



Network February 2022

A networking tool providing information Activists and other interested parties.

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[Acknowledgments:- George Legg. Lembit Opik. Colin Brown. Steve Mallet. Michael Armstrong. Gus Keating. FEMA. Julie Sperling. Plus anyone else I've forgotten.]

EDITORIAL

At last! You'll be aware of how I've been bleating on about Smart (somewhat of a misnomer) motorways for a while now. It appears I'm not the only one who thinks they're so dangerous.

So much so, that pressure has been brought on the Government and the Transport Committee Report has resulted in the roll out of 'All Lane Running Motorways' being shelved until 5 years of safety data is made available. Good news indeed.

On the subject of alternatives to the push towards 'only electric', which I've touched on before, Kawasaki would appear to be developing a new hydrogen powered motorcycle. No technical details are yet available but watch this space!

Brilliant to see MAG, once again, mentioned in MCN. For those of you, like me, who don't partake of this publication the following appeared:

POTHOLE DEMANDS

The Motorcycle Action Group are calling for a debate on potholes to come up with a solution to tackle the problem that blights UK roads.

MAG Director of Campaigns and Political Engagement, Colin Brown, said "it is high time that National and Local government sat down to come up with a credible plan.

We can all accept that funds are stretched and that is why innovative thinking is vital"

Absolutely, this should be a priority. The fact we have a 'National Pothole Day' (see MAG PR) says it all really -the state of our roads are an outrage.

I travelled on far superior roads behind the Iron Curtain back in the day and there are far too many roads in the UK that appear to be in far worse condition than in many undeveloped countries.

Let's hope Colin's suggestion is taken up because something drastic needs to happen, particularly when we pay so much road tax which I, probably very naively, thought was meant to maintain our roads in a driveable condition!!

Catch you next time. Ride free & be safe, AG.

Please submit copy for the March Network by 25th February. Subject heading:- Network to aine@mag-uk.org

Campaigns Report

Colin Brown and Lembit Opik – Political Unit

Political turmoil in Westminster defined the opening act of British politics in 2022. While talk of a new Prime Minister occupied the media, MAG kept a robust and calm resolve to defend riders' rights. Top of the agenda is the movement's determination to protect your right to buy

and ride petrol powered motorcycles. MAG's Political Unit Lembit Öpik and Colin Brown, are making sure that whoever runs the country, they can't ignore bikers.

The current political situation

By the time you read this, there may have been a change of management in Downing Street. Alternatively, the existing Prime Minister, Boris Johnston, may still be in charge. Either way, nothing will be the same again. If Mr Johnston does survive as the leader of his party, he will be far less able to force through unpopular policies; one of which, we suggest, is the ban on petrol powered cars and motorbikes. If he doesn't survive, the current obsession with environmental policies – an agenda that nobody actually voted for since this wasn't in the Tory Party manifesto – could dissolve with the termination of his premiership.

MAG is not party political. We operate on a *biker*-political basis. However, if and when the next leadership election takes place in the Conservative party, MAG will be making a series of demands to the candidates.

Since the Tories have a big mountain to climb in regaining their political strength and public approval, Lembit believes they are far more likely to listen to rational and databased argument than they have been in recent years. Let's see what happens between now and the local election in May 2022 – and we encourage you to make the most of the opportunity to hold your politicians to account.

Midlands Summit on road users' rights

In an encouraging move forward, MAG held a summit in Warwickshire with like-minded organisations to consider the best way to defend our right to buy petrol and diesel powered road vehicles, of which motorbikes and scooters are clearly a subset. Groups who attended included the Alliance for British Drivers and CAR26 – a group which has similar concerns to those MAG has expressed. MAG's Chair, Neil Liversidge, and Vice-Chair Ian Churchlow also attended, together with the Political Unit.

Those dedicated to the classic 'scientific method' would find common cause with the work we are doing. It was unanimously agreed that none of the represented groups would publish anything that wasn't backed up by solid science. Furthermore, to move the subject forward in a responsible fashion, the summit committed itself to engaging directly with those who may have an alternative view. Together we can get the best outcomes by listening and testing our thoughts and data.

'What characterised the way in which we interacted was our collective commitment to respect the rule of scientific analysis, economic reality and political objectivity,' says Lembit, MAG's Director of Communications and Public Affairs. 'Anyone truly dedicated to doing the right thing in terms of our transport options in the years ahead may be quite energised by joining the work of the group. For MAG, a major objective is to ensure that each mode, including motorcycles, plays their part in the UK transport mix, without having to be universally powered by electric engines.'

The group will now continue to implement specific action steps, including a rigorous analysis of the true benefit environmentally of shifting to electric vehicle power. We'll also be inviting those interested in the issue to share their views, and then seeking to collectively find the best answers to the environmental questions powered. The short to medium term aim is to influence Government policy, with a further physical summit expected to take place in the Summer to gauge progress.

Major safety meeting with Transport for London

After a number of rearrangements, MAG finally met with Transport for London in January 2022 for the Motorcycle Safety Roundtable with key officers. Massive thanks go to Keith Prince who is London's greatest biking ally on the Greater London Assembly.

The meeting discussed an apparently dramatic fall in motorcycle deaths in London. There was no single theory regarding why this is the case. But MAG believes this strongly supports the supposition that biking deaths, more cycling deaths, are related to the level of traffic generally on the road. Incidentally, for cycling there appears to be a different relationship with the accident statistics. Cycling mortality levels seem to be directly proportional to levels of cycling. If this is correct attempts to reduce cycling deaths through the restriction of other traffic is essentially futile.

MAG London was very much on form, offering insights into the flaws around low traffic neighbourhoods, 20mph speed limits and the apparent inability of London traffic planners to understand the needs of motorcyclists. Colin Brown asked for a summary of how over 40 junctions which TfL claims have modified have been altered with consideration for motorcyclists. They didn't offer a response in the meeting by the way. Lembit continued the inquiry, by requesting data to prove 20mph speed limits were actually cutting down accidents. Again, no such data was available at the meeting.

