



December 2021 Network

A networking tool providing information Activists and other interested parties

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[Acknowledgments:- George Legg. Colin Brown. Lembit Opik. Ian Churchlow. Julie Sperling. George Carnegie, FEMA. ACEM - plus anyone else I've forgotten]

EDITORIAL

At risk of boring you on my 'pet' gripe of (notso)Smart Motorways (see article included in this edition) - now, apparently, called All Lane Running motorways - I saw a quote from Sir Mike Penning, former Transport Minister and Smart motorway architect, accusing National Highways of 'wantonly skimping on safety measures'.

My personal opinion exactly, sir!!

Not sure how many of you saw the Panorama programme on the losers and winners of electric vehicles but I've known for a long time the human cost of cobalt (used for lithium batteries and the most expensive raw material) mining. A personal quote of mine on fb referring to the push for only electric vehicles as the biggest environmental disaster waiting to happen bares out my feelings on this. However, not only because of the mining of this finite material but more specifically the lack of ability to dispose of or recycle the batteries and the danger they present.

In fact, there are acres of green fields outside Paris full of 'dead' electric cars - those tiny cars often referred to as 'house wives cars' used in the City for many years now - because they can't be disposed of.

Yes, I know you're going to come back and say 'they use them in smart phones and other IT items', however, not on the huge scale of the volume of cobalt required for the average electric car battery which is between 15-20%.

In my very humble opinion there has to be a way forward which encompasses the use of the existing petrol, a green fuel on which your ICE can be converted to run, electric and bio fuels. Putting all eggs in one basket - as the government wishes for electric - is totally unnecessary. The technology is there for alternatives so why not use it.

Don't get me wrong, I don't pretend to understand the full potential of alternative fuels - I leave that to far more intelligent people than me ever, but, as ever, this editorial is my own personal opinion.

In this edition I've included websites you may wish to visit relevant to the dangers of lithium batteries.

That's me off my soapbox - rant over. I am so looking forward to 2022 with more proposed motorcycle events happening after a 2 year gap.

Ride free. Have a great seasonal celebration. Catch you next time round, AG.



**Please submit any copy for the January edition of Network by 25th December.
Subject heading:-Network to aine@mag-uk.org**

Campaigns Team – Political Report – Colin Brown & Lembit Opik

MAG's Political Unit is entering a period of particular pressure on riders' rights. Lembit Öpik, MAG's Director of Communications and Public Affairs, and Colin Brown, MAG's Director of Campaigns and political Engagement, report on developments.

Major push for Choice in Personal and Public Transport

Regular readers will be aware the Government has clearly expressed its intention to ban the sale of new motorbikes and scooters that rely on internal combustion engine (ICE) power by 2035. We are still awaiting publication of the Technological Roadmap for the motorcycling sector being developed by the DfT/MCI/ZEM Partnership, and the consultation on this proposal. We remain opposed to the proposal and will do all within our power to prevent any adoption of the 2035 proposal for motorcycles.

Lembit believes that there is no current prospect of a dispensation for petrol engine two wheelers. This ban is nothing to do with the number of wheels a vehicle has – only the mode of power.

Recent events at COP26 in Glasgow indicate that the UK Government is also strongly opposed to the concept of allowing ICE engines to continue while using alternative carbon neutral combustion. This position has created opposition even from some car manufacturers who have otherwise been quick to announce plans for the carbon neutrality of their entire ranges. The position promoted by the UK Government is a ban on anything that depends on a spark or a flame. Only electric seems to find favour with Ministers.

It follows that MAG is now marshalling its resources and our allies to challenge the concept of a ban on new ICE-powered machines. We have been increasing our work with like-minded movements, on the basis that we are unlikely to successfully defend ICE motorcycles in isolation from the wider ICE ban agenda. To this end MAG attended and Lembit chaired a part of the Annual General Meeting of the Alliance of British Drivers (ABD), also attended by Fair Fuel UK's Howard Cox. MAG's Chair Neil Liversidge and Vice-Chair Ian Churchlow both presented MAG's work on these matters to the meeting.

We can see the benefits of this collaboration already. There's been an increase in the media in relation to our opposition to the ban and, we believe, an awakening awareness in some parts of the public that this threat may generate some significant issues in relation to their choice options about what sort of vehicles they can buy.

Lembit believes that we will eventually have to take on the central tenet of the policy agenda. In other words, we look like we will have to engage with the key issue here, namely the claim that this ban is justifiable on grounds of sustainability. It is important to note that sustainability relates not just to environmental issues. Sustainability applies equally to economic and social factors. Everyone surely agrees that there is a strong case to protect our resources as much as possible through efficient use. That is, however, different to introducing bans on vehicles and types of fuel that make good economic and social sense.

Working with those who share our concerns, our next step is to stock-take what's happening, who's concerned and how we can work together to inject a degree of common sense into the proceedings. Ultimately, the biggest lever we have is electoral concerns. If politicians think they'll lose their seats, they'll start listening. We may be getting close to this sort of scenario to get people to start listening to our demands in regard to the right to choose ICE machines, without costing the earth.

