



April 2022 Network

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

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Editorial

Local Transport Plans. As you'll see at the end of the Political Report Colin is doing work on the LTPs. Its essential riders study their local plans and ensure motorcycles are covered.

In my Region, Western, we're extremely lucky to have our very own Colin Brown in the role of Political Officer so we're covered. You can easily get hold of these LTPs and if you feel you, as a rider, are not represented satisfactorily Colin's happy to offer advice.

*Please also have your say on the Consultation concerning the future of Green Lane Riding. The link is in the Political Report and the deadline for responding is **9th April** so time's very short.*

Even if you don't go off road riding, the more responses to this consultation to support those who do enjoy this pastime the better.

On the subject of off road riding, there's an interesting piece included in this edition on why you should register your off road bike.

Another threat to our motorcycling heritage appears to be the alleged plan by the London Mayor to increase the range of ULEZ. Should this go ahead it will mean that the ACE Café falls within that range meaning a cost of £12.50 for any rider entering that zone. That's a really expensive breakfast, meeting up with your mates or just a coffee!! If you value these freedoms to enjoy your riding then the Consultations are there. Please exercise your rights to respond.

So much doom and gloom in my Editorial this time round. It seems they're either all out to get us and/or really hate to see people with a smile on their face or enjoying themselves!

On a better note, as I write this its sunshining out and I'd love to be riding the trike. I bet when this is finalised for proofing later in the week it'll be peeing down – just my luck.

Catch you next time round and ride free, AG

[Acknowledgments:- George Legg, Colin Brown, Lembit Opik, Steve Mallet, Michael Armstrong, Gus Keating, John Broad, MCIA, FEMA, Julie Sperling plus anyone else I've forgotten]

For the May edition please submit any copy by 25th April to aine@mag-uk.org with the subject heading: Network

Political Report – Colin Brown and Lembit Opik, MAG’s Campaigns Team

The Motorcycle Action Group’s Political Unit Lembit Öpik and Colin Brown, have been busy in support of biking in the corridors of power. Here’s the latest from your campaigning team.

UKM is launched

Following on from last month’s news that MAG and the Motor Cycle Industry Association (MCIA) are developing a joint campaigning approach towards political representation of motorcycling, more details of the plan of action have been announcement – and everyone’s invited.

The new forum is to be called UK Motorcycling – UKM. This forum is open to any and all motorcycling groups, regardless of where they stand on the political spectrum or who else they work with. The first meeting is scheduled for April 7th 2022, and will be digital in nature. This initial meeting will discuss terms of reference for the forum but we already know the following: membership is free, there’s no requirement for collective positions, and the forum will consider issues relating to motorcycling and manufacturers’ interests, and seek to combine their voice only on those areas where this makes sense. If you’d like to attend, just contact Lembit at: lembit@mag-uk.org

Attendance is digital and free.

A time of serious research into future transport policy

Transport Reality – which, as the name suggests, is the rational voice of those with an interest in databased policy making regarding transport – has turned its attention to a detailed analysis of the credibility of the Government’s current interest in making us all shift from petrol and diesel vehicles to electric ones.

Previously, we’ve asked ourselves and others about the validity of claims that going electric cuts emissions. At the very least, we can now say this is a ‘long game.’ It turns out that, initially, emissions actually increase due to the higher input costs, environmentally, of constructing electric vehicles. In addition, unless we have a ‘clean national grid,’ generating very low or zero emissions, the electricity itself is ‘dirty’ and the CO2 emissions are simply made somewhere else.

This work is on-going, but it is crucially important on the basis that there’s no point in shifting to electric if that increases the very emissions you’re trying to reduce – and that’s regardless of where one stands on the larger environmental debate.

Keep talking to the media...

MAG continues to enjoy more profile in the pages and on the airwaves of the media. This is entirely thanks to local members who are calling and talking to local reporters whenever something motorbike relevant arises. There’s no need to be an expert media guru to do this. Just call them up, say you’re a biker and give your point of view. Also, why not write a letter to the local paper? They like to get new names on the letters page and it’s a quick way to make a point. Our advice is to keep the letter short – under 150 words, that’s all. Any questions? Ask Lembit Öpik at: Lembit@mag-uk.org

And he’ll be happy to help.

Dangerous talk over safety

There have been some worrying trends in one or two safety discussions recently. Colin and Lembit have both attended events where the apparent solution being proposed by safety campaigners is to try and discourage the use of motorcycles. This is ironic, considering the principle of stability is identical for motorcycles and bicycles. Thus they can't promote one and demote the other on safety grounds. Expect more on this subject shortly. MAG warns the safety lobby that we aren't going to tolerate discrimination, and sadly that's exactly what's going on in this arena at present.

Ministerial meetings

Howard Cox of Fair Fuel UK held a meeting with Government Transport Minister Trudy Harrison to discuss concerns about how the private road vehicle community is being treated by Government. In a fairly intense meeting, Howard highlighted the apparent double standards being meted out to those with petrol and diesel engines and those with pedals and electric motors. The meeting was inconclusive as far as shifting Government policy is concerned. But it served to present an alternative position – which, as Howard has rightly observed, is also the mainstream position, versus the Government's position.

MAG generally regards Minister Harrison as an asset to biking, largely thanks to the patient investment made in that relationship by our excellent Regional Rep Michael Armstrong. Talks continue with a further meeting with Minister Vere. At time of writing this is scheduled to be digital. We'll let you know how it goes.

National Highways Motorcycle Working Group returns to work

After a considerable hiatus during Covid the formerly Highways England, now National Highways Motorcycle Working Group reconvened in March. There have been changes in staff and focus through National Highways so we will see what impacts this group has going forward. MAG have signed up for various sub groups and we will report on progress as and when it happens.

MCIA Elite Rider Hub

The MCIA Elite Rider Hub has been under development for about a year now. MAG have been closely involved in the project which launches on 4th April.