Looking ahead, we agreed to hold further meetings to analyse training and qualification criteria, in the context of creating a level playing field for ALL two wheelers – cycles, e-scooters, e-bicycles and motorbikes. When Lembit suggested this, nobody opposed this suggestion – an encouraging development in the sense that this is the only logical way forward. MAG is grateful to TfL for meeting us. More importantly, we look forward to having meetings that will expeditiously lead to policy improvements in relation to how bikers are treated as road users – and congestion reducing vehicle operators – in the months ahead.

MAG meets the Man from the Industry

In late January 2022, MAG's Chair, Neil Liversidge, met with the head of the Motor Cycle Industry Association (MCIA), Tony Campbell. The aim was to develop a stronger working relationship between the two bodies, and this is exactly what was achieved.

The meeting took place in Coventry, where the MCIA is located. It covered a number of key areas, including environmental considerations and also the longer-term way in which MAG and the MCIA are potentially aligned in some important policy fields.

Mr Liversidge and Mr Campbell addressed an extensive agenda, which revealed the extent to which the MCIA and MAG are actually aligned in key policy areas. The next step is to develop the relationship to help both organisations to deliver what matters to their respective members. This was a strategically significant development in an interaction that is central to the mutual interests of riders and the firms that make what we ride. You'll find a more extensive report of the meeting in the next edition of The Road.

More media profile

Thanks largely to the efforts of you, the members of the biking community, MAG's profile, and the profile of motorcycling generally, continues to increase. Top of the list for engagement is MCN – Motor Cycle News. They've become very cooperative with Mag in terms of the need to reflect the issues facing the riding community.

Lembit adds: ‘I say this all the time, and it’s true – you can get yourself into the local press and also onto the radio simply by calling their phone-in shows. I did this myself in January, and as a result we were featured on the BBC Radio 2 Jeremy Vine show. Pick up the phone, make the call and get biking on the airwaves! And if you want to chat about it, just call me – I’ll be more than happy to help in any way I can.’

Anti-Tampering Parliamentary Debate in the offing – Make your views known to your MP

As is often the case with issues like this, the proposed anti-tampering legislation is sinking from sight. The consultation has finished and we await the next step from the Government. We have requested further meetings but had no response, and the petition that surpassed the 100,000 signature mark to trigger a Parliamentary debate is still waiting for attention.

Whilst there is little more that MAG can do at this point, you can make use of this pause to ensure that your MP is appraised of your views on the proposals. Don’t hold back from asking your MP to look out for the scheduling of the debate, and politely ask him or her to make a point of speaking in that debate on your behalf. MP’s will be unlikely to show an interest if their in-trays are not filled with many letters from their constituents.

Calm before the storm on 2035

As with the anti-tamper regulations we are still becalmed on the 2035 ban on the sale petrol motorcycles. We are still awaiting the delayed publication of the technological roadmap, and there is no further news on the expected date for the consultation launch. Colin has now had two meetings with the DfT and a meeting with Minister Trudy Harrison. A further DfT meeting is scheduled at the end of January

Again you can be using this pause to make sure that your parliamentary representative is fully aware of your views and the strength of opinion.

Do you enjoy riding through national parks and areas of outstanding natural beauty?

If the answer is yes then there may be a new threat on the horizon that needs our consideration. Colin has been alerted to a new consultation recently launched by DEFRA. Thanks to the Trail Riders Fellowship who spotted this one and raised it via the National Motorcyclists Council.

The consultation in essence looks ideas to expand the amount of land that fall under the authority of the National Park Authorities (NPA) These are unelected bodies and harder to hold to account than Highways Authorities. The proposals would increase NPAs to introduce Traffic Regulation Orders not just on green roads, but also tarmac roads. The NPAs would thus have authority to restrict or prevent the use of private motorised vehicles on vast swathes of the countryside. This aligns with overall strategies to reduce private motorised transport in urban areas by creating similar leverage in rural areas.

We have heard tales of roads in Europe that are being closed to motorcyclists – normally due to noise. This has the potential of being the beginnings of a similar process here.

We are still assessing the full detail but the implications of these proposals are potentially immense.

The consultation runs until 15th April, and we will be issuing more information in due course. Take a look at the consultation here and let us know your thoughts.

<https://consult.defra.gov.uk/future-landscapes-strategy/government-response-to-the-landscapes-review/>

MAG agreed position on SMART Motorways.

After much debate, the final agreed formal position on SMART motorways is as follows:

“The overwhelming majority of Motorcycle Action Group Members, like most other road users, remain opposed to SMART motorways. MAG supports proposals to cease spending on SMART motorways, redirecting funds to maintain and improve the existing road network.”

Please support Oxfordshire’s Local Transport and Connectivity Plan

The Oxfordshire LTCP5 is now out for consultation. As reported previously following a great deal of effort we have turned a negative view of motorcycling into a positive outcome for riders in the county. The plan fully recognises motorcycles as a separate mode of transport and places them above all other forms of private motorised transport.

If you live or ride in Oxfordshire, please take the time to respond to the consultation in support of this aspect of their transport plan. The last thing we need now is the work we have done being reversed due to a complete lack of support for the outcome.

The consultation runs from 5th January 2022 until the 16th March 2022. All documents and the online survey can be found here: <https://letstalk.oxfordshire.gov.uk/ltcp>

Date for the Diary – Ride To Work Day

Ride to Work Day will be Monday 20th June this year.

Remember this is a campaign to promote motorcycling to non-motorcyclists, you do not need to inform us that you already ride to work!

This year Colin intends to promote the benefits of riding to work by demonstrating non motorcycling gains that can be achieved. Thus, if riding to work saves you money explain what you use that spare cash for. If riding to work saves you time, explain what you do with that spare time. Whilst for other riders the answer they want to hear may well be buying more motorcycle parts and more time riding, non-motorcyclists are more likely to want to hear about other ideas – maybe donating the money to a cancer charity, or getting home early enough to see the kids before they go to bed. Put yourself in a non-motorcyclists shoes and consider what might motivate them to ditch the car and buy a motorcycle.