MAG's friendship base expands

MAG has been doing well in getting new allies and strengthening its links with existing ones. In the last four weeks, we've met with Steve Baker MP, Keith Prince AM and an organisation responsible for giving out the 'contrarian of the Year Award.' Lembit also attended a keynote address in central London, called the Global Warming Policy Foundation (GWPF) that has a long record of objective research into transport related areas.

If you've got any contacts you feel can help us spread our message and the voice of bikers, please do let us know. We'll be happy to provide you with any support you need to make the most of those contacts.

Transport survey attracts over 36,000 responses

The head of Fair Fuel UK, Howard Cox, is conducting a nationwide survey into public attitudes in regard to the climate agenda and potential actions by Government. At time of writing, over 2,500 motorcyclists have submitted responses to the survey. In total, the survey has gained 36,000 responses.

The data will be in the media robust enough to justify significant media coverage, and this will indicate the extent to which there is media bias against any pretence of an objective debate over the private transport issue we face. After all, if the survey confirmed that road users wanted more restrictions, it would certainly get coverage on the BBC, Sky and elsewhere. Have your say, by filling in your views at: <https://bit.ly/2Yxx5Ma>

London's emissions tax zone expands

Be warned! London's Ultra Low Emissions Zone has been made a lot bigger. This means that hundreds of thousands of road users, including bikers, have been caught by this high tax on older machines. Mayor Khan claims it's all for our own good and we'll benefit from this in terms of health. But the data doesn't seem to back this up. Research published in November 2021 by the Imperial College London indicates only a very small cut in NOx. There's been no measurable reduction in other emissions – which have actually increased in some areas. As such, this horrendously expensive project taxes those with the oldest vehicles and as such tends to hit the poorest road users the hardest.

MAG is already locked in combat to oppose the imposition of the ULEZ tax on motorbike users. We also detect a lot of support for a repeal, and Lembit is seeking to secure some sort of commitment from politicians in London to back the removal of this environmentally pointless policy which seems to be a tax without a benefit.

MAG sends consultation responses to Government

MAG has submitted a detailed response to the government consultations on "Zero emission vehicles" and "Modernising vehicle standards".

Typically, the consultation on zero emissions vehicles, which predominantly covered charging infrastructure, was entirely silent on motorbikes, indicating that there really isn't any depth of understanding of the transport mix on Britain's roads.

Absolute zero tailpipe emissions in transport would mean no more internal combustion engines. The autonomy debate risks robbing us of road space to separate robocars and human controlled vehicles on the roads.

The vehicle standards consultation which includes the anti-tampering proposals is largely driven by the Connected and Autonomous Vehicles (CAV) agenda. Whilst the DfT quickly backpedalled to clarify intentions there were no changes made to the proposals put forward. We therefore cannot accept the clarification of intent.

As always, we know from experience that the Government tends to need to experience a great deal more discomfort in order to get them to take a more mature and thoughtful approach to policies that appear to be generated by whim rather than a good knowledge of data.

PACTS

A very odd thing has been happening in the self-styled Parliamentary Advisory Council on Transport Safety (PACTS). This group has taken a negative stance on motorcycles, repeatedly implying motorbikes are the worst offenders when it comes to certain types of pedestrian accidents. We have pointed this out time and again, but unfortunately the head of PACTS seems to have a bloody-minded determination to demonise motorbikes, despite the fact that they are involved in, at most, 4% of injury accidents involving pedestrians. PACTS has already drifted somewhat into the environmental agenda, with a strange attempt to link zero deaths with zero emissions. MAG will be talking to the group to encourage them to refocus on their core mission, and to take a less disingenuous approach towards motorcycling. We'll let you know how we get on.

Growing media presence

GB News, the fast-growing new station, has been kind enough to give Lembit some airtime. He has used this to raise the profile of MAG by name and in terms of its policy positions. This is one station that looks committed to having real debates instead of cancelling people it doesn't agree with.

Regrettably, some unpleasant elements are clearly unhappy that they're losing momentum while the mainstream road user lobby is gaining it. One is now promoting a campaign to let road vehicle tyres down, in addition to the personal attacks they have resorted to in lieu of any proper arguments. These indicate the extent to which it appears they have accepted the bankruptcy of their own arguments. It also suggests that a sensible, measured approach by MAG and our allies is the right way to tackle extremism and emotional outbursts from those who seem unable to grasp the importance of powered vehicles in the British transport mix.

Motorcycle Live in December

MAG will once again be present at the Motorcycle Live show in the Birmingham NEC between 4-12 December 2021. Come and find us! We'd love to see you and chat. We also welcome feedback and suggestions. See you there.

We Don't Buy Crime

Colin's engagement with Gwent Police has revealed the success of an approach called We Don't Buy Crime. This is an initiative originally piloted in West Mercia Police that targets the wider issue of acquisitive crime (theft in layman's terms). It is proven to be highly effective if applied correctly, and does chime with all we have been saying about intelligence analysis, proactive use of bait bikes, full and co-ordinated investigations and community involvement.