The Hub is designed as a one stop shop for anyone seeking post test training. There are many different providers and courses available. The Elite Rider Hub brings all the details together in one place so that you can be sure you have visibility of everything that is available in your area.

Visit the Elite Rider Hub at <http://www.eliteriderhub.co.uk/>

Highway Code Communications

As you will know we are not impressed by the changes to the Highway Code, but we have to accept that those changes are now there. We have been engaging with the DfT THINK! Team working on the awareness and behaviour change messaging campaign. The role here is to try to ensure that the changes are explained without any chance of

misrepresentation, which largely means highlighting the caveat to the Hierarchy which states that the hierarchy does not remove personal responsibility. This work is frustrating in the extreme, but as usual we are there to ensure that motorcyclists are not ignored or forgotten any more than they already have been.

Landscape Review Consultation

We have had formal clarification from DEFRA that the proposed changes to TRO authority is indeed aimed at increasing the reach to cover tarmac as well as green roads. Despite the fact that this was not a specific recommendation of the Glover Report, the question being asked is should National Parks Authorities have the power to impose Transport Regulation Orders on tarmac roads.

This remains a complex area and we continue to engage with LARA, TRF and other NMC members on this issue. We do not expect to be starting a specific campaign on this issue as it is well covered already by LARA and others, so we will continue to support that work.

LARA/NMC guidance can be found here: https://assets.website-files.com/60364ce44148d168e4193d50/6217186f34ce76e5d020bc06_LARA%20and%20NMC%20Consultation%20Guidance.pdf

Bus Lanes – Keep pushing

Colin has almost completed the FOI project to confirm the facts on motorcycle access to bus lanes. A report will be issued very soon along with a big push at local and national level. We will be lobbying at national level for a DfT statement that motorcycles should be given default access in the absence of strong arguments against. We will also be targeting the remaining big hitters in terms of local authorities with extensive networks of bus lanes that we do not yet have access to. This places Glasgow Manchester and Nottingham at the top of our list. If you live or ride in these three cities and have already begun negotiations, get in touch with Colin. If you are willing to start making noises to local councillors in those cities, please feel free to start the noise.

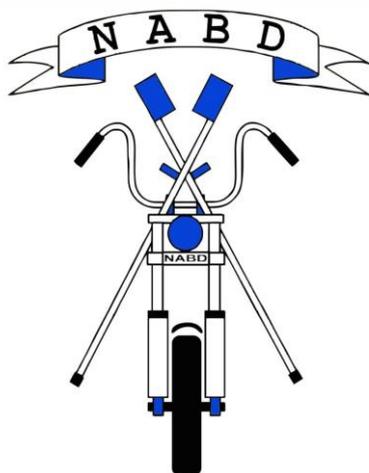
Any more Local Transport Plans?

Colin is continuing to work hard on Local Transport Plans for Coventry and the West Midlands Combined Authority. Progress is slow but as Oxfordshire has shown positive results can be achieved. If you know of any other LTP's that are coming up or currently under consultation, please get in touch with Colin. The face of transport planning is changing, so every opportunity to influence those changes

MAG PRESS RELEASES

UK Motorcycling welcomes NABD

03/03/2022 in *News* by *Colin Brown*



The Motorcycle Action Group (MAG), the UK's leading voice for riders, has welcomed the National Association of Bikers with a Disability (NABD) to UK Motorcycling (UKM).

NABD, the world's leading support group for motorcyclists with disabilities, is to join UKM, which was recently formed by The Motorcycle Action Group. The Motor Cycle Industry Association (MCIA) is also part of this new organisation.

Welcoming NABD to UKM, MAG's Chairman, Neil F Liversidge, said:

"It's great to have NABD joining us. UKM will give a voice to all motorcyclists, working for their benefit and for the benefit of motorcycling in all its forms. It is especially important for us to have NABD on board because no organisation in the entire world has more experience in its specialism."

NABD National Chairman, Rick Hulse, commented:

"The NABD welcomes this opportunity to take part in this collaborative forum, an opportunity never afforded to us by the National Motorcycle Council (NMC).

We have been successful in influencing legislation, both domestic and European, on numerous occasions over the past 30+ years. Now, with this opportunity to act in unity with other motorcycling organisations via the new UKM group, we look forward to being even more effective in protecting the rights and freedoms enjoyed by both motorcyclists with disabilities and the wider motorcycling community."

Electric vehicle infrastructure strategy inadequate for motorcyclists.

The Motorcycle Action Group (MAG) has said that the newly published 'Electric vehicle infrastructure strategy' is inadequate for meeting the needs of motorcyclists wanting to go electric.

On Friday 25th March Grant Shapps announced the UK's £1.6 billion Electric vehicle infrastructure strategy. MAG responded to consultations prior to the policy development calling for the specific needs of motorcyclists to be fully considered.

MAG welcomes the comments that all Local Transport Plan EV charging strategy must consider charging opportunities for electric motorbikes, as well as cars and vans. The strategy gives little, however, to reassure that the promised guidance for local authorities will be adequate.

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

“For those riders wanting to make the switch to electric, there is insufficient detail in this strategy to reassure. Motorcycles will need dedicated facilities with different ergonomic design and a strong focus on security against theft. There is also nothing to indicate that potential for interchangeable batteries and associated charging hubs has been recognised.”

MAG continues to oppose the proposed phase-out of internal combustion engine motorcycles, but still wishes to ensure that, for those who do choose electric, motorcycle charging infrastructure will not be ignored.

Colin went on to say:

“We are pro choice when it comes to the future of motorcycling. It is imperative that the broadest range of choices are catered for. Certainly, if the Government wants to achieve decarbonisation of all transport modes, they need to fully consider all the details - even for motorcycles. We will be seeking to influence the drafting of detailed guidance for local authorities.”

Date set for parliamentary debate on anti-tamper proposals.

A date has been set for a parliamentary debate on the anti-tamper proposals from last year. The Motorcycle Action Group (MAG) is urging its members to respond to a short Government survey to inform Nick Fletcher MP who will be leading the debate.