If you have any compelling ideas or stories and are happy to be interviewed for this year’s RTW video, please get in touch with Colin.

The plan is not to get bikers to be bikers, the plan is to get non bikers to give it a go.

MAG PRESS RELEASES

MAG calls for innovative national debate on National Pothole Day

[13/01/2022](#) in [News](#) by [Colin Brown](#)



Every year, seventy-four motorcycle KSI reports (Killed or Seriously Injured) list poor road surface as a contributory factor. Members of the Motorcycle Action Group (MAG) last year voted repair of potholes as their second-highest priority. MAG is using National Pothole Day to once again call on national and local Government to come together to find innovative solutions to this problem. For motorcyclists, solutions can literally mean the difference between life or death.

The issue of potholes on the UK road network is nothing new. National Pothole Day was created in 2015 to raise awareness of the ever-growing pothole problem on our roads.

Established by StreetRepairs.co.uk, MAG supports the awareness campaign to rid Britain's roads of the pothole blight. MAG regularly encourages members to report potholes and other surface issues and promotes innovative products and repair methods to the relevant authorities. MAG also offers to advise local authorities on prioritising the potholes that cause greatest risk to riders.

Potholes on bends, in braking zones and at junctions can cause far more than inconvenience to riders.

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

"I hear riders raise potholes more than most other issues. My analysis of motorcycle KSIs that occur as a result of substandard road surfaces was simply a confirmation of the fears. Our road network is a valuable asset, especially to those of us that share the passion of riding motorcycles. The inadequate investment of Government money in maintaining that network betrays a poor understanding of that value. It is high time that national and local Government sat down to come up with a credible plan to tackle the issue. We can all accept that funds are stretched – and that is why

innovative thinking is vital. We need a bold solution that will be applied at scale and with ruthless efficiency. Lives depend on it.”

Mark Morrell – who is known in the media as Mr Pothole – has supported National Pothole Day for several years. On 14th January 2022, UltraCrete will be promoting the day as the headline partner.

As part of National Pothole Day 2022, UltraCrete will be hosting a Webinar on the Pothole Crisis. Join the conversation and register for their webinar at <https://trainingacademy.instarmac.co.uk/event/webinar-on-the-pothole-crisis/>

TfL Motorcycle Safety Roundtable gives cause for cautious optimism.

13/01/2022 in [Greater London MAG / News / Road Safety](#) by [Colin Brown](#)

The Motorcycle Action Group (MAG) attended a motorcycle safety roundtable meeting hosted by Transport for London (TfL) today (13th January 2022). Motorcycle fatalities in London have shown a dramatic and welcome drop in 2021. The reasons for this drop are still unclear, but MAG will be working with TfL to ensure the good news continues.



Photo by [Lex Guerra](#) on [Unsplash](#)

Provisional figures for motorcycle fatalities in 2021 show a dramatic drop by as much as 60%. The exact figures are still not finalised, but it is clear that 2021 has been the best year on record for motorcycle fatalities. This record is despite – or perhaps due to – continued increases in motorcycling in London.

The full explanation for the reduced figures will be hard to find as many factors could be partially responsible for the figures. MAG is keen to continue with ongoing work to maintain and improve safety for riders in the capital.

The Roundtable event was hosted by TfL and attended by Greater London MAG reps, MAG’s political team, Assembly Member Keith Prince and other motorcycling groups.

MAG’s Spen McEvoy commented:

“Greater London MAG thanks TFL for today’s Roundtable and their commitment to engage with MAG moving forward. We appreciate TFL providing a contact with TFL for reporting of

problem junctions/streets. We also note a recognition that tackling the issue of motorcycle theft will directly affect road safety. I was also heartened to see acceptance of the suggestion that the cycle and motorcycle design guides be combined into a single handbook to avoid conflicts between cycle and motorcycle safety.”

Keith Prince is both a MAG member and London Assembly Member sitting as Deputy Chair of the GLA Transport Committee. Keith commented:

“I’m impressed with the dramatic fall in motorcycle deaths in London last year. The officers committed to working with the London riding community to further understand the reasons for this welcome improvement, plus engaging with the delivery rider sector on safety issues, and treating all two-wheeler users fairly and without discrimination. Overall, this meeting was results-orientated in a very tangible way.”

There will be further meetings scheduled to develop plans discussed in the meeting, and to coordinate a co-operative approach to making London’s roads safer for all road users.

Advice for MCE customers

17/01/2022 in [Uncategorised](#) by [Colin Brown](#)

On 19 November 2021, MCE Insurance Company Limited (MICL) was placed into administration, being no longer able to pay claims. FSCS declared the firm in default and is stepping in to protect the majority of policies MICL sold to individuals and small businesses in the UK.

If your insurance is with MCE Insurance Company Limited, you must arrange alternative insurance. **If you’ve had notice that your insurance policy will end, you will need to have alternative insurance in place before that date.** Motor insurance is compulsory – it’s an offence to use your vehicle without it. .

If you are unsure who you are currently insured with check. Ignorance will not be a defence for riding without insurance. We are hearing that not all affected customers have received notification, in some cases due to address changes, so if you have any doubt check.

The most reliable source for up to date advice and information is the Financial Services Compensation Scheme website: <https://www.fscs.org.uk/making-a-claim/failed-firms/mce-insurance/>

The FSCS will be administering all compensation payments and you can sign up for update emails on the FSCS website,

A key issue is that it is vital that MCE’s records for affected parties need to be correct – so do check that your address details are correctly held by MCE.

