



February 2023 Network

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

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EDITORIAL

Maybe you're thinking of going the EV route which is, of course, your prerogative. At the moment Governments are pushing EVs, whatever their agenda be it green or otherwise, however, no matter how many incentives they throw at the potential buyers those buyers should ask themselves 'if more and more are purchasing EVs where are the government going to get the £26bn revenue from the forecourts' (at least £1 per litre of petrol or diesel sold at the pumps) from?

Where, indeed? From EV owners of course.

The rushed push towards only EVs nauseates me. To me it reeks of total corruption and brainwashing of the masses. My view is it's the biggest environmental disaster waiting to happen, not to mention kids of 4 are digging this stuff out of the ground which is in itself disgusting.

So, being thoroughly depressed by all the above it was great to see an article from Air Quality News entitled 'Hydrogen ICE vehicle production poised for boom'. I've reproduced it in this edition.

On another subject local councils have been granted the power to enforce penalties for moving traffic offences (yellow boxes, restricted entry etc., etc.,) to alleviate pressure on local police. Be aware of this and look out for local council consultations.

My local council have a consultation running until the end of January with a plan to set up cameras at several locations.

On that note, I'll catch you next time round. Ride free, AG

[Copy date for the next edition is 25th February to aine@mag-uk.org subject heading:- Network]

Political Report – Colin Brown and Lembit Opik

As 2023 meets its second month, there are signs the Government is beginning to experience some stormy weather over transport. Questions have been raised about its ability to deliver infrastructure targets for electrification of road vehicles. And Low Traffic Neighbourhoods are being questioned too. The Motorcycle Action Group's Political Unit is steering a steady course through the heavy seas of local and national transport policy. At the same time, Operation Earthquake gathers momentum - with a summit of key stakeholders. Colin Brown and Lembit Opik report.

Transport Reality Working Group defines next 24 months

By the time you read this, Transport Reality will have held a further summit meeting near Peterborough. It's a strategic planning session for riders and drivers. Lembit Opik, MAG's Director of Communications and Public Affairs, heads up this group. He says, "our agenda is clear: to maximise the impact we have in preventing the ban on petrol powered new motorcycles – a ban which both Labour and Conservatives appear committed to introducing.

The group has expanded, with new bodies adding their weight to it as well. This has become a truly national, heavyweight organisation.”

Transport Reality is now reaching out to MPs – specifically, in order to make them fully aware of the stand we are taking. We’re also applying pressure on them to take our view of the unjustified ban on internal combustion engine (ICE) vehicles. It’s also becoming increasingly obvious that the ban is actually undeliverable anyway. The infrastructure doesn’t exist to do it.

Please let us know how you get on. We’re up and running and there’ll be a fuller report on the summit in the next edition of Network. Incidentally, MAG continues to energetically promote macro-electrical solutions – those involving primarily mass transit public transport. As Neil Liversidge, MAG’s Chair, has repeatedly stressed, we’re not against electric motorbikes. We’re against compulsion. Transport Reality will expand as a group, and as it does, it will doubtless form a mature contributor to the strategic transport debate. If the policymakers listen, everybody wins. If they don’t, then the politicians lose. It’s really as simple as that.

Operation Earthquake resources

In terms of political context, the next General Election is likely to be in January 2025. That’s the last date the current Government can call it, according to law. There’s no reason to think it will be earlier, because as things stand the polls do not favour the incumbents, and thus they are likely to delay as long as possible. This is good news for us. It gives Operation Earthquake a two year long run-up during, which to ensure that MAG places your right to buy and ride petrol-powered motorcycles on the agenda as an electorally significant issue. Here’s the link to the Campaign materials, facts, science and economic assessment regarding the ban: <https://operation-earthquake.mag-uk.org/resources/>

Please contact Lembit in MAG’s Political Unit at any time if you’d like us to help out. We’re more than happy to freely advise on how to raise these matters with Parliamentary – and local Government – candidates, who also have an impact on the sorts of restrictions they are introducing to dissuade us from riding (and driving) at all.

Rising rage at ULEZ expansion

Lembit Öpik has been talking with politicians in the outer boroughs of London who fiercely object to the extension of the Ultra Low Emission Zone (ULEZ) – a tax on older cars for no perceived benefit. In short, Lembit says, “I have it on very good authority that there’s a report in Transport for London itself that shows they have no evidence of improvements to health from the ULEZ. The simple problem is that the facts appear to contradict the claims. In 1991-3 the life expectancy in London was 73 years for men and 79 years for women. By 2017-19 it’s 81 and 85 respectively. That hardly constitutes a health crisis, and it’s turned out to be impossible for the politicians or anyone else to make a credible claim about the relationship between health and air quality. However, the planned extension, slated for August 2023, will cost a daily user of, say, an old moped, literally thousands of Pounds a year in ULEZ tax.”

There’s resistance from local authorities too, such as Sutton Council. The campaign to fight back is gathering momentum. If implemented, it will herald the scrapping of countless perfectly serviceable machines for no demonstrable benefit. Lembit is working with London MAG and Michael Armstrong to ensure MAG’s voice is heard on this unjustified assault on riders’ rights. There is also talk of a demonstration – we’ll keep you posted. But, as with Operation Earthquake, the most powerful place to hit the decisionmakers is in the ballot box.