Colin is suggesting that the concept is promoted to all police forces as being our assessment of the best policing approach to dealing with motorcycle theft. If you have a good relationship with your local force or PCC please get in touch with Colin to discuss the best approach to getting your local force to adopt this methodology. Contact Colin by email on cbrown@mag-uk.org.

MAG PRESS RELEASES

MAG still opposes anti-tampering proposals despite latest DfT clarification.

The Motorcycle Action Group (MAG) remains opposed to vehicle anti-tampering proposals despite a recent clarification of the Government's intentions. Department officials committed to provide detailed explanations of the 'gaps' in current legislation but have not yet done so. No specific evidence has been provided by the Department for Transport (DfT) to justify the proposals. The consultation closes in just one week on 22nd November.

The DfT introduced proposals to tackle vehicle 'tampering' in a suite of consultations published on 28th September. The consultation was not well publicised by the DfT. However, it was quickly brought to the attention of riders by MAG and other groups.

In its original form the intent of the legislation was widely seen as an attempt to prevent all modifications or customisation of any vehicle. In a meeting between riders' groups and DfT officials on 22nd October the poor presentation of the proposals was acknowledged. Officials gave reassurances that the intention was merely to close legislative gaps that allow harmful tampering affecting vehicle safety, security and emissions. MAG's Colin Brown asked officials to provide detailed explanations of the claimed gaps in current legislation so that the proportionality of proposals could be understood. The officials committed to provide this detail no later than one week before the end of the consultation period. This information has not yet been supplied, but the consultation end date is now just one week away.

On 12th November the DfT published an amendment to the consultation described as an update to clarify the policy intention in relation to vehicle tampering.

The additional wording states:

We would like to emphasise that our policy intention is to prevent modifications that have a negative impact on road safety, vehicle security and the environment.

We do not intend our proposals to:

- prevent legitimate motorsport activities
- prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes
- negatively impact businesses involved in these activities

MAG's Vice Chair, Ian Churchlow, was quick to point out that customisation of non-classic vehicles is not specifically mentioned.

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

"Whilst the clarification published on 12th November does provide some reassurance, it falls far short of what we would accept. I am disappointed that we have not been supplied with the list of claimed legislative gaps.

We see the only sensible solution to be a rejection of the proposals. The Government needs to provide the detail required to enable us to consider the proportionality of any legislation. Without that detail we cannot support the proposals. We have asked riders to tell us what kind of modifications they feel are legitimate and should be beyond the remit of any anti-tampering legislation. Unsurprisingly not one respondent suggested that they wished to

reduce the safety or security of their machine, nor to increase its emissions. This leads me to ask: what problem needs to be solved?"

The consultation remains open until 11:45pm on 22 November 2021.

<https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards/future-of-transport-regulatory-review-modernising-vehicle-standards>

ENDS

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

Ditching or not ditching the internal combustion engine

Thanks to long-term MAG Member George Carnegie for spotting this:

https://www.thisismoney.co.uk/money/cars/article-10161697/Volvo-says-electric-car-making-emissions-70-HIGHER-petrol.html?fbclid=IwAR3hP3rRFe1UE5arzExNl1SnS00Rqz6cooCifTsp2tUU0bkj3PXPu4v_36Y

This is precisely the kind of realism that we need to cultivate an argument for not ditching the ICE too hastily if ever. Obviously all electricity has to come from green sources to make any sense of electric vehicles - apart from the urban air quality issue - but this aside. The ICE may turn out to be the long term answer once green fuel is developed that doesn't demand the destruction of every plant on earth to make it.

The science is developing so fast and the ingenuity of mankind is so great that the notion that we cannot solve this by anything but battery power is ludicrous.

And, you may wish to visit these websites identifying the dangers of the lithium battery:-

https://www.faa.gov/hazmat/resources/lithium_batteries/media/Battery_incident_chart.pdf

And watch this: <https://www.youtube.com/watch?v=J6eS6JzBn0k>

FAA: https://www.faa.gov/hazmat/resources/lithium_batteries/media/Battery_incident_chart.pdf

FEMA

Barcelona: Dump Your bike And Get A Free Bus Pass



Spanish motorcyclists' organisation ANM does not support the proposal to scrap bikes: 'Motorcycles are not the problem, they are part of the solution for urban mobility issues'.

If you live in Barcelona and you have an old car or motorcycle and scrap it, you can get three years of free travel by public transport instead. This is part of Barcelona's controversial campaign to get rid of old, environmentally damaging vehicles.

The vehicles that qualify to apply for the card when scrapped are diesel cars up to Euro III registered before 2006, petrol or diesel cars up to Euro II registered before the year 2000. Motorcycles without Euro classification or Euro I, scooters registered before 17 June 2002 and motorcycles registered before 1 July 2004 also qualify.



ASOCIACIÓN NACIONAL DE MOTORISTAS We spoke with Fermín Hernández Martínez from Spanish motorcyclists' organisation – and member of FEMA – Asociación Nacional de Motoristas (ANM). He is not a big fan of the proposal to scrap bikes, to say the least.