MAG have also received the below advice from our preferred insurer Bikesure:

The below relates to those MCE customers who have been told their policy is ending on the 31st Jan due to the administration of Green Realisations 123 Ltd:

For those customers whose MCE policy is ending on the 31st January as a result of the administration, any no claims earned during that policy term will be null from MCE. So if for example your MCE policy was into its 11 month when the 31st Jan comes, that 11 months can't be honoured from your policy. To try and help you, we at Bikesure have agreements in place with a number of our insurers that if you've been insured with MCE for nine months or more and have been claim free during this time, we will honour that as a years no claims bonus when we quote you. For anyone that falls outside of the nine months, although we can't honour one years no claims bonus, we may still be able to look favourably on your circumstances when quoting you as we appreciate the situation you are in.

For anyone wishing to take advantage of the Bikesure accelerated no claims bonus offering, we'd just need a copy of the MCE policy schedule or statement of fact showing the policy start date, as proof of your bonus should you take out a policy with us so no need to chase MCE.

Change of address – speaking in relation to Bikesure practises, we need to be advised of address changes immediately as it can cause indemnity issues on claims or even invalidate a policy if, for example, you move to an address that your current insurer is unable to provide cover for.

You'll need to contact your broker to update your address details and they'll advise the effect this has on your policy.

For insurance to continue, a new policy must be in force from 1st February. For queries on refunds, visit <https://www.fscs.org.uk/making-a-claim/failed-firms/mce-insurance/>

When seeking alternative quotations, you do not need to note that you've had a policy cancelled or voided as a result of the administration.

Taking non-taxed/insured bikes (i.e. off-roaders/competition bikes) to or through the EU you need a carnet

From Steve Mallett, Regional Rep for the South East.

The Author is Gus Keating.

“Having exchanged e-mails with the European Commission, the Customs Officer in the French Embassy and spoken to UK Customs here is the situation as I understand it

You can ride there and back as long as your bike is roadworthy and legal and you have all necessary documents with you ie; V5c, Insurance, etc.

You can take your road registered bike in the back a van providing both are legal and you have with you all the necessary documents as above. According to the UK Government web site you will not need a goods vehicle licence if you are transporting goods (Bike) on a non commercial basis that it is not for hire or reward. You must have proof that the bike belongs to you. You should not need a carnet for the bike but I will say something on this further down this mail.

As above, you can take a bike on a trailer providing it is road registered, legal and you have all the necessary documents with you and you can prove the bike belongs to you, that is you are not a courier or a business trader.

As above you should not need a carnet but see comments below.

Commercial trailers over 750 Kgs must be registered before you can drive through some EU countries but I would guess our motorcycle trailers are well within this limit.

A word on carnets, as I said above these should not be necessary providing the bike is fully road registered, legal and belongs to you, however there have been reports that some borders outside of the UK have not been following the guidance meaning passengers transporting their vehicles without a carnet have been fined or turned away from the border.

My contact at the French Embassy recommended that a carnet is obtained!

If you decide to cover your derrier a carnet can be obtained from the London Chamber of Commerce and I understand the charge for non members of the Chamber is in the region of £300 plus an additional amount related to the value of the goods (bike) eg for a £5000 bike the additional amount would be £135.

Don't forget you will need a Green card from you insurance company which I believe will only cover for third party but you will need to check this with your company. Your passport must be valid for at least 6 months and don't forget to bring your driving licence.

Hope that covers most of the issue, the only concern for me is the uncertainty about the carnet but hopefully things will become a lot clearer before the BSA rally in July.

One other thing that I have not mentioned is that if one is taking a non road registered bike to the EU in the back of a van then if the van weighs over 2.5 Tonne (2500 Kg) a goods vehicle licence will be required for the van at a cost of £400. This is of course in addition to the carnet.

PS: Don't forget to change your GB sticker to a UK one!!

Regards, Gus”

A thank you to an MP for his support regarding motorcycling.

Sir Bill Wiggin/ Stewart Hosie MP/ Sammy Wilson MP,

“My name is Michael Armstrong and I’m the Cumbria MAG Regional Rep and Political Officer.

Motorcycle Action Group did a press release about your motorcycle debate in the Westminster Hall back in later October. I watched the whole of the debate and was heartened by the passion that you all have for motorcycling and that was accompanied by your wealth of knowledge in the subject matter too.

At the time I did thank Trudy Harrison MP of Copeland (I live live in the constituency of Workington-next door) for her contribution at the time and below is an extract of which that I sent her regarding emissions;

So, speaking as the Regional Rep for Cumbria MAG, I understand that the government has an overall goal for a greener planet and that everyone needs to do their bit but could you please start with the bigger polluters first and leave motorcycle’s last in regards to emissions”

So, with the latest edition of The Road magazine which comes with being a member of MAG, I thought it would be appropriate to thank your kind selves for elevating the profile of motorcycling too because Cumbria MAG and I often lobby the MP’s within Cumbria especially Mark Jenkinson MP, Simon Fell MP and especially Trudy Harrison MP.

Keep up the good work with motorcycling!

Kind regards, Michael Armstrong, Regional Rep and Political Officer, Cumbria MAG”

“Dear Mr Armstrong

Thank you very much for your email regarding the debate on motorcycling in the House of Commons.

The All Party Motorcycling Group is very active in promoting the interests of motorcycles and as you have pointed out motorcycling can be of immense benefit to the environment.

Unfortunately, I do not think that the Government gives motorcycling the prominence which it should when it comes to drafting policies and for those reasons it is important that motorcyclists all over the country should lobby their MP’s to have motorcycling issues moved further up the policy agenda.

Thank you for taking the time to write to me and I trust that you will have many good motorcycling adventures during 2022.

Sammy Wilson MP

(Dictated by Mr Wilson and sent on his behalf)”

Cyprus To Introduce Airbags For Delivery Riders

ROADPOL News: 29 December 2021



The bill provides for an array of protective gear for professional riders. PHOTO: ISTOCK

Delivery professionals, riding motorcycles or mopeds in Cyprus will need to be equipped with motorcycle airbags.