We're going to see which parties and candidates have the courage to stand up against virtue signalling policies that do help a tiny number of people with serious respiratory problems but harm tens of thousands of others at the cost of millions of Pounds. See this month's Open Road for more details.

People like us?

A new group, Petrol Revolt, is in contact with MAG to see if we share common interests, primarily related to the barmy restrictions being persistently introduced on our personal rights as riders. Mike Beake looks willing to work with us, and there's more to come on this. It seems that there are many individuals and groups who share our concerns about the direction of transport policy in the UK. If you know someone who would like to actively add their voice to our campaigning, please let us know at: central-office@mag-uk.org

We'll follow up and do the rest.

Low Traffic Neighbourhood pushback

An official report has revealed that Low Traffic Neighbourhoods (LTNs) are so unpopular they've provoked violence and property damage from angry citizens. The report does not condone this behaviour, but says it indicates the extent of objection to the wholesale closure of streets in the name of banning traffic from highways designed *for* traffic. There are aspects of the LTNs that have even caused some political candidates to successfully stand on a promise of removing them.

Have your roads been closed to traffic? Want to fight back? Contact us at:

central-office@mag-uk.org

And we'll give you the help you need to make LTNs something that cannot be implemented against the wishes of local people – a programme of restrictions attempting to force us to walk and cycle, regardless of the desirability, and practicality, or running transport in a modern economy on that basis.

Wiggly lines

There have been red faces in Clevedon, North Somerset, after wiggly lines were painted on the road apparently as part of a beach-front cycle path scheme. They are so ridiculous locals initially thought they'd been painted on like that by mistake.

The stupidity of the scheme is the danger the lines themselves present. You've probably skidded on white lines yourself, but it's very hard to prove they've caused accidents – though there are precedents. The ultimate irony is these lines also endanger the people they were put in place to protect.

Lembit would like to hear from you if you've observed bad road surface features that present a danger. While there are national guidelines, they seem ineffective at preventing silly local authority decisions at times. We can often get a result on these – including manhole covers that can be slippery death-traps. Please let Lembit know if you've got info, and he'll work with you to get things sorted in an intelligent and clear-headed way.

M4/M1 go-slow stupidity

In Wales, massive stretches of the M4 are now restricted to 50mph. Leaving aside the likelihood that these restrictions dissuade people from bothering to visit the area if they don't have to, the idea that these restrictions offer some environmental benefit is preposterous.

In Northern England it's the same story, where the M1 suffers similar restrictions. Working with Colin Brown, Lembit is seeking to submit relevant questions to the authorities, demanding statistical evidence of the claimed benefits of these provocative schemes. "It's dumb to clog the country down to 50pmh if they can't prove it does any good – and it's all part of the nanny state philosophy of making us do things because someone in Government thinks it looks like a good idea. Without facts, they haven't got a justification. That's what I'm determined to get to the bottom of. Removing these go-slows will save the riders of Britain countless thousands of hours per year in pointless delays."

More work, but more money too.

The University of Nottingham Project suffered a setback with the stakeholder meeting having to be cancelled at the last minute due to the number of attendees that pulled out. Whilst this is a setback it does not affect our determination to deliver. We will be holding one-to-one meetings with all the stakeholders, which means more time and effort to achieve the result, but the result will be achieved. We have also had more funding released to carry out the research side of the project which will involve a detailed review of all existing local transport plans to analyse their attitudes toward motorcycling. This will allow us to create solid evidence that will expose and confirm the need for this project.

MCIA Conference

The MCIA's conference was held on 24th January. You may well have seen the press release from the MCIA and large amounts of positive spin about the future of motorcycling. Colin attended the event to represent MAG and true to form occupied a front row seat and made sure awkward questions were asked. This may seem to some to be disruptive, that MAG are trying to derail real progress, but the reality is that MAG is not prepared to accept warm words without tangible proof that policy will deliver. Colin's assessment was that whilst all the right things were said there was clear contradiction in terms of the reality of policy positions and certainly no evidence of a new positive attitude to the sector being anything more than words. Take a look at the transcript of Jesse Norman's speech in the MCIA press release. He promises that "we are not going to risk a one size fits all approach" whilst also saying "it's clear to me now that with end of sale dates for non zero emission cars and vans already in place, we must match that ambition across L-Category vehicles." How can two such contradictory statements fit into one speech? There is no sign of a softening on the position that the policy will be zero emissions at the tailpipe, this is not technology neutral, it entirely rules out any form of internal combustion.

As Colin points out the conference showed data from MCIA and ZEMO Partnership's research clearly showing that the lifetime carbon footprint of a petrol powered 125cc motorcycle is significantly lower than for a battery electric car. They admitted that nobody has done the comparison between petrol and battery electric motorcycles, so whilst they may claim a battery electric car has a slightly lower carbon footprint than a ICE car (though as we all know that claim is disputed), they fully admit that they have not even bothered to check the equivalent argument for motorcycles.

Manufacturers shared the same stage to explain that battery electric is not the only solution, yet the Government that claims to be listening is still locked in to a one size fits all policy despite claiming they are not. Pretending to have some sympathy on the timescales for

some parts of the L-category sector does not mean anything other than a complicated way to deliver a one size fits all policy.

