my nose this month to have a rant about.

Well, it's the push for electric vehicles .....or..... more importantly EVs **only**.

And, before someone comes back and accuses me of being a 'climate change denier' - think again. Nothing could be further from the truth. However, one only has to see how, over many hundreds of thousands of years, the climate changes so I'm thinking the present situation we find ourselves in is partly a naturally evolving event possibly exacerbated by industry of which fossil fuels are part - but, hey, what do I know I'm no scientist and it's just my personal take on things.

There are possible fuel alternatives - hydrogen, bio, synthetic - to name but a few. The technology is there. Only yesterday I read about the first hydrogen powered passenger plane. Strangely enough the news wasn't high profile and after that - nothing!

Now, I'm not talking conspiracies - would I do that? However, 'fingers/pies' springs to mind with the push to electric only when other alternatives to work alongside it are within grasp! We'll see.

And talking of possible fingers/pies let's take circa 2001/2 when Government assured us diesel was more environmentally friendly than petrol and would always be cheaper. Look how that turned out! I don't think it took 10 years for that to be proven wrong. Millions of people went out and purchased diesels on that information.

I loathe the way big business seemingly has little or no ethics on lithium mining. Kids as young as 4 digging out this stuff for big corporations to profit from big time, not to mention the product pollution, the problem of disposing of batteries in a clean and environmentally friendly way.

So far as I see it this push towards EVs by MPs/governments will turn out like the diesel fiasco and is the biggest environmental disaster waiting to happen. The problem really is that almost worldwide there seems to be so much corruption and people are too eager to go along with it.

The future of transport has to be via a selection of fuel sources. So many possibilities without putting all eggs in one basket has to be the way forward.

Someone, far more intelligent than me - my vice-Rep - said 'what could be more environmentally friendly than keeping the transport you have on the road?'. That is possible, conversion is possible with hydrogen, bio and synthetic etc., alternatives, however, governments have to let the scientists do their work.

End of rant.

Looking through FEMA publications the French Bikers have done it again - massive demonstrations against their governments proposed technical motorcycle inspections. Amazing stuff.

Also, Romanian bikers have overturned their government's attempts to make carrying fire extinguishers on bikes compulsory. Really!!! Well done Romania.

January's edition of Network will be a little later than usual due to some sort of festivities around the last week in December. Enjoy.

Ride free, AG

Just prior to going to press – 1/12/22 – a **PR MAG secures reassurances from GCP on Cambridge Sustainable Travel Zone** was released. Please take a little time to respond to the Consultation. You may not live in Cambridge, you may not even ever visit but if we all pull together whatever area consultations refer to the more likely we are to get something done. Thank you.

**For the next edition please note copy date is 25<sup>th</sup> December. Email [aine@mag-uk.org](mailto:aine@mag-uk.org). Subject heading: Network**

## **CAMPAIGNS REPORT – POLITICAL TEAM, COLIN BROWN AND LEMBIT OPIK**

**The Government continues to send mixed messages about its environmental agenda, with Prime Minister Rishi Sunak making a last-minute U-turn to attend the COP 27 environmental summit in Egypt. Elsewhere, the annual Motorcycle Live show in Birmingham's NEC showed the shape of things to come, and Operation Earthquake, the campaign to stop the ban on petrol motorbikes, was officially launched. The Political Unit reports on another unsettling month for transport policy.**

### **Sunak flies to Egypt**

In a surprise change of heart, new Prime Minister Rishi Sunak made an appearance at the annual COP 27 conference in Egypt. This conference was meant to continue the supposed progress towards cutting human carbon dioxide (CO<sub>2</sub>) emissions. Remember, this is what politicians seem to think will 'stop' climate change – even though climate change has occurred ever since earth had its current climate. Nevertheless, the CO<sub>2</sub> issue is being used as the singular reason for the attempted ban on petrol powered motorcycles.

MAG takes a keen interest in this subject, because it lies behind the threat to your right to buy and ride new petrol powered machines from 2030 for small ones and 2035 for everything else. The COP 27 summit seemed mired in acrimony with those countries that

claim to have been ‘damaged’ by climate change demanding compensation from those nations that have the most industrialised economies – on the pretext that they’re the culprits.

Prime Minister Sunak has yet to clarify which direction he and his Chancellor, Jeremy Hunt will take on this issue. But MAG fully intends to help them in their deliberations. Enter Operation Earthquake...

### **Operation Earthquake begins in earnest**

As promised, the Operation Earthquake campaign pack is now available for use. This important piece of work is at the centre of MAG’s commitment to defend your right to ride petrol powered motorbikes (and drive diesel powered cars). With Sunak’s apparent new-found concern over this matter, it is unclear how seriously he’ll take this, when it clearly conflicts with his stated efforts to bring down the cost of living. Note that environmental policies add substantially to the cost of energy, and therefore adds to inflation.

You’ll find the Campaign Pack here:

[https://wiki.mag-uk.org/images/a/a9/Operation\\_Earthquake\\_Campaign\\_Pack\\_2022\\_11\\_18.pdf](https://wiki.mag-uk.org/images/a/a9/Operation_Earthquake_Campaign_Pack_2022_11_18.pdf)

In it, you’ll find all you need to challenge local politicians, politely but firmly, to express where they stand with the proposed ban. MAG’s chair, Neil Liversidge has made very clear that no politician should assume that they will win their seat if they choose to support a policy that affects tens of millions of road users who still prefer petrol and diesel over electric power. The pack explains the simple steps to exercise your democratic right to require answers from politicians who work for you – not the other way round.

This is the most important campaign MAG has run for decades. If we lose the right to buy new petrol motorcycles, it will change motorcycling forever, and in a way that, according to survey results, will also reduce the number of riders very significantly. Please play your part and help us protect petrol motorbikes for us and for those who follow us. We’ve previously shared our information to show why the ban will do no good, and you can find it here:

[https://wiki.mag-uk.org/images/8/84/2022\\_09\\_20\\_Consultation\\_Response\\_-\\_L-category\\_vehicles\\_ending\\_sales\\_of\\_new\\_non-zero\\_emission\\_models\\_FINAL.pdf](https://wiki.mag-uk.org/images/8/84/2022_09_20_Consultation_Response_-_L-category_vehicles_ending_sales_of_new_non-zero_emission_models_FINAL.pdf)

We also have other information that pertains to the subject. MAG’s Political Unit is more than happy to discuss your views, and improve our position based on further data you may have on the subject. We want to get this right. At present, we believe what’s right is to abandon the ban. Operation Earthquake is all about putting this matter centre stage in British politics. We hope you’ll help us do that.

### **Another major MAG submission submitted to Government**

In line with the movement’s continuing defence of your riding options, MAG has submitted a very substantial response to Government consultation. This one relates to an initiative by Liz Truss in her short tenure as Prime Minister – a review into the ‘net zero’ carbon dioxide plans of the Government. They propose that the UK population should be carbon dioxide neutral by 2050. Unfortunately, this is also the reason being used to force the issue of banning any car or motorbike with emissions coming out of an exhaust pipe.

Using publicly available data, the fully referenced submission presents what MAG believes is a cast-iron deconstruction of the proposed carbon dioxide neutral agenda. Lembit Öpik, MAG's Director of Campaigns and Communications, adds: 'as always, we stay away from emotion and focus on the logic of the matter. Looking objectively at the Government's CO2 reduction plans, it's clear that this will cost trillions of Pounds, and deliver virtually nothing in terms of benefit to the environment or the climate.

Have a look at the submission for yourself, to see what you think. It's available here:

[https://wiki.mag-uk.org/images/d/d5/Net\\_Zero\\_Review\\_Consultation\\_Response\\_2022\\_11\\_03.pdf](https://wiki.mag-uk.org/images/d/d5/Net_Zero_Review_Consultation_Response_2022_11_03.pdf)

All feedback is welcome. We want to make our submissions as good as we can and therefore value your thoughts and input.