"Barcelona's present campaign sounds more like propaganda concern than a real solution for its citizens and mobility. You could think that this campaign is a measure against private mobility like motorcycles and cars. The freedom to choose the most appropriate way to travel is denied by Barcelona's campaign. Citizens are pushed to get rid of their old vehicles with no other option than public transportation which in many cases can't reach all places and can't guarantee you arrive at your workplace on time. Public transportation is not mobility's miracle cure; for ANM the freedom to choose either the subway, the bus, a bicycle, a motorcycle or a car makes more sense."

'Barcelona's city council should think of campaigns that promote the use of powered two-wheelers in and around the city.'

"Due to the economic crisis many people have no money for a new vehicle, so when Barcelona's City Hall encourages a change in mobility, citizens demand more than just one alternative. If citizens have to get rid of their old vehicles and have no other option than public transportation, people risk losing their employment; people that don't have money for a new vehicle usually don't have the money to move closer to the more expensive metropolitan area either."



Photograph courtesy of sustainable-

bus.com

“Barcelona is a city with more motorcycles than many other cities, due mainly to its urban configuration, stable weather, and cosmopolitan culture. The relatively low cost of both purchase and maintenance of a motorcycle is perhaps the most important factor to mention, increasing its popularity among users. Before starting campaigns like this one, Barcelona’s city council should include the opinions of citizens and of organisations like ANM and perhaps think of campaigns that promote the use of powered two-wheelers in and around the city. Motorcycles are not the problem, they are part of the solution for urban mobility issues.”

*Written by Wim Taal. Top photograph courtesy of busphoto.eu.
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French Insurer: Motorcycle Accidents Are Not Caused By Technical Failures



Out of more than 18,000 insurance claims studied over the 2016-2020 period, less than 0.4% of motorcycles were reported as dangerous in the expert’s reports, often because of tyres that had reached the tyre’s tread wear indicator. This makes mandatory technical inspection for motorcycles useless and ineffective, according to French motorcyclists’ organisation FFMC.

What is the position of the French insurance company Mutuelle des Motards on mandatory, periodical technical inspections for powered two-wheelers?

Yannick Bournazel from Mutuelle des Motards: “At the Mutuelle des Motards, out of more than 18,000 claims studied over the 2016-2020 period, less than 0.4% of motorcycles were reported as dangerous in the expert’s reports, often because of tyres that had reached the

tyre's tread wear indicator. The implementation of a technical inspection would therefore be ineffective in reducing accidents. Its only purpose would be to penalize the use of adaptable parts, which has no proven causal link with regard to the accident.”

Yannick Bournazel: “The initial training of candidates for a motorcycle license includes a large section devoted to technical checks and vehicle maintenance, for example with checking the brake pads or the secondary chain tension. In addition, everything is visible and accessible without dismantling on a two-wheeler, and we know how attentive motorcyclists are to the condition of their bike, because it is a guarantee of safety.”

Yannick continued: “Let us not forget that the main cause of death remains vulnerability to other users, and that in 67.5% of cases, the biker is not held responsible. If we really want to act on accidents, it is therefore on sharing the road and raising user awareness that we must intervene, and not primarily on the rare technical causes. This is the role of insurers, and the Mutual has been involved in this issue since its creation. The recent creation of our Securider training subsidiary is a further demonstration of this.”

What are the actions taken by the FFMC to fight against the implementation of a technical control for two-wheelers?

Since the first turmoil of the two-wheeler technical inspection project in the 2000s, the French motorcyclists' organisation FFMC (a member of FEMA) has clearly positioned itself against its implementation and has mobilized bikers in the street on multiple occasions to defend its position. It has also established itself as the privileged discussion partner of the public authorities to bring its proposals and recall its citizens' concerns, in particular in terms of the fight against noise and pollution.

'We will demonstrate to Europe that technical inspection is useless because it is ineffective'



Didier Renoux (photo by MotoMag)

Didier Renoux, communications officer at the FFMC said: “After the about-face of this summer, caused by an excess of zeal of the administration, we were immediately invited by the Minister of Transport, Jean-Baptiste Djebbari, on Friday 3 September. We were invited as an association representing users, along with Sébastien Poirier, President of the French Motorcycling Federation (FFM). At the end of this meeting, the roadmap is very clear. The first step is to repeal, ideally before the end of 2021, the decree announced on 11 August. At the same time, we are continuing the work undertaken between user associations and the public authorities to put in place alternative measures to improve the safety of motorcyclists.

Didier goes on: “The three main working themes retained are the improvement of infrastructures, the encouragement of the use of personal protective equipment and the sensitization

of vulnerable users during the initial training. By adding them to the measures already implemented in the country, such as the reform of the motorcycle license or the limitation to 80 km/h (even if they are not our responsibility and we have sometimes even fought them!), We will be able to then demonstrate to Europe that technical inspection via independent operators is useless because it is ineffective, whereas the measures taken are already bearing effects.”

What does the turnaround by the President of the Republic mean? And will French riders really be subject to this obligation one day? All the answers to your main questions.

How long has the technical control project for two-wheelers existed?