Jesse Norman said “This is a Government that is trying to listen.” Trying but failing would have been a better statement.

Haringey bus lanes and DfT failure reflected in TfL delivery.

Colin attended a meeting with TfL along with GL MAG not long after a pair of online workshops with Haringey Borough Council. Haringey are admirably looking into road safety interventions for motorcyclists. The first workshop looked at general interventions and the second looked closely at bus lane access. Currently riders can use TfL bus lanes in Haringey plus two other council-controlled bus lanes, but that still leaves a fair few miles of bus lanes that do not allow access. A more perfect example of inconsistent policy is hard to find. Yet still the question is vexed – mainly due to the number of cycling lobbyists that turn up at these meetings with an uncompromising mission to block the right of motorcyclists to enjoy the same separation from larger vehicles that they enjoy for themselves.

We will have to see what happens in Haringey, but in our meeting with TfL we pushed them to put pressure on Haringey to follow the Mayors Transport Strategy which calls on all boroughs to follow the TfL policy. Of course, this then becomes slightly problematical when you discover in the same meeting that TfL are more than willing to ignore their own policy and have, under cover of emergency lockdown measures, taken the opportunity to revoke access to a number of their own bus lanes. The meeting became somewhat heated.

Colin points out that we are living in a world where policy makers seem to be able to make statements that entirely contradict the policy decisions they make. And then they wonder why we struggle to accept their words when they claim they are not anti-motorcycling.

Spring Clean

Work to organise the Spring Clean motorcycle theft engagement events is continuing. Please remember that these events need to be numerous to have the national interest we are aiming to achieve. If you are able to help with an event in your area please get in touch with Colin. We need venues and volunteers. Colin can arrange the speakers and help with press coverage, but the logistics side is not a one man job. The Launch event in Kent takes place on 15th March, but we need a series around the country to run from 15th March to the end of April.

MAG PRESS RELEASE

MAG starts 2023 with a full schedule for action.

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, is gearing up for another busy year of defending motorcycling.



MAG will be building on the successes of last year, defending riders' rights and contributing to the decision-making processes of national and local Government.

Looking forward to the year ahead, MAG's Chair, Neil Liversidge, said:

"Last year MAG chalked up a number of significant successes, including an independent review of the economic argument behind the Government's plan to ban all new internal combustion engine (ICE) vehicles. We engaged with Government, the Department for Transport and Transport for London, among many others, and will continue to robustly promote motorcycling. We cannot emphasise enough that motorcycles are part of the solution being sought in respect to climate change and they are part of it right now! In addition to our vigorous campaigning schedule – which will include further work on 'Operation Earthquake' – we look forward to our fundraising events and also to celebrating our 50th Anniversary."

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

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

Good home wanted for unwanted BMW EV!!!!???

The following is from something I, and I'm guessing many others, read on face-book which made me giggle, especially "this isn't a car, it's a laptop on wheels" in the fourth para from the end:-

from the Times onto Facebook:-

"Why I've pulled the plug on my electric car.

As I watch my family strike out on foot across the fields into driving rain and gathering darkness, my wife holding each child's hand, our new year plans in ruins, while I do what I can to make our dead car safe before abandoning it a mile short of home, full of luggage on a country lane, it occurs to me not for the first time that if we are going to save the planet we will have to find another way. Because electric cars are not the answer.

I can't even roll it to a safer spot because it can't be put in neutral. For when an electric car dies, it dies hard. And then lies there as big and grey and not-going-anywhere as the poacher-slain bull elephant I once saw rotting by a roadside in northern Kenya. Just a bit less smelly.

Two out of three roadside chargers are broken or busy at any one time
Not that this is unusual.

Since I bought my eco dream car in late 2020, in a deluded Thunbergian frenzy, it has spent more time off the road than on it, beached at the dealership for months at a time on account of innumerable electrical calamities, while I galumph around in the big diesel "courtesy cars" they send me under the terms of the warranty.

But this time I don't want one. And I don't want my own car back either.

I have asked the guys who sold it to me to sell it again, as soon as it is fixed, to the first mug who walks into the shop. Because I am going back to petrol while there is still time. And if the government really does ban new wet fuel cars after 2030, then we will eventually have to go back to horses. Because the electric vehicle industry is no readier to get a family home from Cornwall at Christmas time (as I was trying to do) than it is to fly us all to Jupiter. The cars are useless, the infrastructure is not there and you're honestly better off walking.

Even on the really long journeys. In fact, especially on the long journeys. The short ones they can just about manage. It's no wonder Tesla shares are down 71 per cent. It's all a huge fraud. And, for me, it's over.

Yet the new owner of my "preloved" premium electric vehicle, fired with a messianic desire to make a better world for his children, will not know this. He will be delighted with his purchase and overjoyed to find there are still six months of warranty left, little suspecting that once that has expired — and with it the free repairs and replacement cars for those long spells off road — he will be functionally carless.

He will be over the moon to learn that it has "a range of up to 292 miles". No need to tell him what that really means is "220 miles". Why electric carmakers are allowed to tell these lies is a mystery to me. As it soon will be to him.