The change is about to happen should the House of Representatives on the Mediterranean island pass a bill drafted by the Road Transport Department after a suggestion submitted by the Cyprus Police. The bill also explicitly provides that those riders, driving a motorcycle or a moped with a learner's permit, as well as delivery riders, should wear a protective helmet, vest and trousers, as well as protective knee and elbow pads, gloves, with back and hip protectors.

Harsh

The proposal provides a harsher sentences for professional drivers, who do not have a valid, appropriate driving licence. Learner's permits will not be accepted / valid for riding a motorcycle or a moped for professional purposes. Based on the proposal, delivery drivers, operating without a proper driving licence, will be subject to a fine of up to €6,000, and/or imprisonment for up to two years.

FEMA

New French experiment with 'noise cameras'

FEMA News: January 6, 2022



France has announced a new experiment with 'noise cameras' to tackle excessive noise from moving vehicles.

The experiment is aimed at testing the technological possibilities and will also need to set the legal framework necessary to use noise cameras as a legal way to 'punish' excessive noise.

On 3 January 2022 the French government published a decree, allowing a two-year experiment with the recording of noise emission levels of moving vehicles by fixed and mobile automatic control devices. The decree also 'adapts the regulatory part of the highway code in order to specify the constituent elements of an infringement of the regulations on the emission of noise by a moving motor vehicle and to allow its detection by an automatic control device. It sets out the technical and operational objectives to be achieved in order to achieve the automated processing of data from recording equipment.'



The decree explains how, on an experimental basis, for a period of two years devices for automatically controlling the level of noise emissions of vehicles in circulation may be installed on the territory of the municipalities of Bron, Paris, Rueil-Malmaison, Villeneuve-Le-Roi, those belonging to the community of communes of the Haute Vallée de Chevreuse, of the

metropolis of Nice and the metropolis of Toulouse. The measuring devices will be installed on roads within built-up areas where the maximum speed does not exceed 50 km/h.

The decree authorizes the installation on public roads of non-approved devices for automatic control of the noise emission level of vehicles, in order to carry out tests with a view to seek approval of the measuring instruments. These control devices, capable of attributing to a motor vehicle the noise emitted during its passage in front of the apparatus, will have to meet the legal conditions already laid down in French law. On roads where the measuring devices are tested, there will be signs with information about the experiment.



A Wide Open Throttle test, used to test the sound emission of a riding motorcycle (photo by Wim Taal).

It is not an easy task to [measure sound](#); sound is not like speed, which is technically quite simple to measure. When measuring the sound of an

individual motorcycle, there are precise rules in place, with fixed distances and angles between the exhaust pipe(s) of the vehicle and the microphone, away from buildings and other objects that can reflect the sound. And let's not forget that the measuring devices have to be able to specify which vehicle is 'breaking the law'; is it your bike or is it the car or truck travelling on the same road?

Have the authorities determined the exact limit of 'acceptable noise'? So far there is no clear answer.

The deployment of these '[acoustic cameras](#)' is said to be about the level of noise emission that the authorities find acceptable for public roads, rather than checking the exact emission level of an individual motorcycle. So, have the authorities determined the exact limit of 'acceptable noise'? So far there is no clear answer. The decree states that the legal limit of noise emission will be 'fixed by order of the Minister responsible for the environment, taking into account their category, the date of their first entry into service and the maximum speeds allowed on the traffic lanes.'

In 2019 research was done for the British Department for Transport to identify and recommend options for methods and equipment available for the detection and enforcement of excessively noisy road vehicles. The researchers recognized some of the issues that FEMA has also mentioned before: "An automated noise camera solution has the potential to improve enforcement by capturing sufficient data to indicate that an offence has occurred before the police act on it. However, further work is required to select threshold noise levels for different vehicle classes and speeds of travel relative to the mounting position of the noise camera system".

The report also says: “Although noise cameras using acoustic signatures to identify excessively noisy vehicles are not fully developed, there is an opportunity to use the data collected from the noise camera trialled (...) to characterise the acoustic signatures associated with excessively noisy vehicles. This information can be used to configure or set a performance specification for a more sophisticated noise camera system in the near future when the technology is fully developed.” In other words: exact standards, a legal framework and sophisticated technology need to be in place before it is possible determine whether a vehicle is exceeding the legal noise limit and to determine which specific vehicle it concerns.



According to the French authorities, the evaluation of the experiment will include an assessment of the impact on the behaviour of road users, the deterrent nature of the presence of automatic control devices, the social acceptability of such monitoring and any decrease in noise emission levels.

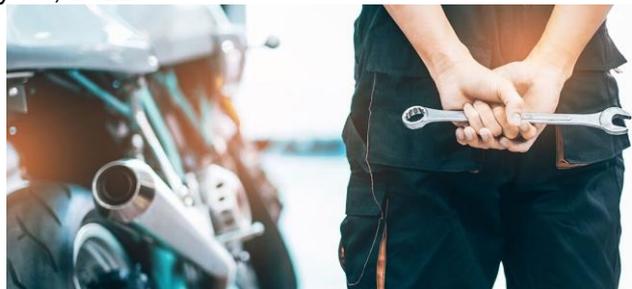
The introduction of acoustic cameras is not a development we see in France only; in Belgium the city of Genk is running a pilot, where acoustic monitors were installed next to the city safety cameras. When the acoustic monitors register a sound above a certain decibel level, a trigger is generated and signals the city safety camera to start recording a video of the loud vehicle. Other cities in Europe have shown an interest in pilots like these or have announced their own trials to tackle excessive noise by vehicles (not just motorcycles). The problem for most of these local initiatives seems to be creating the legal framework that is needed.

The French motorcyclists' organisation [FFMC](#) – a member of FEMA – recognizes the fact that excessive noise is a problem that needs to be taken seriously, but it regrets that education and information are once again being replaced by sanctions. Both FFMC and FEMA are wondering how the exact demands on the so-called [Wide Open Throttle test](#), used to test the sound emission of a riding motorcycle, can be reproduced on the open road.