Proposals for anti-tampering regulations brought a substantial backlash late last year. A petition was raised opposing the proposals, which received well over the 100,000 signatories bar to trigger a parliamentary debate.

The debate will take place on 25th April 2022. It will be led by Nick Fletcher MP and a minister from the Department for Transport (DfT) will respond for the Government.

A short survey has been launched as part of the process to inform Nick Fletcher of the reasons for the strong objections to the proposals. MAG is recommending that all riders take the opportunity to respond to the Petitions Committee's survey here:

<https://www.smartsurvey.co.uk/s/V6ND30/>. The survey will remain open until 9am on Monday 11 April. You do not need to have signed the petition to complete the survey.

MAG also recommends that riders contact their local MPs to ask them to speak at the debate on 25th April.

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

“This is another opportunity to explain your objections to these proposed regulations. We

are keen to keep the pressure on to ensure that common sense prevails, and that the proposals are at the very least re-drafted if not entirely rejected. If you value the right to modify your motorcycle in any way you see fit, then please respond to the survey and lobby your representative in Parliament.”

ENDS

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

Notes for Editors

To inform the debate, Nick Fletcher would like to hear views on the Government's plans, and what else they should be doing on this issue.

Share your views by completing this short survey: <https://www.smartsurvey.co.uk/s/V6ND30/>

Responses will be anonymous. A summary of responses will be shared with Nick and other MPs, and may be referred to in the debate. It will also be published on the Committee's website here: <https://committees.parliament.uk/committee/326/petitions-committee/publications/written-evidence/>.

M CIA

February Registrations: L-Category Sector (Motorcycles, Scooters & light 3 and 4 wheel motorised vehicles)

M CIA News: 7th March 2022



M CIA today released the registration figures for the L-Category sector showing an **81.7%** increase in registrations, ending the month of February at **5,212** units verses **2,868** in 2021.

With more people tiring of congestion, soaring fuel prices and poor air quality, the Powered 2, 3 & light 4-wheel sector vehicles are

coming to the fore as the most economical, environmental, and efficient solution to move about.

Adventure bikes are once again building on the strong start to the year, with registrations ahead of 2021 by **138%** year to date. This reinforces the need to protect the leisure & sport market, as outlined in the MCIAs recent publication [The Journey to a Brighter Destination](#) which is supported by Motorcycle Action Group, Mental Health Motorbike and Auto Cycle Union the sport's governing body. This document makes the case for motorcycling, and the major benefits it offers to the UK economy, the positive effect on a rider's mental health and physical wellbeing, and the very limited negative impact on the environment & air quality.

This sector offers transport solutions for businesses, commuting and pleasure, MCIA expects these trends will continue throughout the coming months specifically with regards to the volumes of fully electric powered two wheelers. With the recent uncertainty caused by the conflict in Ukraine, we are all seeing sharp increases in fuel prices, with no end in sight.

Tony Campbell, CEO of MCIA said “Against a lockdown of 2021, a year-on-year increase in registrations was expected. However, the sector is performing way beyond what we thought, and we do expect this trend to continue into the Spring. This industry has a key role to play in the decarbonisation of road transport while at the same time Leisure and Sport users continue to contribute to the wider UK economy, all of which means we need the support of Government to ensure the 10 key actions from the [joint action plan](#) are delivered upon.”

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More details about February PTW registrations can be [found here](#).

Please credit **MCIA** when quoting this information.

For new VED rates announced in the spring budget click on the link below:-

<https://www.mcia.co.uk/posts/ved-149-rate-changes-01-04-2022>

Dear All,

please sign this petition to try to stop Sadiq Khan from attempting to expand the London ULEZ.

https://www.change.org/p/stop-sadiq-khan-expanding-the-ulez-to-all-the-london-borough-2023?recruiter=793955503&utm_campaign=signature_receipt&utm_medium=facebook&utm_source=share_petition&fbclid=IwAR0v4aiInpFwjA3HWR9OYGBXUZoUEz2FVXuR3MhpOabForDorSbhxNAwMM

If he gets his way the ACE Cafe will cost £12.50 for every M/C unless electric.

Pass on to others please. Regards from John Broad.

FEMA

Roadside motorcycle inspections in Denmark

FEMA News: March 9, 2022



If you're riding to Denmark, be prepared to have your motorcycle inspected during a roadside check. Hans Henrik and Thomas from Danish motorcyclists' organisation [DMC](#) (a member of FEMA) explain how a new Danish law can affect foreign travellers as well.

It's a nice sunny day. You're riding your motorcycle on a Danish road, when you get pulled over. Not by the police, but by vehicle inspectors, tasked with inspecting your motorcycle's technical state. The inspection can be done at the roadside, or by ordering you to follow them to another location.

Never before has anyone other than the police been authorized to stop and inspect vehicles, but this is the reality with the [new law](#), passed by the Danish Parliament in December 2021. The new law was a requirement from the EU, demanding member states, like Denmark, to implement either periodic or random roadside motorcycle inspections. The law is not limited to Danish registered motorcycles.



The proposal also had funny sides, as it stated that the law only applied to motorcycles on two wheels, with or without sidecar, and motor vehicles on three wheels, whose curb weight exceeds 400 kg. Riders of the tricycle Yamaha Niken, with a curb weight of 269 kg, stood to be exempted from roadside inspection. We therefore imagined heated discussions between Niken owners and vehicle inspectors. However, this wording was omitted from the final executive order, so Nikens

cannot escape roadside inspections. (image courtesy of Yamaha Europe).

When we at DMC, as a traffic law proposing consultation partner, received the draft amendments to the law, we probably looked funny, as the reading made us, in turn, smile and shake our heads. Mostly because the text was more or less a complete copy of the regulations for car inspections, mentioning mounting of seat belts, intern mirrors et cetera.

We ended up criticizing several issues, including the lack of description of how a true and fair noise test at roadside should be performed, considering factors such as noise from industrial work, wind, and passing vehicles or aircrafts. When the law was passed, it stated that the actual requirements for noise tests will be published later. We are still waiting. We are also still waiting for an official description of how vehicle inspectors are to be dressed, and how their hand-held and vehicle mounted stop signs are going to look.