1992: introduction of compulsory technical control for cars. The European Union expresses the wish to deploy the same device for powered two- and three-wheelers.

Early 2000s: Professionals in the sector, united under the banner of CITA (International Committee for Automotive Technical Inspection), use their influence to bring the project to fruition. The potential market is then estimated between 1.5 and 2 billion euros, which whets appetites.

2007: Although supported by biased studies, CITA’s arguments are taken up in France by the Economic and Social Council, which recommends compulsory technical inspections for motorcycles and mopeds. The proposal is rejected almost immediately by the French government

2012: The National Assembly and the Senate vote definitively against this measure. This French position was reaffirmed in the European Parliament at a meeting of the Union’s transport ministers.

2014: The intense lobbying of technical inspection operators, especially by the German group Dekra, ends up bearing fruit and European directive 2014/45/EU is proclaimed. This text provides for the establishment from 1 January 2022 of a technical inspection for motorized vehicles with two and three wheels with a cylinder capacity greater than 125 cm³.

Summer 2021: This European directive (adopted in 2014) prompted the French Directorate General for Energy and Climate (DGEC) to publish an implementing decree on 11 August 2021, after which the President of the Republic requests its suspension the next day.

Does Europe really impose the establishment of a technical inspection for motorcycles?

Yes and no, because following the opposition of France during the European vote of 2012, an alternative regime was provided for by the text of the law. Indeed, the European directive specifies in its scope that “Member States may exclude the following vehicles registered in their territory from the scope of application of this Directive: vehicles in categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm³, where the Member State has put in place effective alternative road safety measures for two- or three-wheel vehicles, taking into account in particular relevant road safety statistics covering the last five years. Member States shall notify such exemptions to the Commission”.

Written by Wim Taa. Sources: Mutuelle des Motards & FFMC.

Top photograph courtesy of Acko.

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From Ian Churchlow, MAG Vice Chair.

A new Rider/Driver Opinion Survey on Climate Change & COP26 has been published by our colleagues at Voters for Motors, FAIRFUEL UK.

FF UK want to understand road users views on the Governments 'Net Zero' initiative. The survey provides an opportunity for motorcyclists to express their opinions and have the results shared with every MP and Cabinet Minister at Westminster.

Please circulate the survey on all MAG media platforms to encourage as many people as possible to respond.

*In the last 24 hours over 11,000 road users have already responded.

Here is the secure link for the survey - <https://bit.ly/2Yxx5Ma>

Further details below:-

Please take part in our **Road Users Opinion Survey** on Climate Change and COP26

Time for your views to be heard! We will make sure every MP and Minister hears them.

There is no doubt, global climate change is real. Everyone wants to breathe clean air and ensure we are all protected from pollutants. But is our Government taking the right balanced decisions in consultation with drivers on improving the environment. protecting your livelihood and growing the economy?

1. Are Boris's plans for us proportionate?
2. Are you being consulted :- i.e 2030 diesel/petrol ban?
3. Do you support or contest the Government's policies?
4. Are drivers being singled out for a 'green agenda' punishment?
5. Is Climate Change a natural event or being exacerbated by humans?
6. Are you getting balanced media reports to make an objective judgement?

This is an excellent chance for you to air your views on the Government's environmental plans that WILL impact on your life. **All are welcome to take part in the survey.** The collated results, will be published in the national media, on our website and sent to every MP and Government Minister. Your views really do count and have done so every year since 2011. Because of your help, we have secured a 12th successive year freeze in Fuel Duty announced in last month's Budget.

Please take part in **the poll** and pass on the survey link to all you know too.
Many thanks, Howard Cox Founder of FairFuelUK

Climate Change Survey

It will take just a few mins

Or copy any of these secure links into your Browser

MailScanner has detected a possible fraud attempt from "afpoq.tsmtpgaze.com" claiming to be <https://bit.ly/2Yxx5Ma>

MailScanner has detected a possible fraud attempt from "afpoq.tsmtpgaze.com" claiming to be <https://s.surveyplanet.com/cy9nh4xh>

The survey may take a few seconds to load. Please be patient.
It is checking that your response is from the UK

**Next
Network deadline
25th December

ROAD deadline
15th January**

Bikesure
Freethinking Insurance

**Last Monthly
MAG Member
Prize Draw
for
2021**

MAG
Safety & Security
Foundation

RIDEto

MAG Notice Board

Next issue of The ROAD
Due out 11th December
Not received the last issue? Check with the office
Central-office@mag-uk.org

Parliament Recess Dates
Christmas rises on 16th Dec—4th Jan 22
MAG - Christmas closure
12pm 24th Dec re-opens on 4th Jan 2022

Feeling the chill? Fleece available
MAG online Shop
www.mag-uk.org/shop/

Registrations of motorcycles continue increasing in the first nine months 2021, exceeding pre-pandemic levels

ACEM News: 03 Nov 2021



In the first nine months of 2021, motorcycle registrations in five of the largest European markets (i.e. France, Germany, Italy, Spain and UK) rose by 10.6% compared to the same period of 2020, totalling 792,819 units.