### **Autumn Statement and Concealment**

In his Autumn Statement, Chancellor Jeremy Hunt announced that the Vehicle Excise Duty (VED) exemption for electric vehicles will end in April 2025. The impact that this will have on the viability of switching to electric is not clear, but it is unlikely to hasten the decision of the undecided. It comes as little surprise that the policy remembers motorcycles – yes the VED exemption for electric motorcycles will end as well as that for cars. Strange how motorcycles are remembered when there's a few tax pounds on the table.

What was not included in the statement headlines however was a Fuel Duty rise. Hidden away from the eyes of the average road user in the middle of the OBR report was the plan for a 12p per litre (+ VAT) rise in fuel duty due to arrive in April next year.

So overall no matter how you try to duck and dive the cost of riding will be going up. There is no electric bunker to hide in. The jaws of taxation continue to close on all sides. The option to move around the country for all but the wealthiest is being squeezed. All but the wealthy elites will face an economic lock down in a 15 minute city future.

### **Motorcycle Live: worra-lorra-lecky...but also a PetrolRevolt**

As a reflection of the continuing dash for electrification, the annual Motorcycle Live event in the Birmingham NEC was heavily focussed on electric vehicles. There didn't seem to be much in the way of petrol innovation – something MAG predicted would happen, as manufacturers begin to abandon the UK as a petrol-relevant motorcycle market.

An interesting if unsurprising development this year however was the appearance of PetrolRevolt. Their website explains: "PetrolRevolt is the place for Petrolheads to share and celebrate a passion for all Petrol powered metal. There's no Electric here and no demonisation of the cars and bikes we love." Lembit and Ian Churclow spoke to co-founder, Mike Beake, and we expect a productive relationship will develop. Keep an eye out for developments.

Check out the PetrolRevolt website here: <https://petrolrevolt.com/>

### **National Committee meeting**

Just so you know, MAG's National Committee – the NC – met in November 2022, and covered many of the points mentioned here in our Network report. As always, the Political Unit made a presentation of the active projects, the issues and the opportunities facing the movement. This is part of the democratic process, and ensures that MAG remains the primary voice of riders in the UK. If you'd like to get more involved, just contact us as:

[Central-office@mag-uk.org](mailto:Central-office@mag-uk.org)

We'd love to hear from you, and work with you to move ahead in the collective interests of riders.

### **Revolving door in DfT**

Another month, another Secretary of State for Transport. Barely had Anne-Marie Trevelyan been appointed as Secretary of State at the Department for Transport than she was out and Mark Harper was in. This might be good news – he's got a reasonable record of common-sense politics. However, it's early days and we need to see how he responds to the big issues facing the transport sector – already covered in this Network report.

As Colin Brown stated last month, 'chaos, fear, incompetence and no doubt further cabinet reshuffles are paralysing any kind of political rigor on real issues.' Bikers, and the travelling public as a whole, have the right to expect some sort of rational stability at the DfT. Let's see if we finally get it with the Rt Hon Mr Harper MP.

### **Increasing Traction on Motorcycle Theft**

We have long been fighting to get police forces to take the issue of motorcycle theft more seriously. Back in June the latest attempt to create a report that highlights the issue (Motorcycle Theft in Perspective) seems to have finally broken through.

The report contained two simple recommendations – better reporting, and secondly increased priority on dealing with this part of the vehicle crime issue.

This report combined with a bit of ministerial heckling has led to an official 'problem profile' report being generated by the NPCC Opal Team. This is the serious acquisitive and organised crime intelligence unit. Their report which refers directly to the MAG Motorcycle Theft in Perspective clearly demonstrates the scale of the problem, what is known, and recommends an increased focus on the issue. Colin was invited to present to the Vehicle Crime Leads of all the UK forces by the NPCC's vehicle crime lead, ACC Jenny Sims, and work is underway to update an NPCC toolkit on vehicle crime. This toolkit is designed to explain to individual force leads the latest in terms of intelligence and best practice in the vehicle crime space. For the first time this toolkit will include specific information on motorcycle theft.

Colin is now in a position where he is being approached by Police Forces to discuss the issue, rather than having to knock on doors to demand engagement.

Colin will be attending a meeting at the Scottish Parliament, and is supporting work in a number of force areas to set up public engagement meetings to bring riders, police and local authorities together to discuss local solutions.

Colin stresses that this is only the start, but we certainly can claim to have finally moved the dial on police response. There remain issues with lobbying for secure parking as well as for increasing the deterrence effect provided by the justice system, but from a prevention perspective we have finally got some movement.

Keep an eye out for forthcoming press releases, and requests for help from local members in engagement activities.

## **Cambridge STZ**

We have finally secured a meeting with Cambridge to discuss the stupidity of their claims about motorcycles and the resultant policy proposal to charge motorcycles £5 per day to enter the centre of the city. The meeting will be taking place on 30<sup>th</sup> November, so keep an eye out for press releases to see how the meeting goes.

If you have not already done so, please do make a personal response to the consultation. Logic will get us so far but we certainly need the support of public opinion.

The consultation is open until midday on 23 December 2022 and can be found here: <https://consultcambs.uk.engagementhq.com/making-connections-2022>

We won a policy U-turn in Oxford, let's achieve the same in Cambridge if only to protect the intellectual reputation of this university city.

## **Academic credentials**

Colin is now working on a funded research project in partnership with the University of Nottingham. More news will be forthcoming as the project progresses, but the aim here is to develop a training module for transport planners and decision makers. The motivation here is to give a general understanding of the facts about motorcycling to an audience that is often poorly informed on the subject. It is hardly surprising, given how few people ride motorcycles, that the majority of policy makers have no personal experience of the mode. This leaves them vulnerable to believing any misinformation spread about motorcycling by those who would rather not see us on the road. We have big ambitions for this project which could potentially lead to a sea change in attitudes to motorcycling in transport policy.

The project is also rapidly leading to spin off projects which Colin is exploring as he increases a network of contacts in academia.

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# **MAG PRESS RELEASES**

## **MAG asks NI election candidates: “Will your party take motorcyclists’ safety seriously?”**

Ahead of the potential Northern Ireland Assembly election in December 2022, MAG is asking all candidates if their party will take motorcyclists’ safety seriously. MAG NI Rep, Martyn Boyd, is angry that the draft NI Road Safety Strategy contains proposals to improve safety for virtually every road user group except motorcyclists.

The Motorcycle Action Group, the largest riders’ representative body in the UK, was the key consulting stakeholder for motorcyclists during the consultation process.

Martyn Boyd said:

“Our perspective is very often ignored, despite us being one of the most vulnerable road user groups. We comprise 2.5% of vehicles on NI roads: virtually the same number as HGVs, who don’t get ignored. But we have been almost completely disregarded.”

The draft NI Road Safety Strategy was published on 24th October. It admits that one of the challenges is to tackle “Concerns surrounding the risk to vulnerable road users (identified as pedestrians, cyclists, motorcyclists and horse riders) and the need to enhance the safety of these road users”. Part of its mission is “to enhance the safety of the road system for all road users and reduce the likelihood and/or severity of a collision”.

The new strategy is built upon the five pillars of the Safe System Approach and says “The Safe System encourages safer road use in various ways, including through road safety education, training and awareness “.

There are specific proposals for improving cycling, equestrian and tractor-driving safety. The DfI has announced grant funding for a New Driver NI initiative to help young drivers be safe. But nothing for motorcyclists. For example, MAG’s proposal for wider use of Motorcycle Protection System installations at key points on roads is absent.

MAG submitted detailed proposals from the motorcyclist's perspective, and all were ignored.