Roadside inspectors are not authorized to issue tickets, but they can order you to appear at a regular inspection, if they encounter faults needing to be fixed. It is not clear if foreign motorcycles are expected to appear at a regular inspection. In case of severe technical faults, an immediate riding ban can be issued. If police are also present, tickets can be issued too, and intoxicated bikers can be arrested.

As motorcyclists, our participation in roadside inspections is not voluntary, as the law states that drivers of motorcycles shall, during an inspection at the roadside, cooperate with the inspector, including providing access to the motorcycle, its parts and all relevant documentation. Thus, the rider must always carry documentation, stating that non-original parts, such as aftermarket brake hoses, exhaust, et cetera are indeed certified. We also

criticized this part of the proposal, as it is not fair to demand motorcyclists to always carry original certificates, but the rule was left in and became law, despite our criticisms.

We don't suggest people break the law. However, it's rather obvious that if roadside inspectors don't get assistance from the police, it can be tempting for some bikers to simply turn the throttle and flip the inspectors the bird.

It is mentioned in the executive order that roadside inspections must take place where a certain assembly line effect can be achieved, for example at biker meetings. If you are an introverted motorcyclist who prefers to ride alone, and who stays away from social events, the probability of being stopped for roadside inspection is small. The opposite is true for the extroverts who participate in several annual events, and therefore risk having to spend time on several annual roadside inspections. Each time you get pulled over, you may of course be late for the ferry or your appointment.

So, a fair word of warning for foreign participants in biker meets or other events in Denmark: Allow extra time when booking the trip home for unexpected inspections.

This is a shortened version of an article in the DMC's member magazine.

Written by [Hans Henrik Jørgensen](#) and [Thomas Makropoulos](#) (DMC)

Top photograph courtesy of Boosted Magazine. This article is subject to [FEMA's copyright](#).

Looking for urban mobility solutions? Try motorcycles!

FEMA News: March 16, 2022



'Walk, cycle or use public transport'. That is the mantra that politicians nowadays recite when it comes to urban mobility. FEMA has a better idea: ride a motorcycle.

When we all walk, cycle or use public transport, all problems will vanish into thin air. It's a kind of detergent to clean the streets in our cities, the air and whatever more you can think of.

It's not that we have anything against walking, cycling or using public transport, we even do it ourselves when it's convenient. But to think that all urban mobility challenges are solved with this is not very realistic.

First: walking and cycling are good for short distances. The average citizen will not walk or cycle for more than half an hour. This means about two kilometres walking or seven kilometres cycling in an urban environment, with not too many traffic lights or busy crossings. Does this seem little to you? Try it yourself, you will be surprised.

Public transport is good as well, for both shorter and longer distances, provided that lines and stops are there where you need them. As long as you go from a location in a city to another location in a city this is most likely the case. You can only hope for not too many transfers and waiting times between them.

It all becomes very different when your destination or your starting point is not in the city. Then you suddenly have to deal with longer distances, lacking bus, tram, underground or train lines and stops. You will be confronted with almost impossible multi-modal 'solutions', lines of public transport that take long detours, with many transfers and long waiting times in between them.

That's when you feel a need for a customized solution, like a car or a powered two-wheeler. Cars are very inconvenient in the city. As we all know: there are too many of them, they take up too much space on the road and to park and all those idling engines are very bad for the air quality.

Motorcycles are not part of the problem, they are part of the solution and should be treated that way!

That leaves the powered two-wheeler. For short distances moped scooters, e-bikes or (small) motorcycles and scooters are very convenient, for longer distances the motorcycle or motor scooter are the best solution. We proved that in [2014](#), in [2017](#) and in [2019](#) with our mobility tests. Almost every time our testers took a typical commuters' route with a car, a motorcycle, a moped, a bicycle or with public transport, the motorcycle was the fastest way to get into the city. Public transport was no competition at all. For commuting, an electric scooter or motorcycle will use less energy than public transport and in the end pollute less too.

This is why we oppose this 'walking, cycling, public transport"-mantra. It's just not true that the solution is only offered by these three ways of mobility. Motorcycles are not part of the problem, they are part of the solution and should be treated that way!

Written by [Dolf Willigers](#). This article is subject to [FEMA's copyright](#).

Top photograph courtesy of BMW.

How Money Helps Improve Motorcycle Safety

- **Member news**

March 10, 2022



Swedish motorcyclists' organisation SMC shows that financial support from authorities can seriously help improve road safety. Grants allow the real experts to work on motorcycle safety.

For a few years, SMC has been granted support from the Swedish Transport Administration, which has been a targeted grant to organisations that work actively with road safety. Now the Swedish Transport Administration will instead initiate idea-driven public partnerships with not-for-profit organisations. This has not been offered to SMC.

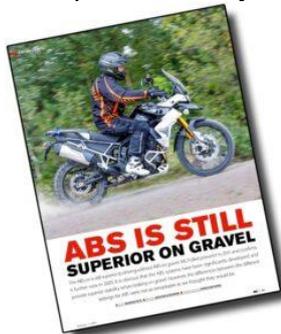
In SMC's final report of the organisational grant of SEK 200,000 (€18,625), SMC describes part of the road safety work carried out during 2021.

Report 2021

The number of fatal accidents on powered two-wheelers continued to decrease in 2021

compared with the previous year, while new sales reached record levels and the number of motorcycles in traffic continued to increase. SMC's objective of reduced accident rates has been met. Preliminary figures for seriously injured in 2021 also point downwards. In 2021, SMC has conducted several road safety-enhancing measures among Swedish motorcyclists. Here is a selection:

- SMC has informed about traffic safety via newspapers, websites, social media, conferences, meetings, trade fairs and the like.
- SMC has arranged varied training aimed at different motorcycle owners throughout the country throughout the motorcycle season when it has been possible. SMC has followed the authorities' recommendations to reduce the spread of covid-19. The training has been approved by all insurance companies. Instructors and resource persons in SMC School have been trained, examined and trained.
- During the year, SMC's continuing education received continued approval from DVR, which certifies education and training in Europe. SMC is still the only trainer in the Nordic region to have received the motorcycle manufacturers' quality stamp 'European Motorcycle Training Quality Label'.