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

Finnish riders reuse 72% of motorcycle parts

FEMA News: January 18, 2022



Finnish research shows that the reuse of parts of dismantled bikes is very high, without any specific legislation to organise the collection and dismantling of motorcycles that are no longer in use.

Recycling and reusing motorcycle parts helps to keep bikes on the road with used and affordable spare parts, instead of using new parts that have to be produced from raw materials.

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

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

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

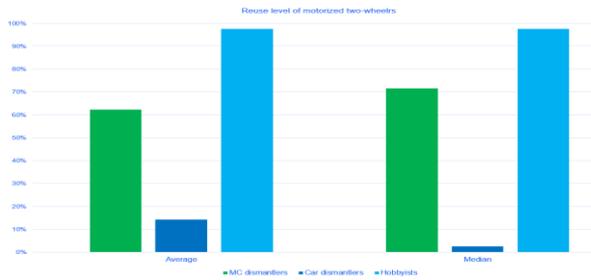
The Finnish motorcyclists' association [SMOTO](#) – a member of FEMA – carried out a study on the level of reuse of powered two-wheeler parts. The study was carried out as a survey, to which 11 motorbike dismantlers, 20 car dismantlers, one builder and one motorcycle club responded.

On average, 540 motorcycles per year with engine size over 125 cc were processed by Finnish motorcycle dismantlers that responded to the survey. In addition, an average of 85 motorcycles per year with engine size less than 125 cc and 25 mopeds per year were processed by the dismantlers. One of the dismantlers did not disclose the number of two-wheelers processed on the grounds of trade secret, which makes the actual number higher.

The number of powered two-wheelers treated by car dismantlers was significantly lower: in a year they processed 8 motorcycles over 125 cc and 8 motorcycles under 125 cc. On the other hand, 54 mopeds were treated by them.

'The reuse of components works efficiently through operators specialised in the handling of motorcycles and the reuse rate of the parts is high.'

In other words, a total of 720 motorized two-wheelers per year were processed by the dismantlers that responded to the survey. Through motorcycle dismantlers, on average, 62% of dismantled parts were recycled back to consumers. The reuse rate of dismantled parts in motorcycle dismantlers varied between 25% and 95% with a median of 72%. Car dismantlers show very different figures: reuse rates ranged from 0% – 50%, with an average of 14% and a median of 3%. Through the builder and motorcycle club of the survey respondents, more than 95% of dismantled parts were recycled to consumers.



Recycling rate of powered two-wheeler parts

The European Commission is currently pushing for a reform of the End-of Life Vehicles Directive. One of the issues to be clarified is whether vehicles other than cars and vans, such as motorcycles, should be extended to the scope of the directive. In its study, SMOTO examined how extending the End-of-Life Vehicles Directive to powered two-wheelers would affect the reuse of their parts. Of the respondents, motorcycle dismantlers assessed the impact as mainly negative, partly neutral. The builder and motorcycle club assessed the impact as negative or highly negative. One car dismantler saw the impact as positive and potentially business-growing. Other car dismantlers didn't see much effect.

As a conclusion to the study, the reuse of components works efficiently through operators specialised in the handling of powered two-wheeled vehicles and the reuse rate of the parts is high. The reuse of powered two-wheeler parts, which are mainly motorized through operators specialized in car handling, is low. Through builders and a motorcycle club, the recycling rate of parts is very high.



Jari Kielinen, president Suomen Motoristit ry (SMOTO)

SMOTO has previously raised concerns about the impact of the possible extension of motorized two-wheelers to the End-of-Life Vehicles Directive on the reuse of dismantled parts. The SMOTO study shows that the concern was justified. If motorized two-wheelers were covered by the directive, some of the operators specializing in their handling would have to close due to increased requirements and regulation of their activities. Most of the powered two-wheelers to be dismantled would be transported to operators who do not reuse dismantled parts efficiently, but mainly utilize them as metal waste. It would also be much more difficult to get the parts of enthusiasts.

For the recycling of powered two-wheeled vehicles, it would be most effective to utilize the dismantling parts as much as possible, as this reduces the need for new parts and the ecological load on their manufacturing. The use of raw materials should be secondary. Thirdly, the recycling and recovery of waste from dismantled vehicles should be effective. SMOTO is not in favour of extending the End-of-Life Vehicles Directive to powered two-wheelers. The effects of the directive would be largely negative and would reduce the actual reuse of parts.



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

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

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

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

Written by [Jari Kielinen](#), president Suomen Motoristit ry ([SMOTO](#))

Top photograph courtesy of [motoleventis.4ty.gr](#)

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Danish Police Can Confiscate Bikes For 'Insane Riding'

January 20, 2022



If you are planning a trip to Denmark, be aware of new rules and tough penalties for speeding including the seizure of vehicles – even if the driver is not the owner of the vehicle.

In March 2021, new rules and stricter penalties for bad driving ('insane driving' in Danish) came into force in Denmark. This means, among other things, that speeding offences can be punished with imprisonment and entail unconditional revocation of the driving licence for a minimum of three years if the speed is 200 km/h or more – or more than 100 percent too fast if the speed is more than 100 km/h or for driving with a blood alcohol level of more than 2.0.

The law does not only apply to Danish citizens but also applies to foreigners.

The police also have the option of seizing, confiscating and ultimately selling vehicles at auctions that have been used for insane driving – regardless of whether the driver owns, leases, or borrows the vehicle.

The Danish police are now confiscating about three vehicles a day. In the first six months after the new rules came into force, the police seized a total of 510 vehicles, while 623 charges have been filed in 586 cases involving insane driving.

Written by [Lars Rulffs](#) (MCTC).

Top photograph courtesy of [Wikimedia Commons](#)

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Leeds MAG have been busy: Kirkstall Road: Bus lanes WILL be used by motorbikes in trial

Council chiefs have given the green light for a £40,000 trial which would see motorcyclists being allowed to use bus lanes on the busy A65.