Martyn commented:

“It’s like we don’t exist and don’t matter. In our headline proposal, aimed at proactively improving rider safety, we urged that the Enhanced Rider Scheme (ERS) that exists in the rest of the UK be introduced to Northern Ireland. This scheme, which provides low-cost post-test training for motorcyclists, has proven effective in enhancing rider skills and safety and has contributed to significant reductions in collisions involving motorcyclists. But, in a letter to MAG, Minister O’Dowd refused to fund or even consider it.

All he offers are passive awareness campaigns. These have limited effectiveness. Decades after the Think Bike! campaign began, half of all collisions involving motorcyclists are still caused principally by car drivers. Minister O’Dowd claims motorcyclists in NI suffer a rate of serious and fatal collisions that is over twice that of Great Britain but, in self-evident contradiction, he refuses to do anything substantive about it.”

MAG believes this is an astonishing dereliction of responsibility and amounts to discrimination against motorcyclists and a devaluation of riders’ lives. MAG demands parity of respect for motorcyclists.

Martyn concludes:

“Our lives are important, and we will not be disregarded. There are over 83,000 licensed motorcyclists in Northern Ireland and they are all voters.”

In advance of any forthcoming Assembly election, MAG wants to know all party’s positions on this issue. How important are riders’ lives and safety to the candidates? MAG members will be asking all candidates the following two questions:

- Will your party proactively engage with rider safety?
- Will your party meet with MAG to discuss the issues?

MAG will be sharing the answers given with the many thousands of regular riders in advance

of the election. The answers could be a factor in determining how they vote. Given the nature of this large community of road users, it could make a difference in the outcome.

## **Successful engagement on Edinburgh motorcycle theft at Holyrood Roundtable**

Representatives of the Motorcycle Action Group (MAG) attended a Holyrood Roundtable meeting on motorcycle theft. The roundtable meeting, arranged by MSP Daniel Johnson, was attended by MAG, Police Scotland, the City of Edinburgh Council, local business owners, and cross-party MSPs.

Following the extended epidemic of motorcycle theft and related criminality in Edinburgh, MAG members engaged with Daniel Johnson MSP and others calling for greater action on the issue. Police Scotland responded with Operation Soteria. Enforcement activities between June and September resulted in 36 arrests, 185 charges for a variety of offences, and the recovery of 131 motorcycles, with a total value in excess of £600,000.

Daniel Johnson MSP, commented:

“Motorcycle theft and motorcycle-enabled crime is a growing problem in our capital city. It’s crucial that we treat this issue seriously and put a coordinated system in place that helps tackle it. I hope that today’s roundtable discussion, with representatives from the Motorcycle Action Group, Police Scotland, Edinburgh Council and local businesses, was the first step to ensuring motorcyclists who live in Edinburgh, but also travel to and through Edinburgh, feel confident that their motorcycles are secure in our city. I look forward to working with different groups on this issue and helping to facilitate a targeted solution that works in the long-term.”

The discussion covered a broad range of topics. Following the meeting Cllr Scott Arthur, Convener of the Transport and Environment Committee at The City of Edinburgh Council, Tweeted:

“Many thanks to @djohnsonmsp for hosting a meeting on motorcycle thefts in Edinburgh. I was quite shocked to hear details of some quite brazen thefts of motorcycles in Edinburgh.

This has had a huge impact on Edinburgh’s biker community. Given the seriousness of the situation, I was happy to give The @MAGUKCentral an assurance that I would request a review of secure motorcycle parking in Edinburgh.”

Local MAG member, Olly Bassi, was instrumental in the engagement that led to the roundtable meeting. He commented:

“We as a biking community are extremely pleased to have the opportunity to help reduce the numbers of riders experiencing the heartache and financial pain of being a victim of theft. The increasing reports of violent robberies and bike jackings in the city have been of particular concern, and we want to prevent further riders being injured or worse. There is a feeling that changes to police pursuit policy and new guidelines from the Scottish Sentencing Council have contributed to this situation, so we hope for changes in these areas.”

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

“I was pleased to take part in this important meeting. There was much ground covered and some tangible action points coming from the meeting. We know the issue will not be solved

easily, but I am glad to report that the need is recognised and the will to get results is there."

MAG will be engaging further with the various stakeholders, seeking solutions and ensuring that action points are seen through to completion.

## **New MAG report recommends full review of motorcycle licencing regime.**

The Motorcycle Action Group (MAG) has published a new report recommending a full review of the motorcycle licencing regime. MAG claims that the licencing regime is delaying the age at which new riders pass a full test, resulting in higher young rider casualty rates. The analysis also raises significant questions about the lack of data on CBT riders.

MAG's Director of Campaigns & Political Engagement, Colin Brown, collaborated with Dr. Jessica Andersson-Hudson of Lund University on the analysis. The study revealed that the peak age for attaining a full motorcycle licence in Great Britain is 24. This compares unfavourably with the equivalent peak age of 17 for car driving licences.

Full licence status confers no advantage other than the privilege of removing L plates for young riders below the age of 19. Young riders wanting to ride larger capacity bikes will often delay getting a full licence until the age of 24. For riders whose ambition is to commute on a 125cc motorcycle there is no justification for the cost of obtaining a full licence. The analysis provides evidence to confirm the fears.

The study reveals that for every five CBT certificates issued, just one full licence is achieved. MAG believes that many new riders simply abandon riding in favour of less environmentally friendly cars.

Colin Brown comments:

"There is little evidence to fall back on with respect to CBT riders. We have no way of knowing how many riders are currently riding on L plates, nor how often they choose to renew their CBT. We are recommending more research is done into this area, but it is beyond the resources of MAG to fund it. I would like to see Government funding being offered to allow this work to be done."

As well as the suppression of the numbers riding motorcycles, the safety impacts of the current regime are also revealed by the report. The analysis shows that young riders account for 28% of all motorcycle casualties. The figure is 18% for young drivers. 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. The connection to the proportion of unqualified young riders seems hard to refute.

Colin concluded:

"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."

## **MAG secures reassurances from GCP on Cambridge Sustainable Travel Zone.**

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://consultcambs.uk.engagementhq.com/making-connections-2022>**

for details on how to respond.

ENDS

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

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## Oxford Traffic Filters .....

have hit the news big time, having been approved by the council yesterday.

<https://www.bbc.co.uk/news/uk-england-oxfordshire-63794200>

There is a great deal of controversy, but the bottom line for MAG is that motorcycles are exempt from the filters. Colin has had this confirmed in writing by the Senior Transport Planner.

The scheme definition is here

[https://mycouncil.oxfordshire.gov.uk/documents/s63538/CA\\_NOV2922R06%20Annex%208%20-%20Final%20Scheme%20Definition.pdf](https://mycouncil.oxfordshire.gov.uk/documents/s63538/CA_NOV2922R06%20Annex%208%20-%20Final%20Scheme%20Definition.pdf) (annex 8 of the Cabinet papers).

Relevant extract:

Applicability to vehicle categories

When in operation, the traffic filters will only prohibit passenger cars – i.e. category M1 vehicles (“vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver’s seat”).

All other categories of vehicle are exempt.

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## M CIA

### October Powered Two-Wheeler Registration Figures

M CIA News: 7th November 2022



M CIA today released the October month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

New registrations for October are down 6% at 8,003 units, whilst the year-to-date market remains positive showing a year-to-date growth of 2.8%. The October market performed ahead of our original forecast and continues to

out-perform some other European markets such as Italy and Germany. Electric Powered Two Wheelers continue with a strong performance showing a year-to-date increase of 13.7%.

The Italian motorcycle show (EICMA) will open tomorrow, followed by the UK's own showcase event, Motorcycle Live, taking place later this month. Many new and exciting 2023 models, the latest technologies and innovative products will be launched and on show to the public bringing our sector into the spotlight.