- During the year, the member magazine MC-Folket tested motorcycles and motorcycle-related products. In connection with these tests, safety-enhancing equipment has been highlighted. The member magazine MC-Folket carried out tests of ABS brakes on gravel as reported. The article was translated into English and thus spread throughout the world.
- During the year, SMC presented statistics from Svedea on the most common accident and how to avoid it – overturning when stationary.
- SMC has been an international driving force in road safety issues through FEMA, FIM, FIA and NMR. It has been about certification of continuing education, autonomous vehicles, accessibility, road environment, traffic offenses and the like.
- During the year, SMC published the report 'Serious traffic offenses – with a focus on two-wheeled vehicles 8.0'. It contains statistics based on driving license holdings among killed and seriously injured on two-wheeled motorcycles during the period 2011-2020. The report has attracted a great deal of attention among motorcyclists, the media and other actors who work with road safety. Previous version has been translated into English and distributed globally.
- SMC has urged members to report deficiencies in the road environment to road managers to prevent accidents.
- SMC has continued to urge members to report accidents to VTI's national database to capture accidents during ongoing and completed road works.
- During the year, SMC sent out the publication 'Safer roads and streets for motorcyclists and moped riders' to 290 municipalities, 21 regions, the Swedish Transport Administration's regions and officials and politicians locally, regionally and nationally.

- SMC has pointed out how the Swedish Transport Agency's regulations regarding road construction can be improved for increased motorcycle safety.
- During the year, SMC responded to 55 referrals and opinions, most of which deal with road safety.
- During the year, SMC published 40 recalls of motorcycles and motorcycle-related products based on the Product Safety Act.
- SMC has, after consultation with the Swedish Transport Administration, informed about how to prepare for driving tests to increase the degree of approval and thereby also reduce queues for the tests. SMC participates in a collaboration on motorcycle driving licenses led by the Swedish Transport Administration.
- During the year, SMC conducted a survey among those who took a motorcycle driving license 2018-2021. The results have been shared with the Swedish Transport Administration, the Swedish Transport Agency, STR, TR and VTI.



- During the year, SMC conducted a survey among those who were supervisors in private practice driving for motorcyclists. The results have been shared with the Swedish Transport Administration, the Swedish Transport Agency, STR, TR and VTI.
- SMC has informed about the most common causes of motorcycle accidents and how they can be avoided.
- SMC has sent out the Medical Card to 65,000 members – a card that is placed in the helmet and speeds up adequate care in the event of an accident.
- In various contexts, SMC has emphasized the importance of including motorcycles and mopeds in the standard for autonomous vehicles.
- SMC has courted municipalities and the Swedish Transport Administration regionally to be allowed to drive motorcycles in bus lanes.
- SMC participates in standardization work concerning personal protective equipment for motorcycles and during the year a new standard was approved which SMC informed members, motorcyclists and others in the motorcycle industry about.
- SMC has been in contact with the Swedish Transport Agency, technical experts and manufacturers of communication equipment regarding the new helmet standard that has now been adopted.
- Together with various actors, including the Swedish Transport Administration, SMC has worked out and conducted an OECD ITF workshop on motorcycle safety.
- SMC has sent Full Control to all traffic schools and distributes the publication and films to everyone who works with the education and training of motorcyclists.
- In addition, SMC has met motorcyclists in all contexts. Of course, SMC has always advocated our good and healthy values.
- Through our involvement in FIM, we have been involved in the development of standards in the Connected Motorcycle Consortium, which enables motorcycles to communicate with other vehicles.

- During the year, SMC pointed out that motorcycles and mopeds must be included in all reasoning concerning charging infrastructure.
- During the year, SMC, in consultation with the Swedish Transport Administration, presented the motorcyclists' views on the choice of electric roads. SMC has also sent friction measurements that show that an electric road has the same friction as a slippery slope and requested action.
- SMC has been in contact with the government's investigators regarding the phasing out of fossil-fuelled vehicles, diesel and petrol and has emphasized the need to include motorcycles and mopeds in this context. SMC has informed motorcycle owners about E10.
- During the year, SMC paid attention to slippery pavement on roads, carried out its own friction measurements and communicated the results to the Swedish Transport Administration and motorcyclists to reduce the risk of accidents.
- SMC has made it possible for VTI to carry out a study of the effects of continuing education and to use member and participant registers in future research.
- SMC responded to 21 county transport plans due to the fact that the Swedish Transport Administration in reporting on the government assignment for increased motorcycle safety refers to the fact that SMC and the Swedish Transport Administration shall cooperate regionally.
- SMC has helped the Swedish Transport Administration to disseminate information about where road works are carried out that may impair the safety of motorcyclists.
- In various internal forums, SMC's management has informed members about the importance of respecting applicable speed limits.

Source: SMC

Top photograph courtesy of Hanna Maxstad

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British bikers want secure charging for electric motorcycles

FEMA News: March 29, 2022



MAG UK: "If we are to see progress in the electrification of the motorcycle fleet, then some serious debate needs to be had on the specific needs of motorcyclists when it comes to the question of charging."

The British Motorcycle Action Group (MAG) has said that the newly published electric vehicle infrastructure strategy is inadequate for meeting the needs of motorcyclists wanting to go electric.

From the electric vehicle infrastructure strategy: “We will transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet. These strategies should identify how to provide affordable, convenient charging for residents, businesses including fleets, and visitors without causing pavement disruptions that could discourage walking and cycling. They will also need to consider charging opportunities for other vehicles, including e-bikes and motorbikes.”