As expected, due to the different impact of COVID-19 disruptions in Spring 2020, almost all the main national markets registered volume gains in 2021 compared to the same period in 2020, with Italy showing the biggest increase (+27.9%). UK, Spain and France also performed well, seeing a 13.5%, 8.7% and 8.5% increase, respectively, while in Germany new registrations decreased slightly (-4.9%).

The moped segment remained overall steady in the six European moped markets covered (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain) compared to last year's figures, reaching a total of 206,751 units in the first nine months of 2021 (-0,2% compared to the same period in 2020).

For a better comparison, considering pre-pandemic registration data, nine months into 2021 the European motorcycle market is showing signs of growth (792,819 units for January-September 2021 against 732,594 units for January-September 2019, representing a 8.2% increase). The moped market follows a similar trend: over the same period of time, with 206,751 units registered, representing a 6.8% increase on a year-on-year basis.

Quote

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

“In aggregate, the registration figures for the first nine months of 2021 confirm market recovery after the impact of COVID-19 in the first months of last year, which had overall put the sector under unprecedented stress.

More importantly, the latest data confirms that powered two-wheeler markets in Europe have globally surpassed pre-Covid-19 figures, with significant increases for motorcycles and for mopeds.”

“These interim 2021 results could have been even more positive, if it weren't for the global semiconductor shortage affecting the automotive sector, and indirectly causing logistical delays for some motorcycle manufacturer's production”.

“The last quarter figures will tell us if these trends are confirmed, but altogether, the numbers confirm that powered two-wheelers remain an attractive and convenient solution for mobility and leisure activities.”

Press contact

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Documents available to download

[ACEM Statistical Press Release - January - September 2021 \[PDF\]](#)

[ACEM Statistical Press Release - January - September 2021 \[XLS\]](#)

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

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

ACEM presents Vision 2030 +, its vision of the future of motorcycling in Europe, for 2030 and beyond

The European Association of Motorcycle Manufacturers (ACEM) hosted an online conference today at the occasion of the launch of its **Vision 2030+**, a set of strategic documents that outline the vision of the motorcycle industry for the future of motorcycling in Europe.

During the event, senior industry leaders and policy-makers from the European Parliament and the European Commission, the International Transport Forum and the World Health Organisation, discussed key issues for the future of motorcycling, such as the progressive decarbonisation of two-wheelers through electric propulsion and e-fuels, environmental performance improvements and ongoing efforts to further enhance motorcycling safety.

The speakers also touched upon the importance of sustainable economic growth for all, of standardisation and of cross-industry cooperation in platforms such as the Swappable Batteries Consortium and the Connected Motorcycle Consortium. Major European initiatives such as the Fit for 55 package, the future Regulation on the deployment of alternative fuels, the EU Sustainable and Smart Mobility Strategy, the coming Urban Mobility package were also part of the discussions.

Moderated by Aled Walker, “Future of Mobility” Leader at Deloitte, the online event attracted more than 900 people from 40 countries across the world. Participants were given the opportunity to engage in a live and open discussion with the panellists, using the #ACEMVision hashtag.

A recorded video of the event will be available in the coming days on the ACEM YouTube channel.

Quotes

ACEM Vice-President and Head of BMW Motorcycles, Dr. Markus Schramm:

“The Vision 2030+ that we are presenting today is the result of a long-term reflection at the highest levels of the European motorcycle industry. Vision 2030+ is about the future of mobility but also about the valuable contribution our industry can make to help Europe achieve its goals in areas such as industrial policy, decarbonisation and road safety”.

ACEM Secretary General, Antonio Perlot:

“Through this Vision 2030+, the motorcycle industry is gearing up to be a part of tomorrow’s European transport system, with advanced and increasingly sustainable products meeting different societal needs, such as personal mobility, leisure and last mile deliveries. Recognition and support by policymakers will be key to turn it into reality”.

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Documents available to download

[Press release - ACEM presents Vision 2030 +, its vision of the future of motorcycling in Europe, for 2030 and beyond \[PDF\]](#)

Press photos: <https://we.tl/t-bUc1oofcZC>

MAG Monthly Prize Draw Winners

December – to be drawn 4th January 2022

November – to be drawn 1st December

October – Zaman of Hampton

September – Kevin of York

August – Nicholas of Portishead

July – Pen of Ashy de la Zouch

June – Adrian of Tewkesbury

May – Kerry of Shipston on Stour

April – Liam of Sudbury

March – Mr Jones of Cardiff

February – Alex of Cambridge

January – Ian of Aberdeen

Christmas Prize Draw Winner

Tony of Exmouth

Our thanks to Bikesure, MAG Foundation, RideTo and Ian Mutch

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Stock arriving mid November
£3.50 per pack of 10

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Call the office 01926 844 064

'Golden opportunity' to catch up on much-needed road repairs missed - RAC reacts to new road condition data

RAC News: News - 10 November 2021



Reacting to government data released on the [condition of roads in England over the 12 months to March 2021](#), RAC head of roads policy Nicholas Lyes said:

“Given that most roads looked after by councils are minor ones, it’s hugely concerning – and rather disappointing – that an increasing proportion are earmarked for maintenance, particularly with so many already in need of repair.