[Motorcycle Live](#), which takes place from the 19th – 27th November at Birmingham's NEC will offer the UK's first viewing of recently released product straight from EICMA, along with dedicated UK product launches. Offering many opportunities for seasoned, and new riders to ride product both within the confines of the Halls and on public roads around the venue.

Tony Campbell, CEO of MCIAs said, "MCIAs flagship event, Motorcycle Live, is a great platform for key industry organisations to showcase their brand new 2023 models.

Whilst year to date registrations remain positive and the industry buoyant, we must continue to ensure that our members and the wider industry are given a political landscape from which they can continue to satisfy existing and future demands".

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

Please credit MCIAs when quoting this information.

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## **Two-wheeler registrations in key European markets broadly stable during the first nine months of 2022**

ACEM News: 07 Nov 2022



New motorcycle registrations in five of the largest European markets (i.e. France, Germany, Italy, Spain and the UK) reached 781,824 units during the first nine months of 2022. This represents a decrease of approximately 1.4% compared to the same period in 2021.

Motorcycle registration volumes declined in Italy, where they reached 227,400 units (-3.3% on a year-on-year basis), Germany (173,750 units, -0.5%) and France (154,660 units, -7.9%). However, other motorcycle markets, such as Spain (135,800 units, +6.2%) and the UK (90,190 units, +3.5%), showed an upward trend.

Moped registrations reached a total volume of 206,900 units in the six European moped markets monitored by ACEM (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume is almost identical to last year's.

## Quote

Commenting on the current situation of the sector, **Antonio Perlot, ACEM Secretary General**, said:

“Registration figures for the first three quarters of 2022 show that motorcycle and moped registrations in the EU's key markets remain broadly stable, despite the challenges created by the shortage of semiconductors and shipping delays.

“Next quarter's figures will allow us to assess the performance of the European motorcycle and moped markets for the entire year.

“We may see some differences between national markets. But our preliminary data suggest that motorcycle sales in 2022 will be as good as 2021, which was a very positive year for our industry”.

## Documents available to download

[ACEM - Statistical press release - January - September 2022 \[PDF\]](#)

[ACEM - Statistical press release - January - September 2022 \[XLS\]](#)

[ACEM - Statistical releases - FAQ \[PDF\]](#)

[ACEM - Statistical releases - Glossary \[PDF\]](#)

## About ACEM

- The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe.
- ACEM members include 18 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Qooder, Royal Enfield, Suzuki, Triumph Motorcycles, Yamaha and Zero Motorcycles.

- ACEM also represents 20 motorcycle industry associations in 17 different European countries. About 300,000 jobs depend on the L-category industry in Europe. There are more than 39 million motorcycles and scooters on Europe's roads (2019 estimate).

## Note for editors

As of 2020, ACEM statistical releases cover the following:

- For the motorcycle segment: Italy, France, Germany, Spain and UK. These countries account for about 80% of motorcycle registrations in the EU + UK block.
- For the moped segment: France, the Netherlands, Germany, Italy, Belgium, and Spain. These countries account for about 80% of moped registrations in the EU + UK block.
- Moped figures include L1eB vehicles (two-wheel mopeds) and L2e vehicles (three-wheel mopeds). Some countries may also include L1e-A vehicles (powered cycles) depending on their administrative practices.

## Press contact

Manuel Ordonez de Barraicua  
ACEM Communications Manager. +32 496 52 65 17

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## Op. Earthquake in Action.

All credit for this article is due to and goes to Rob for getting a meeting with his MP. So, what has that got to do with Operation Earthquake? Two words really, **Political Engagement**.

For us as MAG to succeed in winning the battle for keeping the internal combustion engine and riders' rights in general, we have to influence the decision makers i.e. politicians and councillors.

So how did Rob manage to achieve a meeting with his MP?

All MPs have surgeries to meet with their constituents, so you could try that way and look out for their next one on their social media page. Or you could do it the way that Rob did it, and that was by writing to Tim Farron MP and asking for a meeting. Now, the MP might say no but to increase your chances and succeed in the way that Rob did it. That way only takes a few emails about motorcycling, you could write your own or edit a template email to your liking but enough on how to do it. Let's look at the results that you could achieve.

Over to you Rob!

I've just had a very productive meeting with my MP, Tim Farron. I had emailed him over the years with various template emails and a few of my own. In the summer Tim Farron

ran a series of meetings around his constituency, a kind of meet-your-politician-road-show, and I dropped in to have a brief chat with him about motorcycle issues in general. Following that chat I emailed his office asking for a face-to-face meeting to discuss motorcycling in a bit more detail.

My initial thought was to go in armed with stats and info about our various issues, but I eventually decided on a different plan.

I started by telling him what motorcycles mean to me. My biking history, the social life, the friendships and the mental health benefits. We discussed that we need that space in our heads and the living in the moment that riding gives us, and the camaraderie that belonging to a group brings. We discussed how men in particular find mental health issues difficult to deal with and how motorcycling can help with this.

I told him that recently I have felt under attack from people that don't understand how I feel about motorcycles and just see me as different from them, and that bikes are a problem to fix. From the landscape review through to noise cameras I felt like my way of life was being whittled away.

We talked about green lanes. We talked about anti tamper, speed cameras, noise cameras and where he gets his ear bent from the anti-bike people in the Lakes and Dales. I spoke of the stupidity of electrification and the ICE ban as it relates to motorcycles. He could see the issues and problems we face with regard to charging, range, infrastructure and the purely visceral experience of riding a bike that will be lost with electric bikes. We discussed how motorcycles were part of the fix to the problems of congestion and pollution and not part of the problem.

I came away feeling that he had understood our situation and feelings. I offered to take him out on the bike next spring/summer and he seemed genuinely excited by the idea.

He said he will keep his eyes and ears open for anything that arises although he knows I will keep him informed via email.

I'm glad I didn't go in all guns blazing, spouting stats like a zealot, as I think I've made a human connection and hopefully the next time some anti-motorcycle rhetoric comes his way he will remember our chat.

I was only with him for thirty minutes but it was great to tell someone who has never even sat on a bike how good they are. That's got to be a worthwhile way of spending 30 minutes.



Tim Farron MP (left) with Rob Duesbury, Secretary Furness MAG.

Words by Rob Duesbury, Furness MAG and Michael Armstrong, Cumbria MAG RR and National Political Officer.

P.S. I just want to say thanks to Rob and to my other helpers within Cumbria in lobbying all six Cumbrian MPs. It is and always will be a team effort.  
Michael Armstrong, Cumbria Regional Rep.

## **Classic cars are being rebuilt as hydrogen-powered vehicles**

By JOHN MAX. Hydrogen Fuel News [webservice@hydrogenfuelnews.com](mailto:webservice@hydrogenfuelnews.com)

In this new addition to hydrogen-powered vehicles, the team at Arrington Performance used a Ford Mustang's 5.0-liter Ford V8 and modified it to run on H2 instead of gasoline. In this way...[READ More](#)

The patent is specific to the company's semiconductor design, featuring its high-density nano-sized, high-voltage solar cell arrays. The novel structure provides the heart of the SunHydrogen nanoparticle technology.

Inside a single nanoparticle-based H2 production unit, one square centimeter contains billions of nanoparticles, each of which split water molecules into oxygen and hydrogen. The nanoparticles are comprised of multiple solar cell layers, each of which has high-voltage and high light absorption properties. In this way, SunHydrogen can produce ultra-thin solar cells that require substantially less material. As a result, they are more efficient and less expensive to produce and to use.

"This patent protects the foundation of our technology," explained Tim Young, CEO at SunHydrogen, as quoted in a news release about the company's patent. "This most recent grant in India, alongside our existing grants in the US, Australia, China and Europe, underscores our commitment to protecting our intellectual property."