Although for the first few days he won't worry especially. He'll think he can just nip into a fuel station and charge it up again. Ho ho ho. No need to tell him that two out of three roadside chargers in this country are broken or busy at any one time. Or that the built-in "find my nearest charge point" function doesn't work, has never worked, and isn't meant to work.

Or that apps like Zap-Map don't work either because the chargers they send you to are always either busy or broken or require a membership card you don't have or an app you can't download because there's no 5G here, in the middle of nowhere, where you will now probably die.

Or that the Society of Motor Manufacturers said this week that only 23 new chargers are being installed nationwide each day, of the 100 per day that were promised (as a proud early adopter, I told myself that charging would become easier as the network grew, but it hasn't grown, while the number of e-drivers has tripled, so it's actually harder now than it was two years ago).

There are, of course, plus sides to electric ownership. Such as the camaraderie when we encounter each other, tired and weeping at yet another service station with only two chargers, one of which still has the "this fault has been reported" sign on it from when you were here

last August, and the other is of the measly 3kWh variety, which means you will have to spend the night in a Travelodge while your stupid drum lazily inhales enough juice to get home.

Together, in the benighted charging zone, we leccy drivers laugh about what fools we are and drool over the diesel hatchbacks nonchalantly filling up across the way (“imagine getting to a fuel station and knowing for sure you will be able to refuel!”) and talk in the hour-long queue at Exeter services about the petrol car we will buy as soon as we get home.

We filled up there last week on the way back from Cornwall, adding two hours to our four-hour journey, by which time Esther wasn’t speaking to me. She’s been telling me to get rid of the iPace since it ruined last summer’s holidays in both Wales and Devon (“If you won’t let us fly any more, at least buy a car that can get us to the places we’re still allowed to go!”).

But I kept begging her to give me one last chance, as if I’d refused to give up a mistress, rather than a dull family car. Until this time, a couple of miles from home, when a message flashed up on the dash: “Assisted braking not available — proceed with caution.” Then: “Steering control unavailable.”

And then, as I inched off the dual carriageway at our turnoff, begging it to make the last mile, children weeping at the scary noises coming from both car and father: “Gearbox fault detected.” CLUNK. WHIRRR. CRACK.

And dead. Nothing.
Poached elephant.

I called Jaguar Assist (there is a button in the roof that does it directly — most useful feature on the car) who told me they could have a mechanic there in four hours (who would laugh and say, “Can’t help you, pal. You’ve got a software issue there. I’m just a car mechanic. And this isn’t a car, it’s a laptop on wheels.”)

So Esther and the kids headed for home across the sleety wastes, a vision of post-apocalyptic misery like something out of Cormac McCarthy, while I saw out 2022 waiting for a tow-truck. Again.

But don’t let that put you off.

I see in the paper that electric car sales are at record levels and production is struggling to keep up with demand. So why not buy mine? It’s clean as a whistle and boasts super-low mileage. After all, it’s hardly been driven . . .

(By **Giles Coren**)

MAG 50TH ANNIVERSARY MERCHANDISE PRE-ORDER NOW



Long and short sleeved t-shirts available in red, white, navy and black. Hoodies and sweatshirts in navy and black. Only the most popular colours will continue. So order now to avoid disappointment!



Badges, pins and hats featuring the 50th logo also available!

www.mag-uk.org/shop

Pre-order for delivery April 2023

Operation Earthquake Campaign Update.

The table below are of the following MP's who have received the Operation Earthquake template email. The MP's information was correct: dated 21/1/23.

<p>Yorkshire Report: West; (Huddersfield MAG) Jason McCartney MP. Cons. Barry Sheerman MP, Huddersfield. Lab</p> <p>(Wakefield MAG) Andrea Jenkins, MP for Morley and Outwood, Cons. Jon Trickett MP, Hemsworth. Lab. Yvette Cooper, Normanton, Pontefract and Castleford. Lab. Simon Lightwood MP, Lab.</p> <p>(Leeds & Bradford) Alec Shelbrooke MP. Con. Rachel Reeves MP, Leeds West. Lab.</p> <p>(North Yorkshire inc York) Julian Smith MP, Skipton and Ripon. Cons. Kevin Hollinrake MP, Thirsk & Malton. Con. Julian Sturdy MP, York Outer. Con. Rachael Maskell MP, York Central. Lab. Nigel Adams MP, Selby. Con. Jacob Young MP, Redcar. Con. Robert Goodwill MP, Scarborough + Ryedale. Con.</p> <p>South; Dan Jarvis MP, Barnsley Central. Lab. Ed Milliband MP, Doncaster North. Lab</p>	<p>Cumbria Report: Mark Jenkinson MP. Cons. Simon Fell MP. Cons. Tim Farron MP. Lib Dem. Trudy Harrison MP. Cons. Dr. Neil Hudson MP. Cons.</p>	<p>West Mids report: Harriet Baldwin MP. Cons. Mike Wood MP- Dudley South Bill Cash MP- Stone. Cons. Mark Garnier MP, Wyre Forest. Cons. Theo Clarke MP, Stafford. Cons.</p>
	<p>East Mids report: Robert Largan MP, High Park. Cons. Zarah Sultana MP, Coventry South. Lab.</p>	<p>North West report: (Wirral MAG) Mick Whitley MP Margaret Greenwood MP</p>
	<p>Eastern Report: Stephen Barclay MP- NE Cambridgeshire. Con.</p>	
	<p>South Eastern region report: Tracey Crouch, Chatham and Aylesford. Adam Holloway, Gravesham. Damian Green MP for Ashford, Kent. Con.</p>	<p>Southern region report: Conor Burns MP, Bournemouth West-Cons. Andrew Murrison MP, SW Wiltshire. Con.</p>

So, if you would like to add your MP to the list, please copy the below template letter and send it to your MP.