On Friday 25th March 2022 Secretary of State for Transport Grant Shapps announced the UK's £1.6 billion '[Taking charge: the electric vehicle infrastructure strategy](#)'. MAG responded to consultations prior to the policy development calling for the specific needs of motorcyclists to be fully considered.

MAG welcomes the comments that all Local Transport Plan EV charging strategy must consider charging opportunities for electric motorbikes, as well as cars and vans. However, the strategy gives little to reassure that the promised guidance for local authorities will be adequate.

MAG Director of Campaigns & Political Engagement, [Colin Brown](#), said: “We support and promote the use of electric motorcycles just as much as conventional internal combustion versions, but if we are to see progress in the electrification of the motorcycle fleet, then some serious debate needs to be had on the specific needs of motorcyclists when it comes to the question of charging. With the constant threat of motorcycle theft at the forefront of most riders' minds, owners will need provision of facilities that allow secure parking at the charging locations. This is before we even start to question the technical and ergonomic aspects of charging facilities. To date, I can see no evidence to suggest that these questions are being asked or addressed.”



Colin Brown, MAG Director of Campaigns & Political Engagement

Colin continues: “For those riders wanting to make the switch to electric, there is insufficient detail in this strategy to reassure. Motorcycles will need dedicated facilities with different ergonomic design and a strong focus on security against theft. There is also nothing to indicate that potential for interchangeable batteries and associated charging hubs has been recognised.”

MAG continues to oppose the proposed phase-out of internal combustion engine motorcycles, but still wishes to ensure that, for those who do choose electric, motorcycle charging infrastructure will not be ignored. Colin Brown: “We are pro choice when it comes to the future of motorcycling. It is imperative that the broadest range of choices are catered for. Certainly, if the government wants to achieve decarbonisation of all transport modes, they need to fully consider all the details – even for motorcycles. We will be seeking to influence the drafting of detailed guidance for local authorities.”

Source: [MAG](#)

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

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The following is from the MZ owner's club newsletter written by Mr L Spanswick , courtesy of Gus (yet to join MAG) Keating.

REGISTER YOUR OFF ROAD BIKE FOR FREE

In November 3rds 2021MCN there was news of a free voluntary scheme for owners of off road machines, including bikes and quads, to get them registered with the DVLA.

The headline was "MP (Don Valley's MP Mick Fletcher) leads off road bike theft backlash"

Apparently even if scumbags are caught riding an unregistered stolen bike, they're released to do it again as it's often difficult to prove it's stolen and the police are rarely able to identify the legal owner and return their property to them. Across the country there's 1000's of unregistered off road bikes in Police compounds but if your bike is not on the PNC then how are they meant to find you?

If your stolen bike still has a VIN when it's recovered, but it's not on the PNC, the local police force will search their own property system, but there is no national police property system for the UK.

Even though the bike may have been stolen then recovered by a neighbouring force they won't know. So hopefully this scheme will help the police trace the owners of stolen property rather than the bikes being crushed. Even worse, the bike being returned to the antisocial scumbag because the police can't prove it's stolen.

Owners wishing to register their off road bike can go to:-

www.gov.uk/government/publications/protect-your-off-road-vehicle to get information and forms which include downloadable PDF's.

There's an information leaflet with a declaration to sign: INF 85 'protect your off road vehicle', Form V55/5 'application for 1st vehicle tax and registration of a used vehicle' and leaflet V355 that gives notes for filling in V55/5. However, V55/5 requests the kind of details that a motor trader or manufacturer who imports vehicles would easily know: much of it I left blank as I concluded it didn't apply to older motorcycles. However, there's a warning that incomplete forms will be rejected and yet the leaflet is not very helpful. It's obvious that the forms and leaflet were not produced with this scheme in mind.

For those that are successful there is no registration fee if the vehicle is for off road use only. They will be given a Q or QNI prefix registration number that they don't need to display.

There's also no need to insure, tax, MOT or SORN the vehicle. You will be given a registration document as the registered keeper.

The author, L Spanswick, goes on to describe his long drawnout travails with the DVLA which drove him to the brink of sanity. Eventually, with some useful input and help from his local MP (Nick Fletcher) he did indeed receive an off road V5 c for his Montessa off roader.

From my own experience I doubt very much that the Police where I live (Kent) would show any concern at all about a stolen, unregistered, off road bike.

Even a stolen, fully legal road registered machine taken from private premises is clearly just an inconvenience to them and you're just given a crime number.

Steve Mallett, SE Region.

Campaign encourages riders to attend Biker Down sessions

RSGB: 10 March 2022

The National long motorcycle of which will be Down courses.



Fire Chiefs Council is hosting a week-safety campaign in April, at the heart encouraging riders to attend Biker

Biker Down is an initiative which teaches riders what to do if they are the first on the scene at a collision involving a fellow biker.

Topics covered by the course, which is run by at least 13 areas across England and Wales, include:

- How to manage the scene if you come across a collision
- How to help an injured rider by providing early intervention at the roadside
- Motorcycle-specific first aid – how to remove a helmet and practical tips on safer riding

The NFCC campaign (11-17 April) aims to support the reduction of motorcycle casualties by also highlighting the importance of riders improving their skills and adopting safer habits.

The week of action has been timed to coincide with the time of year when weather typically improves and there is an increase in motorcycle activity.

For more information, contact Tony Smith, the NFCC's tactical advisor for motorcycle safety, [via email](#).

Here are two sample letters which may help if you're thinking of actioning something similar:-

Landscape Review Consultation Letters:

Below are two letters that have been sent to our local MP's. Hopefully we will receive replies from the relevant department's within H.M.G.

Mark Jenkinson MP,

Congratulations on your recent appointment of Private Parliamentary Secretary to DEFRA, I'm sure that you'll do well in your appointment just as you do replying to my correspondences relating to motorcycling.

So as it happens I have found a link between DEFRA and motorcycling.

So when the Natural Environment and Rural Communities Act 2006 came in, it had a detrimental impact on the access to Green Lanes within Cumbria and other National Parks in Great Britain with the use of motorcycles plus other motorised vehicles.