“We believe our nanoparticle technology has the potential to provide widespread access to low-cost green hydrogen across key sectors including transportation, industry and shipping,” Young went on to say in the green hydrogen patent [news release](#). He additionally pointed out about SunHydrogen’s plans for the future that “Our ambitions are particularly relevant in India, where the power ministry has put forth plans to produce 5 million tonnes of green hydrogen per year by 2030. We look forward to further expanding our patent portfolio in the coming years.”

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## Christmas Cards

We have 3 different cards available (see the Notice Board) all proceeds go to either The Air Ambulance (Christmas Flight and Donkeys) or MAG Foundation (Santa on a motorcycle). Limited stock price from £2.95 to £3.50 plus P&P. See "New-in" on the online shop.

## UK ban of petrol engined cars from 2030 – OEMs react

Car manufacturers have started to speak up about problems with the UK gov's 2030 petrol car ban



by: [Stuart Gallagher](#)

16 Nov 2022



The UK government has reaffirmed its commitment to the ban of new petrol and diesel cars in 2030, with a caveat of plug-in hybrid cars with a 'significant zero emission capability' able to be sold until 2035. This realigned target date is ten years earlier than was originally revealed in 2018, and comes as part of a wide reaching 10 point plan for a green industrial revolution designed to create 250,000 jobs backed by a £12 billion investment package.

This decision pushes forward its plan to reduce the UK's contribution to climate change following significant global pressure to decarbonise, with this renewed urgency coming on the back of alarming climate change projections.

#### Synthetic

This announcement will coincide with a £4bn investment in the UK's charging infrastructure and battery production to support the increase in electric vehicle sales, along with more than £500 million made available to incentivise people to switch to electric and hydrogen powered vehicles.



A statement released by the Government said "Following extensive consultation with car manufacturers and sellers, the Prime Minister has confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. However we will allow the sale of hybrid cars that can drive a significant distance without emitting carbon until 2035."

To support its plans the Prime Minister confirmed a number of measures, including:

- £1.3 billion to accelerate the rollout of charge points for electric vehicles in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.
- £582 million in grants for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.
- Nearly £500 million to be spent in the next four years for the development and mass-scale production of electric vehicle batteries, as part of our commitment to provide up

to £1 billion, boosting international investment into manufacturing bases including in the Midlands and North East.

What happens to existing ICE cars?

While the sale of petrol and diesel engined cars will be banned, owners will still be able to use ICE cars, with currently no timeline or strategy in place to remove cars sold before the deadline from UK roads.

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## FEMA

### Has Europe Banned The Combustion Engine?

- FEMA news

November 1, 2022



Maximum confusion in Brussels whether the sale of cars and small vans with an internal combustion engine will be actually banned from 2035. And what about motorcycles?

On Thursday 27 October 2022, the European Commission, European Parliament, and the member states, united in the Council of the European Union, reached an agreement in the so-called trilogue about the emission limits for cars and vans. After a few steps to lower the emission of the fleet, from 2035 the sale of new cars and motorcycles that have no zero CO<sub>2</sub>-emission will be banned in the European Union.

Many parties, especially NGOs like **Transport & Environment**, who have lobbied for battery electric vehicles (BEVs) for years and the Greens in the European Parliament celebrated this as a victory of electric vehicles against vehicles with an internal combustion engine and said that this meant that this was a ban on combustion engines. Consequently, this would not only affect cars and vans, but also motorcycles. However, the agreement does not state that could not be sold from 2035. It states: "The agreement includes wording on CO<sub>2</sub> neutral fuels whereby following consultation with stakeholders, the Commission will make a proposal for registering vehicles running exclusively on CO<sub>2</sub>-neutral fuels after 2035 in conformity with EU law, outside the scope of the fleet standards, and in conformity with the EU's climate neutrality objective." In our view, this means that new vehicles with an internal combustion engine, including motorcycles, that run on eFuels or hydrogen can still be sold after 2035, but that the European Commission must provide the legislative framework for this.

‘FEMA will resist any attempt to ban the internal combustion engine for motorcycles.’



Dolf Willigers, FEMA's General Secretary.

Dolf Willigers, FEMA's General Secretary, said: "It is (now) only cars and vans that run on fossil fuels (petrol, Diesel) that may no longer be sold after 2035. From experience, and signals from the European Commission, we know that the chance that motorcycles will escape this fate is very small. Nevertheless, FEMA will resist any attempt to ban the internal combustion engine for motorcycles. In our view, the emissions of motorcycles are already negligible and the alternatives for both fossil fuels and electricity are still in the development phase. To focus solely on battery electric vehicles the problems of air quality and climate change will just be redeemed to other, equal serious problems: the social and environmental aspects of the mining of raw materials that are needed to make batteries and the geo-political consequences of getting dependent to countries like China to acquire these raw materials and the batteries should not be underestimated. Already, a delegation of members from the EPP party in the European Parliament has asked questions about this to the European Commission and asked how the Commission thinks to decrease the dependency of other countries. To give room to other options like eFuels, Europe can be the forerunner in the development of valuable alternative techniques."

Written by *Wim Taal*

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## **British city calls motorcycles a 'noisy safety risk'**

FEMA News: November 2, 2022



The British city of Cambridge justifies high charges for a Sustainable Travel Zone by calling motorcycling a noisy safety risk. Motorcyclists' organisation BMF says these proposals are a poorly justified move against motorbikes.

A new consultation from the Greater Cambridge Partnership (GCP) has suggested that motorcycles are a safety risk, are noisy and that they conflict with cyclists. They have therefore proposed a charge of £5 a day for motorcycles travelling in and around Cambridge (please see the [map](#) for the area affected).

The GCP is formed of Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire Council and the University of Cambridge, and aims to bring powers and investment from central government to improve Greater Cambridgeshire. Their new consultation, '[Making Connections](#)', proposes to transform transport in and around Cambridge. These proposals include improvements to the bus network, walking and cycling routes and the creation of a Sustainable Travel Zone. As mentioned above, this would see motorbikes and mopeds charged £5 a day (the same as cars) for travelling within the zone between 7am and 7pm on weekdays. This will affect residents, commuters, visitors to the centre and to the Cambridge University Hospital which will be within the proposed area.

**'BMF would like to know where the idea comes from that motorcycles conflict with pedal cycles, as there doesn't seem to be any data backing it up.'**

The basis for these proposals is to improve air quality, emissions, and congestion. Why then, have the benefits of powered two-wheelers been ignored? Their ability to filter through traffic helps to reduce congestion, and they have lower emissions than cars. The British Motorcyclists Federation (BMF) – a member of FEMA – feels that the decision to charge them all the same rate is unjustified.

The idea that motorbikes and mopeds conflict with cyclists appears unfounded. [Research](#) from the University of Westminster into cycling injury risk attributed the greatest risk to cyclists to be poor cycling infrastructure, and motorcycles were not mentioned. Additionally, it has been shown that upward trends in motorcycling have not caused an increase in motorcycle collisions, and there is no evidence that motorcycling is more dangerous than pedal cycling in Cambridge.



BMF's Emily Rochester

BMF's Government Relations Executive Emily Rochester said: 'We do not accept the reasonings put forward by the GCP and would like to know where the idea comes from that motorcycles conflict with pedal cycles, as there doesn't seem to be any data backing it up. These proposals are a poorly justified move against not only motorbikes but all privately-owned transport.'