“Dear (xxxxxxx)

Request for information about Operation Earthquake

I’m (xxxxxx) and I’m one of your constituents. My home address is (xxxx xxxxxx). I’m requesting answers to questions on the Government’s proposed ban on the sale of new petrol motorcycles, scheduled to begin in 2030. As you may know, in October 2022 the Centre for Economics & Business Research (CEBR) – a well-respected, independent research body - issued a report on the cost of the Government’s proposals to force an end to the sale of internal combustion engine vehicles (ICEVs) in favour of a wholesale move to battery electric vehicles (BEVs).

Here it is: https://wiki.mag-uk.org/images/f/fc/Cebr_Analysis_of_2030_Ban.pdf

The study shows that additional costs dwarf any environmental benefit. New vehicle purchase costs are at least £188 billion. The time lost for drivers and riders waiting for EVs to recharge is valued at a minimum of £47 billion. Charging and distribution infrastructure costs £99 billion. Any benefits BEVs offer are also undermined by the emissions involved in vehicle production, mining for battery minerals, and shorter vehicle lifetimes: 8.1 years for a BEV compared with 13.9 years for an ICEV.

The study also forecasts a significant loss of tax revenue, which can only result in higher rates of Income Tax or VAT, or cuts to essential public services. Alternatively, BEV users will be charged comparable levels of tax as currently apply to petrol and diesel users, thereby wiping out any current financial savings, while retaining all the drawbacks associated with EVs (limited life, low or no resale value, range anxiety, time wasted charging, and home charging issues for millions of citizens).

I’m asking you to press the Government to immediately revoke the planned ban. I support the campaign group Transport Reality and its alternative plan: instead of ‘micro-electric’ policies forcing people into BEVs, they promote a ‘macro-electric’ nationwide public transport system of trains, trams and trolleybuses powered by the National Grid; thus moving commuters to public transport, cutting pollution, improving air quality and safety, whilst allowing people practical and affordable private motor transport they need for many trips where this is still the best option. Regardless of party, I will not vote for any election candidate - local or Parliamentary - who supports any ban on ICEVs.

Should you support this ban, I’ll expect you to be able to provide the scientific and economic rationales justifying your position. Mere claims of ‘consensus’ will not be acceptable as they are not scientifically or economically relevant. If you support the ban, you’ll be able to provide hard science and an objective economic summary to support your position. If you can’t present the scientific and economic cases, plus at least a general picture of the logistical plan, you have no justification for the policy. Specifically, here are the questions I’d be grateful if you could respond to: 1 Will you ask the Government to abandon plans to ban petrol and diesel vehicles?

If not, please provide the following:

- i. The scientific justification for your support for the ban; specifically, an explanation of what will be achieved by it in numerical terms.
- ii. The environmental justification for the CO2 reduction agenda; again, consensus is irrelevant; we need the actual science.
- iii. The economic justification for households and the economy.
- iv. The future tax regime you envisage to pay for road infrastructure.

- v. The logistical plan for implementing the electric vehicle agenda.
- vi. The home charging arrangements.

2 Would you like to provide a quote about what you have said for our press release, which will be shared with the thousands of riders and other vehicle users in your constituency, through MAG, the Alliance of British Drivers, Fair Fuel UK and the local media? Be aware that thousands of voters will base their vote solely on your position on this one issue – and we're calling it Operation Earthquake.

To assist you, here's a link to MAG's submission to the Government's review of the Net Zero agenda:

https://wiki.maguk.org/images/d/d5/Net_Zero_Review_Consultation_Response_2022_11_03.pdf

You should find everything you need in this, including exhaustive scientific references. Our detailed response to the specific question of the ICEV ban, which is evidently a subset of the larger net zero agenda, can be found here:

https://wiki.mag-uk.org/images/8/84/2022_09_20_Consultation_Response_-_Lcategory_vehicles_ending_sales_of_new_non-zero_emission_models_FINAL.pdf

I look forward to hearing from you.

Yours sincerely (xxxxxxx)

Motorcycle Action Group member"

Just fill in the (xxxxx) and send it to your MP, then please email myself and let me know which MP that you had sent it to. cumbria-region-rep@mag-uk.org I'm the Regional Rep for Cumbria MAG too. Or alternatively, look on your local, regional or the national MAG Facebook pages and search for Operation Earthquake posts.

Michael Armstrong, National Political Officer.

Hydrogen ICE vehicle production poised for boom

<https://airqualitynews.com/2023/01/10/hydrogen-ice-vehicle-production-poised-for-boom/>

Despite the comparatively high running costs, experts are predicting this end of the automotive industry will 'take off' as new technologies fall in price.

Researchers at Interact Analysis believe that by 2030 shipments of hydrogen ICE (internal combustion engine) models could hit 58,000 per year, before a considerable increase will see that number rise to 400,000 by 2040.