Then this was followed on with the Government's own Glover report which concluded that it wasn't unfavourable to motorised private vehicles but it was critical of the governance of National Parks and Areas of Outstanding Natural Beauty. (A.O.N.B.)

So currently DEFRA is conducting a consultation called the Landscape Review, of which I have completed and have discovered that there are questions on access to National Parks and A.O.N.B. by motorised private vehicles which includes motorcycles - which now makes me think on why motorised private vehicles are included in the current consultation when the Glover Report concluded that there wasn't an issue.

So could you please ask the Question to The House for the Secretary of State for DEFRA the Rt. Hon. George Eustice MP the following:

Have the National Parks or A.O.N.B. Committees/Governances bodies requested additional powers that concerns the use of motorcycles?

Or is it that the government are recommending additional powers to National Parks or A.O.N.B. Committees/Governances bodies that may have an impact on the use of motorcycles within these areas?

And will he make a statement?

Kind regards, Michael Armstrong, Cumbria MAG Regional Rep.

And this one is from a Furness MAG member who has completed the consultation but has copied in his MP too and the MP's reply.

From: Tim Farron <tim@timfarron.co.uk>
Sent: 14 March 2022 16:50
Subject: Re: Defra landscape review (Case Ref: TF139433)

Dear Rob

Thank you very much for having copied me into your recent email to the DEFRA Landscape Review.

If you have any concerns that your feedback has not been received, please do let me know.

With best wishes, Yours sincerely, TIM FARRON MP

From: Rob Duesbury
Sent: 8 March 2022 20:23
To: landscapeconsultation@defra.gov.uk , Tim Farron
Subject: Defra landscape review

8 March 2022

To whom it may concern,

I am writing to reply to the currently open consultation on the DEFRA Landscapes review. My comments relate specifically to question numbers 13 to 17.

I live on the edge of the Lake District National Park and have enjoyed my local countryside in many ways, as a road cyclist and mountain biker, a walker, a motorist, a motorcyclist and as a green road user on my motorcycle.

I am hugely dismayed that the government seems to be targeting a minority user group (green lane using motorcyclists) with the view of removing their ability to use these historic public rights of way.

Riding in the countryside allows me to access the scenery that I can no longer access in other ways due to my health issues (heart). As a considerate green lane user I enjoy being able to access some of the historic byways of my local area. Being able to access these lanes allows me to ride in peace and quiet away from the busy and sometimes hectic roads through the lakes. This has been especially true during recent times with the huge influx of tourists into the area, itself bringing huge pressures to bear on parking and maintenance of the local area.

I like to ride in the countryside as a way to decompress and de-stress from my job. It has been a real lifeline for my mental health and the thought of being banned from an activity that brings me so much pleasure is seriously worrying to me.

It is my belief that the average green lane using motorcyclist is very sensitive to the needs of the countryside, many have helped to maintain some of the lanes that get damaged through freak weather events and general wear and tear. We are very aware of the sensitivities of other lane user groups, though I have to say that I rarely encounter much negativity towards us in the Lakes though I know other parts of the country are not so lucky.

Everyone should have the right to access the countryside and enjoy it in whatever way they want to within the boundaries of the law. It should not be for a vocal minority to skew the situation with their small minded prejudices. There will always be a small minority of people that will break the law and it shouldn't be the majority, the law-abiding majority that is made to suffer by removing their right to enjoy the countryside the way they want. There are thousands of miles of footpath and bridleways that are legally inaccessible to green lane motorcyclists, to remove the small amount of legal-to-ride green road left is both churlish and unnecessary.

Motorcyclists also bring money into the local community, not just in buying fuel but money spent in our local cafes and shops. They also contribute far less damage to the environment than the long streams of cars that clog up the roads into and out of the lakes on sunny days and park blocking the roads for farmers and emergency vehicles.

I know some people would say that motorcycles interrupt their peace in the countryside, however we are on the cusp of the electrification of the entire country's private vehicle ownership, so in the very near future motorcycling in the countryside will be practically silent anyway. Although I would argue that the occasional motorcycle is less noisy than the industrial nature of much of the countryside, combine-harvesters, tractors, and much farm machinery is noisier than a couple of motorbikes going past. The RAF often train in the mountains here and they make much more noise!!

Finally, I don't believe that the power to close public roads, that we all pay for through taxation, should lie in the hands of unelected officials of groups like National Park Authorities. It is completely undemocratic.

Yours sincerely, Rob Duesbury, Furness MAG Secretary (acting).

So, I hope that this is useful to some and please feel free to copy and paste relevant parts for your correspondence either to a MP or the consultation.

Michael Armstrong
Cumbria MAG RR.

MAG Notice Board

Next
Network deadline
25th April

ROAD deadline
15th May



LAST CHANCE

**Win a free
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Closes 15.04.22

competitions.bikesure.co.uk/MAG

MAG Travel

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Parliament Recess Dates

Easter rises
31st March—19th April

May rises
28th April—3rd May

Whitsun rises
26th May—6th June



The sun is out!

Time to get a new
MAG t-shirt

www.mag-uk.org/shop/



New MAG offer
join one month **FREE** trial
BikeSocial and start saving
£1,000s on bike kit,
accessories, training, track
days and much more.....



WIN!

WIN a FREE motorcycle insurance policy worth up to £250 courtesy of Bikesure Insurance.



For over 10 years Bikesure, the insurance specialists behind MAG Insurance, have worked alongside and supported the tireless campaigning of the Motorcycle Action Group to ensure the rights of riders of all ages are heard.

To further support MAG members, Bikesure would like to give something back and that is the chance to win a free motorcycle insurance policy up to the value of £250.

For your chance to win this amazing prize, simply scan this QR code or visit competitions.bikesure.co.uk/MAG



If you're looking for insurance, don't forget to call the dedicated MAG Insurance line on **0800 089 0342**.