Councillor for Cambridge City Council, Elisa Meschini (photo: [cambridgelabour.org.uk](http://cambridgelabour.org.uk))

Emily Rochester approached the chair of GCP and Councillor for Cambridge City Council, Elisa Meschini, for comment and requested that they share any evidence for their claims that motorcycles conflict with pedal cycles. We received a generic response from a GCP spokesperson which did nothing to elaborate on the justification already presented in the consultation: “*The Greater Cambridge Partnership (GCP) has listened to the views of*

*our community to put forward ambitious proposals which would transform how people travel around Greater Cambridge. We want to create a London-style transport network that works for everyone. With faster, cheaper, more reliable bus services running from 5am until 1am – as well as more investment in better walking and cycling routes – to cut congestion, improve air quality and tackle inequality. These improvements would be paid for upfront by the GCP and phased in over four years before the proposed introduction of a Sustainable Travel Zone with a road user charge. A charge is proposed for all types of motor vehicles driving within the zone, which would fund the bus network in the future and deliver the space needed for more buses and active travel upgrades. Motorbikes, although smaller and less polluting than cars, would be charged £5 as they still contribute to pollution and congestion. This is a once in a generation opportunity to create a first-class transport network for Greater Cambridge – we encourage people who live, work and visit the region to tell us their views on the proposals in the ongoing public consultation.*” BMF will continue to try and engage with the GCP on this issue.

Source: [BMF](#)

*Top photograph courtesy of Triumph.*

## **Swedish recycle and reuse 80-100% of each motorcycle**

FEMA News: November 3, 2022



In Sweden motorcycle scrapyards already recycle 80-100% of each motorcycle, proving once more that stricter European recycling regulation is not necessary.

All whole parts are disassembled and sold to motorcycle customers. Parts that are not sold are recycled within the framework of current regulations for plastic, liquids and metal.

Europe has rules in place for the collection and destruction of cars that have come to the end of their life. Motorcycles are exempt from these rules. The European Commission now plans to revise the End-of-life Vehicles Directive and explores the need to have powered two-wheelers included in the scope.



[SMC](#), The Swedish motorcyclists' association (a member of FEMA) surveyed Swedish motorcycle scrapyards; the survey shows that they have been working in a sustainable way for many years. There is no reason why the End-of-Life Vehicles Directive should cover motorcycles and mopeds.

SMC contacted nine companies dealing with scrap motorcycles. Five have responded and together they handle around 700 motorcycles and 500 mopeds per year. The recycling rate of motorcycles and motorcycle parts is very high. The companies report that 80-100% of a scrapped motorcycle is reused or recycled. The sale of used parts enables motorcycle owners with small budgets to keep their vehicles roadworthy and allows older motorcycles to continue running. Rising prices for new spare parts mean that more and more people must rely on the second-hand market. As motorcycle manufacturers do not want to hold large stocks over long periods, the need for second-hand spare parts is generally increasing. They also do not produce large series of spare parts. Today, parts for 2010 model year motorcycles may be missing, says one of the companies SMC has been in contact with.

*Reuse means any operation by which components of end-of-life vehicles are used for the same purpose for which they were conceived.*

*Recycling means the reprocessing in a production process of the waste materials for the original purpose or for other purposes but excluding energy recovery.*

### **Which motorcycles end up in the scrapyard?**

Almost all motorcycles that end up in scrapyards are purchased from insurance companies. These are crashed motorcycles where the companies judged it is more expensive to repair them or deemed not to be roadworthy. The motorcycle owner receives a sum equivalent to the market value of the motorcycle, or an equivalent motorcycle and the bike is sold to a scrapyard. The purchase price is determined based on what parts can be sold and the demand for parts. It ranges from zero crowns and upwards. After the purchase, it is the responsibility and authority of the motorcycle scrapyard to report the motorcycle as scrapped to the Road Traffic Register.

## Who buys second-hand?

Three quarters of all motorcycles in use in Sweden are ten years old or older. It is mainly motorcycle owners with older motorcycles who buy used parts. When the warranty expires, many people do the servicing themselves. The high price for new parts or the lack of new parts are reasons why people choose second-hand. The need for used parts will not diminish. The SMC survey also shows that motorcycles are being scrapped rapidly in the dirt bike category and there are limited sets of parts compared to road bikes. They must rely largely on used parts.



Another large category of buyers is builders, where there are two categories: those who buy new parts and those who buy second-hand parts. The Swedish Vehicle Builder's

Association, [SFRO](#), inspects between 100-150 rebuilt and amateur-built vehicles per year before they are finally approved for the registration. SFRO sees no problem with the use of used parts, they are often of high quality. Examples of commonly used parts on amateur and rebuilt vehicles are brakes, wheels and tanks. The used parts are bought partly through scrapyards and partly on swap meets.

Availability of used parts is important for builders.

### Europe's End-of-Life Vehicles Directive

In Europe, there are rules on how to collect and scrap cars. Motorcycles and mopeds are excluded from the regulation, but a review of the [End-of-Life Vehicles Directive](#) is now underway, and discussions are to include them as well. The companies contacted by SMC

responded that there is no room for increased bureaucracy and administration in this area. They don't scrap that many motorcycles and if it gets too bureaucratic, they will stop doing it altogether. Nobody believes that this is good for the motorcycle community in the long run.

## Keep motorcycles and mopeds out of the directive

SMC notes that the motorcycle community has been working on sustainable management of end-of-life vehicles for many years, long before sustainability became a buzzword and a political issue in Sweden and the EU. SMC also notes that there is no need to include motorcycles and mopeds in the End-Of-Life Directive. It risks reducing the reuse and recycling of scrapped motorcycles and mopeds if companies' close operations due to increased bureaucracy.

Earlier the Finnish motorcyclists' association [SMOTO](#) and Danish organisations DMC and MCTC – all members of FEMA – carried out a study on the level of reuse of powered two-wheeler parts. Click [here](#) for the article on Finland or [here](#) for the article on Danish recycling.



**FEMA is of the opinion that motorcycles and other powered two-wheelers should not be included in a new directive** (click [here](#) for FEMA's full position).

If the European Commission does propose to include motorcycles and other powered two-wheelers in an End-of-life Vehicles Directive, FEMA would ask the Commission to ensure that the possibility of controlled in-house demolition remains possible (as part of a circular economy), either by including it in the Directive, or by allowing Member States to make their own rules and regulations for in-house demolition.

If the European Commission does propose to include motorcycles and other powered two-wheelers in an End-of-life Vehicles Directive, FEMA would ask the Commission to ensure that historic powered two-wheelers or powered two-wheelers of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts, do not fall within the scope of this Directive.

Inclusion of motorcycles in the scope of the directive could mean a serious threat to historical motorcycles. These bikes are especially dependent upon on available and affordable original spare parts to keep them in working order. And who wants to see oldtimers disappear into state approved demolishing facilities?

Written by [Maria Nordqvist](#) (SMC)

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

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## **Motorcycling must be affordable to prevent transport poverty**

FEMA News: November 7, 2022



Authorities should not limit motorcycling by taxing them as much as cars or by restricting access to certain roads and cities. Motorcycles should be treated as a solution for urban congestion and as the affordable alternative for driving a car, public transport and cycling.

Everybody who visited a car dealer recently, or who had a look at the pricing list of new or used cars must have noticed: cars are getting expensive and small cars are also getting scarce. Cars are getting more expensive, larger, and heavier. We also pay a lot more for petrol, diesel, parking and taxes than we did only a few years ago. The result is that soon people will abandon the car because they cannot afford to own one anymore. Despite promises from policy makers and tax incentives in many countries, electric cars may be cheaper to run, they are still very expensive to buy.

**'To fulfil the task of providing transport to the masses, motorcycling must be affordable.'**

S&P Global Mobility [reported](#) on 31 October 2022 that the price of lithium, a major component of batteries, has increased sevenfold. It also reports that mining and refining it is mainly done by Chinese companies. The same is the case with nickel, which will create a large dependency of China. With growing prices for the raw materials that are needed to manufacture the batteries for electric cars it is doubtful that prices will decrease soon. To the contrary, they probably will rise even more.