Key obstacles at the moment come in the form of minor changes needed within the vehicle design compared with standard ICEs, for example different spark plugs and other materials. Individually, these do not pose much of a problem, but combined significantly increase production costs. Meanwhile, much higher fuel costs and a lack of refuelling infrastructure also put many individuals and companies off.

Nevertheless, the future is looking brighter for this nascent low-emission alternative to cars and trucks, particularly for low mileage applications, in regions where there is legislature targeting diesel, and where battery electric vehicle (BEV) options are not available, in scarce supply or not suited to a particular purpose.

While this does not necessarily mean hydrogen ICEs are set to be as popular as BEVs, it does suggest they will drive a growing section of the planet's route away from high polluting transport modes.

'The number of registered H2 ICE vehicles is forecast to grow to 58,000 in 2030. Covering all on road and off-road vehicles (including trains, agricultural equipment, trucks and passenger cars), this figure is set to see significant growth post-2030, with uptake of H2 ICE technology projected to soar to more than 400,000 shipments by 2040,' said Jamie Fox, Principal Analyst at Interact Analysis.

'Due to unfavorable TCO (total cost of ownership) and high fuel costs, H2 ICE vehicles are unlikely to become the market leader. Despite the many environmental benefits to the use of hydrogen vehicles, for mass adoption to occur the refuelling infrastructure required must be developed and customer payback improved. We are still seeing many limitations to refuelling infrastructure for battery electric vehicles so it is unlikely that we will see a significant amount of change in the H2 infrastructure for many years,' he continued.

Image: Alessio Lin

MCIA

December and 2022 Full Year Registrations Figures for Scooters, Motorcycles and Light 3 and 4 Wheel Powered Light Vehicles (L-Category sector)

MCIA News: 9th January 2023



The Motorcycle and Scooter market continues to show growth during 2022, closing the year at 1.9% ahead of 2021. Whilst 1.9% does not seem much, when compared to the last "normal year" (2019), the market is over 8% up which demonstrates not just the strength of the sector during the uncertainty of the pandemic, tough economic climate but also the growing importance and key role the sector will play as the transport ecosystem evolves.

Looking ahead to 2023, we expect the market to remain strong as the relevance of our sector becomes more apparent to customers and users that have not considered this

transport mode previously. We expect demand for leisure products to remain high, we see increasing numbers looking to 2,3 and light 4 wheels as a real-world alternative to the traditional car.

Freedom of choice, versatility of movement, environmentally efficient and relative low cost of travel are quickly becoming the main driving forces that are influencing the market. Whilst motorcycling for leisure continues to be attractive, growth is coming from new users on a wider range of products. As we see the lowered powered segments moving to battery electric, manufacturers are looking toward new innovation, fuels and power trains, the L-category segment will play a pivotal role in decarbonisation and congestion.

For a more detailed view of the market segments, please refer to the full market report that [can be found here](#).

Tony Campbell, CEO of MCIA said, “2022 has proven to be another great year for the industry, MCIA will continue to work closely with the UK Government on delivering the action plan launched early in 2022, which includes the licence review that is one of the ten key actions agreed with Government in the action plan. 2023 will be another encouraging year for the sector where we are expecting further growth on what was already a good year in 2022 which will see further expansion of battery electric products and other new technologies to the market”.

Please find useful links to:

[December & 2022 Registration report:](#)

[The joint Government / Sector action plan:](#)

[The Life Cycle Analysis study:](#)

Please credit MCIA when quoting this information.

Notes for Editors:

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined L-Category vehicles (Regulation 168/2013), they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk.

Transport Minister promises not to “risk a one size fits all approach” when phasing out motorcycles that need longer to transition

MCIA: 24th January 2023



Addressing the Motorcycle Industry Association's (MCIA) annual conference in front of global manufacturers and senior industry representatives, Jesse Norman, the Minister for Transport Decarbonisation and Technology has this afternoon promised not to "risk a one size fits all approach" when phasing out motorcycles that need longer to transition.

Despite emphasising the importance of cutting carbon emissions as a "great driver of change" and promising a response to the phase out consultation on new non zero emission L-Category vehicles "in due course", the Minister promised to continue listening to industry.

Recognising L-Category vehicles' environmental, congestion, and air quality benefits, the Minister went on to acknowledge the diversity of L-Category vehicles, with each one offering something different

to the public and the economy, whether "touring down to Truro on a high-powered motorcycle or nipping round the streets of Nuneaton on a moped".

Commenting on the Speech, **Tony Campbell, CEO of MCIA**, said:

"In this first of its kind MCIA annual conference, we're delighted by the support shown by the Minister.

The Association and industry at large have made monumental strides in the last five years in getting our essential sector recognised as an instrumental form of transport, not only in helping realise the Government's environmental ambitions, but its future of transport ambitions too. The conceiving and implementation of the joint Action Plan is a testament to the latter and our strong collaborative working relationship, both of which we will continue to deliver on in 2023.

We remain committed to working with the Government to ensure the most appropriate and fair approach is taken to transitioning our vehicles to zero emissions and in a way that is proportionate to vehicle size and emissions and that does not negatively impact our sector."