What’s more, unclassified roads in more rural areas tend to have poor safety records compared to their major road counterparts, so crumbling infrastructure only adds to the risks faced by both drivers and cyclists.

“We had hoped that the fact so few people were using the roads last year because of the pandemic would have given councils a golden opportunity to catch up on much-needed road repairs. Sadly, this data appears to show there’s still a huge amount to be done.

“Given the vast sums drivers pay in taxes every year, it’s only reasonable for them to expect all roads to be in a good condition.”

WESTMINSTER HALL DEBATE ON MOTORCYCLING

Yesterday evening a Westminster Hall Debate took place on Government Support for Motorcycling. You can rewatch the debate [here](#) or read the Hansard transcript [here](#).

MCIA were actively involved in encouraging MPs to attend and speak about our issues, as well as receiving a briefing from us on what these were. This included briefing the Minister, Trudy Harrison MP, and Shadow Green Transport Minister, Kerry McCarthy MP.

Overall the debate was positive and it was encouraging to hear both the Minister and Shadow Minister speak so positively about the L-Category sector and its associated benefits for congestion, clean air and the future of our cities’ transport ecosystems.

In particular, having worked hard to put MCIA on the Minister’s agenda over the last few months, her name checking MCIA, the Action Plan we are conceiving with Zemo Partnership and Motorcycle Live (which she hopes to be able to attend and launch the Plan herself), was hugely positive for the industry.

On the phase out date for new non-zero-emission L-Category Vehicles, the Minister recognised our sector encompasses a wide range of vehicle types and uses and advocated the most appropriate regulatory solution for each one—it will not be one size fits all, she said. She went on to explain any proposed phase out dates for the sale of new non-zero-emission L-Category vehicles will reflect both on what is needed to hit net zero by 2050, and on the technology currently available in the sector.

Lastly, there were comments from members about anti-tampering as part of the new future of mobility regulatory review and the implications this might have for the aftermarket. We will be sharing our initial thoughts on the consultation and next steps on member engagement on Monday.

Our Policy and Public Affairs team continues to ensure member interests are represented at the highest level and will be updating you all as and when things progress throughout the next few months on these critically important policy developments.

MPs: No more smart motorways please, until safety upgrades are made



2nd Nov 2021

The Transport Committee has called for the ‘premature’ rollout of all-lane running smart motorways to be paused amid a flood of safety concerns.

It follows an announcement in March 2020 from the Transport Secretary Grant Shapps that all new smart motorways will be all-lane running schemes.

The Transport Committee claimed that “data on the safety and economic performance of existing all-lane running smart motorway schemes were insufficient to reach that judgment.”

In a report published today (2 Nov), the cross-party group suggests the Government should explore alternative options for improving road capacity while it collects and evaluates data on existing all-lane running schemes.

Currently, only 29 miles of all-lane running motorways has five years of safety data available. The Committee has demanded that work on the roads should only resume when the same amount of data is available for the remaining 112 miles of all-lane running motorways introduced before 2020.

The ‘Rollout and safety of smart motorways’ report said: “The low number of incidents that occur on individual roads means that casualty data are often volatile, with rates fluctuating considerably from year to year.

“Such fluctuations make it difficult to establish whether differences in casualty rates between types of motorway are statistically significant.”

“In conclusion, we are not convinced that the benefits of all-lane running motorways are sufficient to justify the risks to safety associated with permanently removing the hard shoulder.”

Other recommendations include reducing the distance between emergency refuge areas on existing all-lane running motorways to 1 mile apart, decreasing to every 0.75 miles where possible. And adding an emergency corridor manoeuvre to the Highway Code, to help emergency services vehicles access incidents.

The Committee also suggested that the Department for Transport and National Highways should commission an independent evaluation of stopped vehicle technology.

- [Smart motorways](#) - what are they and how do you use them?
- How the RAC deals with [smart motorway breakdowns](#)
- Smart motorways and driver safety

Chair of the Transport Committee, Huw Merriman MP, said: “The Minister for Roads described England’s all-lane-running Smart Motorways as ‘the most scrutinised 141 miles of road in the world’. It is right we do so because lives have been lost and many motorists feel unsafe using them.

“Some 40% of breakdowns on all-lane-running motorways take place in live lanes. This is too high.”

He added: “[Only] when enough time has been afforded to assess the safety of smart motorways over a longer period and when the Office of Rail and Road, as the independent road safety regulator, have been given powers to evaluate it, should we move to roll-out more miles of smart motorway.”

RAC head of roads policy Nicholas Lyes said: “We welcome the Committee’s report which once again raises many of the [concerns about ‘all lane running’ motorways expressed by both drivers and the RAC](#).”

“We feel a huge question mark remains over whether it’s right that yet more money is spent on rolling out further all lane running smart motorways when there are clearly viable alternatives available. We’d like to see the Government take a second look at the benefits of dynamic hard shoulder schemes as a matter of urgency.”

Read the full [‘Rollout and safety of smart motorways’ report](#).