A very early observer of the phenomenon of transport poverty was the Dutch automotive importers and manufacturers' association [RAI Vereniging](#). Martijn van Eikenhorst, Manager sections Equipment, Motorcycles and Scooters told us: "With rising costs of cars there is a growing gap between cars and bicycles. Powered two-wheelers fit in this gap and will play a growing role in mobility. As RAI Vereniging, we use the concept of the mobility ladder: there is a fitting vehicle in the whole range of transport needs, from bicycles for short distances, to electric assisted bicycles, speed-pedelects, and mopeds for longer distances, then light and heavier

motorcycles, etcetera. When people cannot afford a car anymore, they will look at the nearby step on the mobility ladder and often will find motorcycling the best alternative." (photo by Wim Taal).

What will happen when people cannot afford their own car anymore? Many will switch to public transport. They will be confronted with several problems. In many countries, public transport has become more expensive during and after the Covid pandemic. Less travellers meant less income, to which the providers reacted with higher fees and a reduction in lines and/or frequency. Not only it is getting harder to reach your destination with public transport, it has or will be in many places also become (much) more expensive. Many people will not only not be able to afford a car anymore, but also public transport will become (too) expensive for them.

There is a name for the situation that citizens are not able to pay for transport. It is called transport poverty. On 27 October 2022, the parliamentary committee on transport and tourism ([TRAN](#)) of the European Parliament had a [hearing](#) on 'Preventing Transport Poverty and Increasing Fairness in Mobility'. A mouthful, but then this is an important topic. Not being able to travel has consequences for work, study, social relations, sport, etcetera. Not being able to travel to work or school means that you are not able to earn your own income or to study for a better job which leads to more poverty.

There is nothing new here. We have seen the same in Europe in the decades after the Second World War, when motorcycles were the transport mode for the working people, and we still see it in other parts of the world. In Asia, (light) motorcycles are the most common way of transport. Of course, to fulfil the task of providing transport to the masses, motorcycling must be affordable.

Electric mopeds and small motorcycles with an internal combustion engine are still very affordable. Larger motorcycles can be quite expensive and larger electric motorcycles are, just as with cars, even more expensive. Given the current development of prices of raw materials combined with a rapid growing demand from the car industry, it will stay this way for a long time. All the more reason not to focus on battery electric vehicles and abandon the internal combustion engine for motorcycles, but also leave room for alternatives like eFuels.

Perhaps more important: Legislators, road authorities, and city councils should not limit motorcycling by taxing them as much as cars or restrict access to certain roads and cities but treat them for what they are: a solution for urban congestion and the affordable alternative for citizens who cannot afford other means of transport and/or for whom public transport and cycling are not the solution for their transportation needs.

Written by [Dolf Willigers](#)

Top photograph courtesy of [carsite.co.za](#)

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## French protest against technical motorcycle inspections

FEMA News: November 22, 2022



The highest administrative court in France has judged that mandatory periodical technical inspections of motorcycles and other powered two-wheelers has to be introduced. French riders' organisation FFMC calls on bikers to show their anger on the weekend of 26 and 27 November 2022.

FFMC says: "When France introduced vehicle inspection for cars in the 90s, 17% of accidents were related to a technical problem with the vehicle. We can therefore legitimately think that it was useful. For motorcycles, the most recent and detailed studies show that less than 0.5% of motorcycle accidents are linked to a problem with the vehicle. This would therefore really be of no use except to satisfy the technical control lobby, which has provided the European Commission with plenty of oriented studies. It should also be remembered that the training and examination for the motorcycle license include a much more extensive

'technical checks' section than the car licence, that these checks are facilitated by the easy accessibility of all the safety devices on a motorcycle, and that the motorcyclists are much more aware of the condition of their vehicle. Even if it means spending 70 euros every two years (the price of a good pair of gloves that really protect you), we prefer it to be for something useful."

Consequently, the FFMC calls on bikers to show their anger on the weekend of November 26 and 27, 2022. You will find the information of the demonstration [here](#).

Source: [FFMC](#)

Top photograph courtesy of [www.motomag.com](#)

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## New Euro NCAP Vision 2030 includes motorcycles

FEMA News: November 23, 2022



New crash avoidance testing of automated cars will include motorcycles. Euro NCAP is also looking at ways to assess the safety of motorcycles.

In September 2022, we published an [article](#) about the very high [Euro NCAP](#) star rating for the Tesla model Y, while accidents with Tesla's in the USA have showed that the Autopilot system is far from failproof, especially in bad-weather conditions. This led to several meetings with Euro NCAP, more about that later.

In the meantime, on 9 November 2022, Euro NCAP published its new Vision 2030: [a Safer Future for Mobility](#). In this paper Euro NCAP describes on a high level how it sees future vehicle safety standards and testing. Euro NCAP plans, for example, to add testing and assessment of assisted and automated driver support systems, look at driver distraction, examine HMI (Human Machine Interaction) design, testing and assessment of safety functions enabled by V2V (vehicle to vehicle), V2I (vehicle to infrastructure) and V2X (vehicle to everything) communication, evaluation of fire risk and thermal runaway in electric vehicles. It also is setting its sights on new programmes that will assess the safety of motorcycles and other powered two wheelers as well as light and heavy goods vehicles, seeking to address the overrepresentation of these vehicles in road fatalities and serious injuries.



Motorcycles and other powered two-wheelers (PTWs) play an important role in the new vision. Let's have a look at what the paper says about PTWs:

1. Crash avoidance testing will expand including new scenarios with pedestrians, cyclists and, for the first time, powered two-wheelers.
2. In active safety, tests will become less idealised, will simulate real traffic environments more closely and will take best practice in human machine interface design into account.
3. Besides built-in car sensors, car safety will increasingly benefit from 4G/5G car-to-network communication as well as from direct car-to-car, car-to-VRU (vulnerable road user) and car-to-infrastructure communication. Euro NCAP intends to accommodate all forms of connectivity and the various technical communication standards in the rating by evaluating each safety function in a technological neutral way.
4. The assessment will be broadened from motorway driving to other off-highway domains. This means expanding ACC requirements, including from 2024 testing of Car-to-Motorcycle (which is believed to be a significant milestone to ensuring PTW conspicuity) and longitudinal VRU scenarios, and incorporating the most recent advancements in Speed Assistance such as recognition of implicit, conditional, and dynamic speed limits, road features and local hazards.
5. New crash opponents from passenger cars to pedestrian, cyclists, and powered-two-wheelers were added to the Automatic Emergency Braking (AEB) test suite. There is scope for further improvements along the same advancement principle. This might include, for example adding further turning cyclist scenarios; developing PTW test situations such as at a higher approach speed to cover more real-world cases and introducing micro mobility injury incidents.
6. The above would not guarantee safety technology robustness in the real-world under all circumstances, as track tests continue to be carried out under very idealised conditions. For this reason, Euro NCAP will put a larger focus on the variation of test conditions, such as lighting and weather changes, target appearance, and interaction with other road objects and infrastructure. Some of these variations, such as changing the looks of the test target, could be relatively small but would have an immediate impact in the real-world.
7. Other variations such as weather conditions, for example, rain, fog, low sun conditions, are meaningful and important from a real-world perspective, but are difficult to test in general, let alone repeatably and reproducibly. As a first step, evidence demonstrating reduced ADAS (Advanced Driver Assistance Systems) functionality due to adverse weather will be investigated.
8. Euro NCAP is already targeting motorcycle incidents by expanding crash avoidance testing to include PTW crash scenarios. It is planned to evolve these tests in the future, i.e., by increasing test speed, but also by introducing PTW scenarios to the commercial Van and Assisted Driving assessment.
9. It has been suggested that Euro NCAP could also provide guidance for PTW riders by assessing safety systems such as anti-lock brake systems (now mandated), traction control systems, combined brake systems, Blind Spot Information System (BLIS), corner anti-locking braking system (ABS) and other stability aids, and recommending those with the highest safety impact, starting with a test campaign. It could also highlight other needs, such as eCall for PTWs. This would mean not only testing cars with PTWs, but also testing PTWs and Personal Protection Equipment (PPE)



Euro NCAP wants to make clear that accidents that have happened in the USA, as described in our earlier article, should not be linked to their tests, since the European type approval requirements are different from US homologation requirements. Also the driving circumstances are different, what leads to other (region dependent) decision making algorithms for active safety systems.