Terms and conditions apply. Authorised and regulated by the Financial Conduct Authority



MAG members can now get one month BikeSocial membership FREE - BikeSocial membership gives motorcyclists exclusive access to discount voucher codes, events, rider training, track days and competitions through the UK's biggest bike club. For more information click and to take advantage of this offer [here](#).

One month BikeSocial membership FREE to MAG members!

Thanks to our partnership with MAG we are offering all MAG members the opportunity to enjoy a complimentary trial of BikeSocial membership. Join and start saving £1,000s on bike kit, accessories, training, track days and much more...

If you bought your motorcycle insurance direct from Bennetts, you already have free access to all the benefits that BikeSocial membership brings, so [get logged in here](#).

Because the deals and competitions are so exciting for riders across the UK, we've also made membership available for a small fee, so any MAG members can start a free trial today and make some huge savings, from discounted training, to knocking over £370 off the price of an exhaust system. Just hit the button below to join Britain's biggest bike club!

After your month free trial, membership costs just £6 per month, and you can cancel at any time; there are no catches and we won't share your details with any other companies. It's all about you getting more from motorcycling.

Once you've started your trial, you'll have access to all of the more than 130 offers and competitions, plus we've got new ones being added every week (including our next track days), so check back regularly and get saving!

web address is: <https://rewards.bennetts.co.uk/rewards/mag-free-trial>.

[WEBSITES YOU MAY WISH TO VISIT.](#)

Motorcycle test: Carrying out driving tests: examiner guidance (Updated: 1 March 2022)
<https://www.gov.uk/guidance/guidance-for-driving-examiners-carrying-out-driving-tests-dt1/02-the-motorcycle-test>

Guidance: How to get a motorcycle licence (Updated: 1 March 2022)
<https://www.gov.uk/government/publications/the-routes-to-your-motorcycle-licence>

Guidance: Motorcycles that can be used for motorcycle riding tests (Updated: 1 March 2022)
<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

ACEM: The German Institute for Motorcycle Safety (IFZ) calls for papers on scooter and motorcycle safety

<https://www.acem.eu/the-german-institute-for-motorcycle-safety-ifz-calls-for-papers-on-scooter-and-motorcycle-safety>

MCIA: VED 149 Rate changes 01/04/2022

<https://www.mcia.co.uk/posts/ved-149-rate-changes-01-04-2022>

Press release: Work begins to upgrade safety barriers on busy motorways

<https://www.gov.uk/government/news/work-begins-to-upgrade-safety-barriers-on-busy-motorways>

MOT inspection manual: motorcycles (Updated: 2 March 2022)

<https://www.gov.uk/guidance/mot-inspection-manual-for-motorcycles>

London: Mayor announces plans to expand Ultra Low Emission Zone London-wide

<https://www.london.gov.uk/press-releases/mayoral/mayor-sets-out-london-wide-ulez-plans>

NI: Mallon's Motor Vehicles (Compulsory Insurance) Bill passes to prevent increases in motor insurance premiums

<https://www.infrastructure-ni.gov.uk/news/mallons-motor-vehicles-compulsory-insurance-bill-passes-prevent-increases-motor-insurance-premiums>

NI: Mallon announces new approach to careless driving offences

<https://www.infrastructure-ni.gov.uk/news/mallon-announces-new-approach-careless-driving-offences>

NI: Synopsis of Responses - Consultation to consider making careless driving a fixed penalty notice offence

<https://www.infrastructure-ni.gov.uk/publications/synopsis-responses-consultation-consider-making-careless-driving-fixed-penalty-notice-offence>

EDM 1070: tabled on 14 March 2022 Quad bike safety

<https://edm.parliament.uk/early-day-motion/59572>

Guidance: Register your off-road vehicle (INF85) (Last updated: 8 March 2022)

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

RSGB: Drivers being 'blinded by the lights'

<https://roadsafetygb.org.uk/news/drivers-being-blinded-by-the-lights/>

FEMA: Roadside motorcycle inspections in Denmark

<https://www.femamotorcycling.eu/roadside-inspections-denmark/>

RSGB: OPINION: PTW riders have become marginalised

<https://roadsafetygb.org.uk/news/opinion-ptw-riders-have-become-marginalised/>

Policy paper: How DfT and DVLA work together (Last updated: 22 March 2022)

<https://www.gov.uk/government/publications/dft-and-dvla-framework-agreement>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated: 25 March 2022)

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

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The MAG Foundation – Trustee contact	Rory Wilson	info@mag-foundation.org

MAG PRESS RELEASE – 31 MARCH 2022

MAG leaves PACTS

The Motorcycle Action Group (MAG), the UK's leading voice for riders, is not renewing its membership of the Parliamentary Advisory Council for Transport Safety (PACTS) this year.

Explaining why, Colin Brown, MAG's Director of Campaigns & Political Engagement, stated:

“Sadly, MAG finds itself no longer aligned with the PACTS agenda. The Council has proved increasingly difficult to engage and debate with, and we find ourselves in a position where our voice is no longer heard because there is little appetite for listening to a variety of views and ideas.

We have always endeavoured to put forward the case for motorcycling but have been met with increasing levels of hostility towards this transport mode. There comes a point where one must bow out, and we have reached it.”

MAG's Chair, Neil Liversidge, commented:

“MAG is always happy to engage with other organisations and authorities regarding motorcycling, but we see no point in wasting our valuable resources where our voice is consistently ignored. We have therefore decided that withdrawing from PACTS is the best decision. Personally, I find the inclusion of the word 'Parliamentary' in the Council's name somewhat misleading, as it implies that it is a Parliamentary body, but this is not the case.”

MAG will continue to robustly defend the rights of motorcyclists, engaging, lobbying and educating wherever a need is identified.

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

ENDS

Notes for Editors:

The Parliamentary Advisory Council for Transport Safety (PACTS) is a registered charity. It provides the secretariat to the All-Party Parliamentary Group for Transport Safety. Its charitable objective is “To protect human life through the promotion of transport safety for the public benefit”.

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