For those of you interested in the superb Irish Road Races:-

The Road Races (Ulster Rally) Order (Northern Ireland) 2021 No. 290

Date published: 28 October 2021

Topics:

- [Road users](#)
- [Roads](#)
- [Roads legislation](#)

The Department for Infrastructure (Dfi) has made a Statutory Rule entitled “The Road Races (Ulster Rally) Order (Northern Ireland) 2021”, (S.R. 2021 No. 290), which comes into operation on 18 November 2021.

Details

The effect of the Rule is to permit the Northern Ireland Motor Club Ltd as promoter of the Ulster Rally 2021 to use for that event the lengths of the roads specified in Schedules 1 to 4 of the Order on Friday 19 November 2021 and Saturday 20 November 2021 from and until the times specified therein or until the time the race is announced by the promoter as completed, whichever is earlier.

During the current Covid-19 restrictions, a copy of the Rule may be viewed at Dfi offices during office hours (Monday to Friday 9.00 am to 5.00 pm) by appointment only. Appointments can be arranged either by email to dfiroads.southern@infrastructure-ni.gov.uk or by telephone on 0300 200 7899.

The Rule may also be viewed online at: [https://www.legislation.gov.uk/nisr/external link opens in a new window / tab](https://www.legislation.gov.uk/nisr/external-link-opens-in-a-new-window/tab)

Documents



[The Road Races \(Ulster Rally\) Order \(Northern Ireland\) 2021](#)

PDF (177 KB)

[Help viewing documents](#)

WEBSITES YOU MAY WISH TO VISIT

ETSC: Young drivers: call for EU to mandate zero-tolerance alcohol and drug limits and graduated driving licences

<https://etsc.eu/young-drivers-call-for-eu-to-mandate-zero-tolerance-alcohol-and-drug-limits-and-graduated-driving-licences/>

ETSC: Reducing road deaths among young people (PIN Flash 41)

<https://etsc.eu/reducing-road-deaths-among-young-people-pin-flash-41/>

London: Mayor and Leader of London Councils convene London Climate Summit

<https://www.london.gov.uk/press-releases/mayoral/mayor-london-councils-convene-climate-summit>

RSGB: PTW riders urged riders to ‘gear up’ as winter looms

<https://roadsafetygb.org.uk/news/ptw-riders-urged-riders-to-gear-up-as-winter-looms/>

RSGB: Influential MP calls for Government strategy on motorcycling

<https://roadsafetygb.org.uk/news/influential-mp-calls-for-government-strategy-on-motorcycling/>

RSGB: ETSC calls for 'zero-tolerance' alcohol and drug limits and GDL
<https://roadsafetygb.org.uk/news/etsc-calls-for-zero-tolerance-alcohol-and-drug-limits-and-gdl/>

Press release: Have your say on new designs for M1/M62 Lofthouse junction near Leeds
<https://www.gov.uk/government/news/have-your-say-on-new-designs-for-m1-m62-lofthouse-junction-near-leeds>

EDM 622: Impact of e-scooter use: tabled on 08 November 2021
<https://edm.parliament.uk/early-day-motion/59109>

Official Statistics: Road conditions in England to March 2020 and March 2021
<https://www.gov.uk/government/statistics/road-conditions-in-england-to-march-2020-and-march-2021>

ICCT: Cost comparison of battery swapping, point charging, and ICE two-wheelers in India
<https://theicct.org/publications/cost-compare-india-ice-2ws-ldvs-nov21>

RSGB: Focus switches to motorcycling on Festival day 9
<https://roadsafetygb.org.uk/news/focus-switches-to-motorcycling-on-festival-day-9/>

RAC: 'Golden opportunity' to catch up on much-needed road repairs missed - RAC reacts to new road condition data
<https://media.rac.co.uk/news/golden-opportunity-to-catch-up-on-much-needed-road-repairs-missed-rac-reacts-to-new-road-condition-data-437346>

NI: Road Safety Strategy for NI 2030 – Screening on the draft Strategy consultation document
<https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-ni-2030-screening-draft-strategy-consultation-document>

NI: Consultation on the Proposed Content of the new Road Safety Strategy for Northern Ireland to 2030
<https://www.infrastructure-ni.gov.uk/consultations/consultation-proposed-content-new-road-safety-strategy-northern-ireland-2030>

News story: Any use of hand-held mobile phone while driving to become illegal
<https://www.gov.uk/government/news/any-use-of-hand-held-mobile-phone-while-driving-to-become-illegal>

Research and analysis: Research on the use of mobile phones while driving
<https://www.gov.uk/government/publications/research-on-the-use-of-mobile-phones-while-driving>

Consultation outcome: Expanding the offence of using a hand-held mobile phone while driving to include non-connected mobile application actions (Last updated: 19 November 2021)
<https://www.gov.uk/government/consultations/expanding-the-offence-of-using-a-hand-held-mobile-phone-while-driving-to-include-non-connected-mobile-application-actions>

National statistics: Reported road casualties Great Britain: motorcyclist factsheet 2020
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-motorcyclist-factsheet-2020>



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