*****ENDS*****

Notes for Editors:

The MCIA is the industry body that represents the UK Motorcycle and wider L-Category sector, including motorcycles, tricycles, and quadricycles, typically emitting zero or low emissions.

For more information about the work of the MCIA, or to interview MCIA CEO, Tony Campbell, please contact Alfie Brierley, Head of Policy and Public Affairs, at a.brierley@mcia.co.uk.

Speech transcript:

Rt Hon Jesse Norman MP, Minister of State for Transport Decarbonisation and Technology:

Hello, I'm Jesse Norman and it is a fantastic pleasure to speak with you today.

As is the way with these occasions, if I may, I would like to spend a bit of time just reflecting on the past, but also looking to the future.

2022, I think we can all agree, was a year blighted by the inflationary pressures of the world economy in a bit of a spin, energy prices and an unjust war of aggression in Europe.

It was marked by the lifting of Covid-19 restrictions and the beginning of the great climb of European countries to recovery after the pandemic.

Faced with these difficult conditions of economic growth, it was no mean feat to see the UK powered light vehicle market up 1.9% from 2021 and up more than 8% from 2019. And that made clear that there was a great appetite for L-Category vehicles and the need for us all to work together across industry and Government to make this year even more fruitful.

But amidst the challenges of 2022, it's also clear that we made a lot of progress. When you published your Action Plan in February, that really set the tempo for the year ahead. And in Government we share in that ambition to realise the full potential of zero emission powered light vehicles, to meet environmental goals, and to meet and build the transport eco systems of the future.

Now that is underscored not only by our desire to act, but also to learn. And the Government, as you will be aware, launched a feasibility study so that it could learn more about how the sector stimulates supply ahead of demand, how we can attract new players to the market, how we can boost investment and lower manufacturing costs and how we can provide new and exciting careers for those working in and around a newly sustainable industry.

Now of course that PLV Action Plan foreshadowed the Government's own consultation on when to end the sale of new, non zero emission vehicles. And that, too, was in its own way a very important moment, setting out a practical vision for the future of zero emission powered light vehicles in the UK, but also reinforcing the need for continued engagement, for expertise, for the collaboration of the industry, in that process and across the board. That is what is going to make the L-Category eco-system, that wider eco-system, a fertile space for growth, and growth is our aim, as it is yours for 2023.

We must build on the achievements of last year, we must push ahead with the roles of PLVs in a fast moving and always evolving transport system. Of course, that's not only the evolution of ambition, but of necessity. I don't need to tell you of the affect transport is having on our planet.

But it's also important to say that cutting carbon remains a great driver of change. And perhaps revolution is a more apt description than evolution. We need to think bigger and act more boldly. And I want to thank you all for the value you have added to the consultation on end dates. We will publish a full response in due course, but it's clear to me now that with end of sale dates for non zero emission cars and vans already in place, we must match that ambition across L-Category vehicles. And that will open us up to a future where our roads are, if we play it right, less congested, offering not only tangible carbon cutting but a reduction in air and noise pollution, and an increase in the wellbeing of everyone. A future where motorbikes like Maeving's are a symbol as quintessentially British as the morning milk float or the MCC.

Of course, we know some vehicles may need longer to make that transition than others. This is a Government that is trying to listen. And we are not going to risk a one size fits all approach. We know that the diversity of vehicles in our system each offer something different to the public and the economy, whether that's touring down to Truro on a high-powered motorcycle or nipping round the streets of Nuneaton on a moped. From leisure

journeys to last mile deliveries. So, for each of them we're determined to try and secure the regulatory solution of best fit and, underpinning all of that, is our desire to place convenience at the heart of riding a zero emission powered light vehicle.

Of course, that entails a process of designing roads that incentivises their use and building the charging infrastructure that bolsters that viability, and we will do that as well.

In Government, our vision is designed to prime this sector, with you, ahead of decarbonisation. To support that move to clean, efficient, zero emission powered light vehicles, and to help the sector to take every opportunity it can to increase the role and the profile off motorcycling across our transport system.

So let me conclude by thanking you and saying this. This sector has faced down many challenges over the years and I know that the end of sales dates are going to be another stretching goal, another challenge. But challenge itself is an enabler for great British innovation and always has been. And you are the innovators.

So, let's keep working together to grow this industry and to make 2023 a year of greater appetite and even greater success.

Thank you very much indeed.

FEMA

President's New Year's Address



The best thing about 2022 was the FEMA Spring meeting we had been waiting for: after two years we could finally organise a real meeting again, with real people (and real food and beer). The beautiful motorcycle campsite of our Danish member MCTC was the perfect place to meet old and new friends in motorcycling. If all goes the way we hope, we will have our Spring meeting 2023 in Norway, organised by our member NMCU. Can't wait ...

Energy transition

Our work in Brussels has also been returning to 'normal'; more and more meetings are taking place with members of the European Parliament and with representatives of the European Commission. And there is a lot to discuss, such as the energy transition, which is

something that will have an enormous impact on motorcycling as we know it. We don't think a simple ban on the sale of new motorcycles with an internal combustion engine is the answer. As you know from all the articles we have published on the subject, FEMA says electric motorcycles and motorcycles with an internal combustion engine can exist side-by-side.