The vision paper concludes that including motorcycle safety is an appealing prospect but also a challenge. It means changing UN Regulation 78, possibly set up a programme of aftermarket testing for Personal Protection Equipment an increase of tests (in fact more than is possible).

We consider this as good news. The paper provides an answer to the concerns we have expressed earlier. Including more scenarios with PTWs in the tests, taking into account less than perfect weather circumstances, giving attention to Advanced Rider Assistance Systems (ARAS) and also looking at PPE would be a great step forward for motorcyclists' safety. Already in 2023, a [new test protocol](#) will be used in which the needs of riders of powered two-wheelers will be taken into account: especially more test scenarios and the use of multiple sensors. The new grading system will be more demanding on sensors and will be bridging the gap to real world scenarios. A start will be made with the other issues like ARAS and PPE. FEMA has been invited to take part in these new developments.

Written by [Dolf Willigers](#)

Top photograph courtesy of [abdynamics.com](#)

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

FEMA News: November 29, 2022



The obligation for motorcyclists in Romania to carry a fire extinguisher, reflective triangles and a first aid kit is cancelled.

In Romania the highway code does not distinguish between cars and motorcycles. As a result, a motorcycle must carry a fire extinguisher, a first aid kit and two reflective triangles. We wrote about this issue earlier this year (click [here](#)).

Romanian motorcyclists' organisation [MotoADN](#) – a member of FEMA – played a significant role in the political process to end this obligation. MotoADN launched a petition requesting the Romanian Parliament, the Ministry of Transport and the Ministry of the Interior to exclude motorcycles and mopeds from the obligation to carry have a fire extinguisher, reflective triangles and a first aid kit. The petition gathered more than 8,000 signatures in just a few days.

The end result is that a draft law that provides for the elimination of the obligation for motorcyclists to have a fire extinguisher, reflective triangles and a first aid kit was recently approved by the Senate, with 117 votes in favour, no votes against and one abstention.

The group of initiators to change the law is represented by Senator Cristinel Gabriel Berea, a member of the Romanian motorcycle community.

Source *MotoADN* Top photograph courtesy of *MotoADN*

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## Infographics to help young riders stay safe this winter

Road Safety GB: 6 November 2022



**A series of four winter infographics, which highlight several key seasonal issues impacting young riders, will be shared on social media over the coming weeks.**

[The infographics have been prepared by the New Rider Hub](#), the one-stop-shop for new and young powered two-wheeler (PTW) riders overseen by the National Young Rider Forum (NYRF).

Two of the infographics focus on the change in conditions – such as low sun – and the perils of wintry road conditions.

Two more highlight to young riders the importance of carrying out bike maintenance – and the dangers of morning after drink riding.

Each infographic will be published on the Hub's Facebook, Instagram and Twitter accounts. They will be boosted by paid advertising, in order to reach as many riders as possible.

Heidi Duffy MBE, facilitator of the NYRF, said: "In the immortal words of Jon Snow – winter is coming.

"The nights are pulling in; every day features at least one rain shower – and we can all start dreaming about what Santa might bring when the big day arrives.

"But for young riders, the change in season comes with a set of new challenges on the road.

"These infographics – which have proven popular in the past – will help them navigate those issues and stay safe on the road during the winter months."

Fay Wileman from the Warwickshire Road Safety Partnership designed the infographics, which have been launched to coincide with the NYRF's presentation at the 2022 National Road Safety Conference.

She said: "This time of year can be very challenging for our young riders as they face the elements of riding their bikes during the winter months which can quickly change from the hazards of low sun to torrential rain."

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## **No improvement in road standards; Potholes Fund may be under threat - RAC comment**

RAC News - 4 November



Image: RAC

**Following new government data that shows [no discernible improvement in the state of the UK's roads](#), and reports that suggest the annual Potholes Fund may be under threat, RAC head of roads policy Nicholas Lyes said:**

"The fact there has been no discernible improvement in the state of our roads in the last two years despite having milder-than-average winters does not bode well if temperatures plunge in the next few months. Our research shows that the majority of drivers believe local road conditions have worsened in the last 12 months and our [Pothole Index](#) suggests drivers are around 1.5 times more likely to suffer a pothole-related breakdown than they were in 2006.

"A lack of adequate funding for the nation's local roads remains the biggest issue and drivers will be wincing if any further cuts to budgets are announced in the forthcoming Autumn Statement. Cutting pothole funds would be huge backward step, heaping yet more misery onto drivers and businesses who will need to fork out for costly repairs to vehicles, while also increasing the risk of roads becoming safety hazards for cyclists."

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## Motorcycle crime involving balaclava gangs in Edinburgh is discussed at Holyrood

<https://www.edinburghnews.scotsman.com/news/crime/edinburgh-crime-balaclava-gangs-and-motorbike-thefts-need-more-police-resources-3934649>

Police must be given the resources they need to tackle Edinburgh's balaclava-clad motorbike gangs, Edinburgh Southern Labour MSP Daniel Johnson has said.

Over the summer the Capital saw a series of incidents when teenagers wearing balaclavas and often on electric bikes intimidated, harassed or assaulted members of the public.

**Mr Johnson** hosted a round-table summit at the Scottish Parliament on Monday (November 28) to discuss motorcycle crime – both the balaclava gangs and the increase in motorcycle thefts in the city. He said: "Motorcycle theft and motorcycle-enabled crime is a growing problem in our capital city. It's crucial that we treat this issue seriously and put a coordinated system in place that helps tackle it. I was particularly concerned that we saw thefts of motorcycles, especially tourists', and also the use of these e-bikes in ways a lot of people found worrying and intimidating."

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### WEBSITES YOU MAY WISH TO VISIT

NMC: Motorcycling Challenges Face New Government Ministers

<https://www.uknmc.org/news/motorcycling-challenges-face-new-government-ministers>

ACEM: 15th ACEM Conference - The Motorcycle Industry's Vision for decarbonisation

<https://www.acem.eu/15th-acem-conference-the-motorcycle-industry-s-vision-for-decarbonisation>

RAC: Could your local council start fining you £130 for breaking 20mph speed limits?

<https://www.rac.co.uk/drive/news/motoring-news/could-your-local-council-start-fining-you-130-for-breaking-20mph-limits/>

RSGB: "Cars vs bikes" – Panorama documentary highlights age-old problem

<https://roadsafetygb.org.uk/news/cars-vs-bikes-panorama-documentary-highlights-age-old-problem/>

RAC: No improvement in road standards; Potholes Fund may be under threat - RAC comment

<https://media.rac.co.uk/news/no-improvement-in-road-standards-potholes-fund-may-be-under-threat-rac-comment-456760>

NH: High Court injunctions for motorways and major A roads

<https://nationalhighways.co.uk/about-us/high-court-injunctions-for-motorways-and-major-a-roads/>

ABD: 20mph Limits: Welsh Propaganda And Oxford's Dismissal Of Consultations

<https://abd.org.uk/20mph-limits-welsh-propaganda-and-oxfords-dismissal-of-consultations/>

TH: Would pay-as-you-drive be a better means of vehicle taxation?

<https://www.politicshome.com/thehouse/article/would-payasyoudrive-be-a-better-vehicle-taxation>

Guidance: Motorcycles that can be used for motorcycle riding tests (Last updated: 14 November 2022)

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

NMC: Motorcycle Transportation and the EU Border – NMC Publishes Advice

<https://www.uknmc.org/news/motorcycle-transportation-and-the-eu-border-nmc-publishes-advice>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated: 22 November 2022)

<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

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

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