The trial would include bus lanes from Abbey Road through to the city centre, both inbound and outbound – although Kirkstall's councillors have expressed their concerns.

The A65 was chosen in consultation with Motorcycle Action Group (MAG), primarily because the it has the widest bus lanes in Leeds, allowing the safest mixing of pedal cycles, hackney carriages, motorcycles and buses.

Highways officers say the pilot scheme will start in spring and run for at least 12 months.

[Kirkstall Road: Bus lanes WILL be used by motorbikes in trial - West Leeds Dispatch](#)

Next
Network deadline
25th February

ROAD deadline
15th March



Look out for the
new competition
in the next issue
of The ROAD

Win a free
Motorcycle
Insurance Policy

Full terms & conditions
detailed with in the advert

MAG Notice Board

Next issue of The ROAD
Due out 14th February
Not received the last issue? Check with the office
Central-office@mag-uk.org

Parliament Recess Dates

February rises on 10th Feb—21st Feb

Easter rises 31st March—19th April



2022 Year Bars now available
MAG online Shop
www.mag-uk.org/shop/

MAG Monthly Prize Draw Winners

December – Charles of Wedmore

November – Mark of Bracknell

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

CONCERNED ABOUT HOW THE NEW HIGHWAY CODE CHANGES AFFECT YOU AS A MOTORCYCLIST?????

YOU MAY WANT TO SEND A LETTER, SIMILAR TO THE DRAFT BELOW, AS DRAFTED BY MICHAEL ARMSTRONG, REGIONAL REP FOR CUMBRIA, TO YOUR OWN MP.

THE FIVE HIGHWAY CODE CHANGES ON DRIVING NEAR CYCLISTS



(Insert your MP's name here),

I wish to share to you my concerns as a motorcyclist within your constituency and the Highway Code changes that has come into effect on Saturday 29th of January (see diagram).

After reading some similar posts on local motorbike Facebook pages, it has raised concerns within the local motorcycling community that the changes will actually increase the accident rate. This is due to the poor communication from the government by information the British public of the above changes.

So could you please ask the Rt. Hon. Grant Shapps, Secretary of State for Transport:

If there is a rise in the accident figures due to the above changes stated;

* When will he review the above changes and what time frame?

* Would he make the necessary changes to correct the situation?

* Would he repeal the above changes if the situation warranted it and will he make a statement?

Kind regards,
Michael Armstrong
Regional Rep
Motorcycle Action Group (Cumbria)

Don't forget to put your name and address here. Also state if you are a MAG member too but if you are not, just say in the email that you support the work in which we do.

Michael.

Smart motorway rollout to be paused as government responds to Transport Committee report

Government pausing the rollout of new all lane running smart motorway schemes until 5 years of safety data is available.

From: [Department for Transport](#), [National Highways](#), and [The Rt Hon Grant Shapps MP](#)

Published 12 January 2022



- rollout of new all lane running smart motorway schemes will be paused until 5 years of safety data is available
- current stretches of smart motorway to be further upgraded with best-in-class technology and resources
- £900 million commitment to ensure drivers feel safe and confident, including extra £390 million to install additional emergency areas

The [rollout of new smart motorway schemes will be paused](#) until a full 5 years' worth of safety data is available, as the Department for Transport (DfT) invests £900 million to improve safety on existing all lane running (ALR) motorways.

In line with the [Transport Committee's most recent recommendations](#), the rollout of new ALR smart motorways will be paused until a full 5 years' worth of safety data becomes available for schemes introduced before 2020. After this point, the government will assess the data and make an informed decision on next steps.

Although available data shows smart motorways are comparatively the safest roads in the country in terms of fatality rates, while their rollout is paused, the government will go further by ensuring current smart motorways without a permanent hard shoulder are equipped with best-in-class technology and resources to make them as safe as possible.

This will include investing £390 million to install more than 150 additional emergency areas so drivers have more places to stop if they get into difficulty. This will represent around a 50% increase in places to stop by 2025, giving drivers added reassurance.

DfT has welcomed the Transport Committee's report, which endorsed its focus on further upgrading the safety of existing ALR smart motorways rather than reinstating the hard shoulder. As concluded by the committee, evidence suggests hard shoulders do not always provide a safe place to stop, and by reducing motorway capacity, they could put more drivers and passengers at risk of death or serious injury if they were to divert onto less safe local roads.

Transport Secretary Grant Shapps said:

One of my first actions as Transport Secretary was to order a stocktake of smart motorways and since then, I have worked consistently to raise the bar on their safety. I am grateful to the Transport Committee and to all those who provided evidence for its work.

While our initial data shows that smart motorways are among the safest roads in the UK, it's crucial that we go further to ensure people feel safer using them.

Pausing schemes yet to start construction and making multimillion-pound improvements to existing schemes will give drivers confidence and provide the data we need to inform our next steps. I want to thank safety campaigners, including those who have lost loved ones, for rightly striving for higher standards on our roads. I share their concerns.

National Highways CEO Nick Harris said:

We have listened to public concerns about smart motorways and we are fully committed to taking forward the additional measures the Transport Committee has recommended.

While we pause those all lane running schemes yet to start construction, we will complete the schemes currently in construction. We will make existing sections as safe as they can possibly be and we will step up our advice to drivers so they have all the information they need.

We are doing this because safety is our absolute priority and we want drivers to not just be safer, but also to feel safe on our busiest roads.

Independent road safety campaigner, Meera Naran, whose 8-year-old son Dev, died in a motorway crash on the M6 in 2018, said:

Conventional and smart motorways both have their risks and benefits. I welcome this pause in the rollout of smart motorways, which will give us all a positive opportunity to assess the future of our motorway network.

I'm encouraged by the commitment of £900 million to improve the safety of our motorways, following my campaigning since Dev died. However, I'll continue to both challenge and work

alongside the Department for Transport to ensure even more is done, including calling for legislation to be looked at for autonomous emergency braking and further support for ongoing driver education.