Historic motorcycles

We will also keep representing the owners of older motorcycles because it's important to us to keep our heritage alive. Historic motorcycles should be exempt from mandatory periodical technical inspections, from low and/or zero emission zones and from road taxes, according to a large majority of the motorcyclists who responded to FEMA's survey on the definition and use of historic vehicles, so there is plenty of work to be done.

Transport poverty

Motorcycling isn't just for fun trips, for many of us the powered two-wheeler is the way we travel to work, or to school. FEMA will keep addressing the risk of 'transport poverty', where citizens are not able to pay for private or public transport. Motorcycling must be affordable to as many people as possible to prevent social exclusion. The work FEMA can do here could impact the lives of many riders.

Follow us

FEMA's general secretary Dolf Willigers and communications officer Wim Taal are ready to make sure no policy maker can ignore the motorcycling issues that are important to you and me. I'll take this opportunity to thank both for all the excellent work they have provided and continue to provide on our behalf. Already 2023 promises to be an exciting year, so make sure to follow us on our social media channels.

Motorcycling needs you

The COVID-19 pandemic has had its impact on FEMA and all the national motorcyclists' organisations, but we faced the challenges head-on and we came out stronger. For FEMA and all its national member organisations to continue working for your rights, it is crucial to have the support of as many individual riders as possible. So, make sure you renew your national membership, or join as a member today.

On behalf of our member organisations and the entire board of FEMA, I want to wish you all a wonderful 2023. Ride safe!

*Anna Zee,
President.*

MAG Notice Board

Next
Network deadline
25th February

OPEN ROAD deadline
15th March



Pre-Order Now
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www.mag-uk.org/shop/



Parliament Recess Dates

February—9th to 20th February

Easter—30th March to 17th April

Not received your issue of Open Road 104
Jan/Feb 2023? Please contact the office
and we'll get another sent out to you.
central-office@mag-uk.org or 01926 844 064

Not got a local group in your area?
Have you thought about starting one?
Please contact your Regional Rep or the office
for more information.

WEBSITES YOU MAY WISH TO VISIT

Guidance: Driving in Europe: UK licence holders living in the EU, Iceland, Liechtenstein, Norway or Switzerland (Last updated: 30 December 2022)

<https://www.gov.uk/guidance/driving-in-the-eu-uk-licence-holders-living-in-the-eu>

AQN: Are water-based batteries the future of mobile power?

<https://airqualitynews.com/2022/12/28/are-water-based-batteries-the-future-of-mobile-power/>

NMC: 2023 A year of promise beckons for motorcycling

<https://www.uknmc.org/news/2023-a-year-of-promise-beckons-for-motorcycling>

RAC: Police data reveals Britain's top ten speeding hotspots

<https://www.rac.co.uk/drive/news/motoring-news/police-data-reveals-britains-top-ten-speeding-hotspots/>

ABD: Crazy Road Markings

<https://abd.org.uk/crazy-road-markings/>

RSGB: Motorcycling "a dynamic part of society and transport"

<https://roadsafetygb.org.uk/news/motorcycling-a-dynamic-part-of-society-and-transport/>

<https://www.thisismoney.co.uk/news/article-11681341/How-lack-chargers-soaring-power-costs-sent-electric-vehicle-revolution-reverse.html?fbclid=IwAR1GmVcxVZffskml34x1Og570jQNaRingx4c8J4KQVrk3sCC13dwlm0Z-CM>

RAC pothole-related breakdowns leap during last three months of 2022

<https://www.rac.co.uk/drive/news/motoring-news/rac-pothole-related-breakdowns-leap-during-last-three-months-of-2022/>

Open consultation: End of life vehicles: appropriate measures for permitted facilities

<https://www.gov.uk/government/consultations/end-of-life-vehicles-appropriate-measures-for-permitted-facilities>

RSGB: Councils "crying out for more funding" to remove potholes

<https://roadsafetygb.org.uk/news/councils-crying-out-for-more-funding-to-remove-potholes/>

News story: Proposed changes to make MOTs fit for the future

<https://www.gov.uk/government/news/proposed-changes-to-make-mots-fit-for-the-future>

RSGB: Council's wavy road marking scheme labelled 'bizarre'

<https://roadsafetygb.org.uk/news/councils-wavy-road-marking-scheme-labelled-bizarre/>

RSGB: Driverless cars 'could help push up traffic'

<https://roadsafetygb.org.uk/news/driverless-cars-could-help-push-up-traffic/>

TRL: Mitigating the SMIDSY cause of collisions

<https://trl.co.uk/news/mitigating-the-smidsy-cause-of-collisions>

MCIA: Transport Minister promises not to "risk a one size fits all approach" when phasing out motorcycles that need longer to transition

<https://www.mcia.co.uk/posts/transport-minister-promises-not-to-risk-a-one-size-fits-all>

Official Statistics: Driver and rider testing and instructor statistics: July to September 2022

<https://www.gov.uk/government/statistics/driver-and-rider-testing-and-instructor-statistics-july-to-september-2022>

ABD: Fire Chiefs have issued guidance on dealing with EV fires

<https://abd.org.uk/following-a-number-of-fires-including-a-ship-carrying-tvs-which-sank-and-a-ferry-company-banning-evs-fire-chiefs-have-issued-guidance-on-dealing-with-ev-fires/>

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