The [government's response to the Transport Committee](#) builds on the significant progress already made against DfT's [18-point action plan](#) to improve smart motorway safety, announced in March 2020, including adding emergency areas and upgrading cameras to detect red X offences.

The measures in the [Stocktake](#) and Transport Committee response represent over £900 million of improvements in total, including £390 million of new money for extra emergency areas, with the remainder of the funding delivering other measures, such as stopped vehicle detection and concrete central reservation barriers.

National Highways will also ramp up communications so drivers have better information about how to drive on smart motorways.

While DfT will be taking forward all the recommendations set out in the committee's recommendations, it does not agree with the view that smart motorways were rolled out prematurely or unsafely. All ALR smart motorway schemes are, and will continue to be, subject to high standards of design, risk assessment and construction, followed by detailed monitoring and evaluation once opened to traffic.

While further data is being collected, National Highways will continue work to complete schemes that are currently in construction, which will all open with technology in place to detect stopped vehicles. These schemes are all more than 50% completed and halting progress on them now would cause significant disruption for drivers.

Design work will also continue on those schemes already being planned, so they are ready to be constructed depending on the outcome of the pause. No preparatory construction work will take place.

Also, in line with the committee's recommendations, National Highways will pause the conversion of dynamic hard shoulder (DHS) motorways – where the hard shoulder is open at busy times – into all lane running motorways while it investigates alternative ways of operating them to make things simpler for drivers. National Highways will also install technology to detect stopped vehicles on these sections.

[Government to pause rollout of all lane running motorways](#) ministerial statement, 12 January 2022.

Roads media enquiries. Media enquiries 020 7944 3021. Out of hours media enquiries 020 7944 4292. Switchboard 0300 330 3000

Welsh riders urged to carry CRASH card

Road Safety Wales is encouraging all powered two wheeler riders to carry a CRASH card, in order to improve their chances of survival in the event of a collision.

Launched in 2015, CRASH cards contain important information – including medical history and details of any medication currently being taken – for paramedics and/or the first person at the scene of a collision. There is also space to include the name and contact number of next of kin.

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

The Road Safety Wales website says: “Hopefully you’ll never need to use a CRASH card, but if the worst happens a medical professional will be able to see the green dot and can look for the card inside the helmet lining.

“The details that you write on the card could provide vital information for attending ambulance crews, saving valuable time and helping treatment, especially if you’re unconscious or unable to communicate.

“The green dot sticker is safe for use on any helmet and won’t cause any damage; the card – which can be tucked inside the helmet lining – asks for your details and any allergies, medication, or medical history which could impact on your treatment.”

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

CRASH cards are provided free of charge to anyone who uses roads in Wales. To enquire, [email Road Safety Wales](#).

The Crash card:-

NAME.....

POSTCODE..... DATE OF BIRTH.....

MEDICATION.....

MEDICAL HISTORY.....

NEXT OF KIN.....Tel.....

Sounds like a good idea to me, AG

From The House

E Scooters : 1 Lords debate

[Global Traffic Scorecard: London - Question](#)

5 Jan 2022

Baroness Vere of Norbiton: The Government are very clear that the use of e-scooters outside trial areas on public property is illegal. It can lead to a fine of up to £300, six points on a driving licence and the scooter can be impounded.

road safety : 1 London Mayoral question

[Questions to the Mayor of London - BikeSafe: BikeSafe](#)

6 Jan 2022

Sadiq Khan: BikeSafe is a national police-led motorcycle safety scheme with 36 participating forces, including the MPS. The aim of the scheme is to work with motorcycle riders to provide workshops on safety and hazard awareness. The workshops are classroom-based sessions where officers discuss the areas of danger relevant to motorcyclists and work through how to keep the riders safer. From there, the...

WEBSITES YOU MAY WANT TO VISIT

RSGB: "Now is the time to right the misunderstanding on our roads"

<https://roadsafetygb.org.uk/news/now-is-the-time-to-right-the-misunderstanding-on-our-roads/>

ABD: New Law Means Road Pricing Is Unjustified

<https://www.abd.org.uk/new-law-means-road-pricing-is-unjustified/>

Press release: National Highways awards new contract to revamp roads in the West Midlands

<https://www.gov.uk/government/news/national-highways-awards-new-contract-to-revamp-roads-in-the-west-midlands>

EDM (Early Day Motion) 794: tabled on 05 January 2022 Zero-tolerance drink-drive limit

<https://edm.parliament.uk/early-day-motion/59291>

Press release: Super swift gates which automatically close off lanes to be trialled on National Highways' network

<https://www.gov.uk/government/news/super-swift-gates-which-automatically-close-off-lanes-to-be-trialled-on-national-highways-network>

CAV: Volvo Cars to debut autonomous driving Ride Pilot feature in California

<https://www.cavsafetyhub.com/volvocarstodebutautonomousdrivingridepilotfeatureincalifornia>

EDM 870: tabled on 19 January 2022: Campaign to introduce a PumpWatch body for fair fuel prices

<https://edm.parliament.uk/early-day-motion/59364>

HA: Super swift gates can automatically close off lanes in minutes

<https://nationalhighways.co.uk/industry/innovation/news/super-swift-gates/>

ABD: ABD's Response To Proposed Highway Code Changes

<https://www.abd.org.uk/abds-response-to-proposed-highway-code-changes/>

ABD: Communicate Highway Code Changes To All Road Users

<https://www.abd.org.uk/communicate-highway-code-changes-to-all-road-users/>

ACEM position paper - Motorcycle leisure, tourism, sports and related activities

<https://www.acem.eu/acem-position-paper-motorcycle-leisure-tourism-sports-and-related-activities>

National Highways: Driving on motorways

<https://nationalhighways.co.uk/road-safety/driving-on-motorways/>

ACEM: Motorcycle and moped registrations in key European markets surpass 2019 pre-pandemic levels

<https://www.acem.eu/motorcycle-and-moped-registrations-in-key-european-markets-surpass-2019-pre-pandemic-levels>

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